

VOLUME 4

South Frequent Transit Network Social Impact Assessment

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Glossary of Defined Terms and Acronyms

We note that 'Takaanini' (with double vowels) is used throughout the Report Acknowledging the ongoing kōrero and guidance from Manawhenua on the cultural landscape. 'Takanini' is used where reference is made to a specific and existing named place (e.g., Takanini Road, Takanini Town Centre etc.). Manawhenua is also used throughout the Report as while gifting the programme name as Te Tupu Ngātahi, Manawhenua confirmed this was an appropriate spelling (capital 'M' and one word). Notwithstanding this, the term is spelled as two words in other fora and the proposed designation conditions – Mana Whenua.

Acronym/Term	Description
AEE	Assessment of Effects on the Environment
AT	Auckland Transport
Auckland Council	The unitary authority that replaced eight councils in the Auckland Region as of 1 November 2010.
AUP:OP	Auckland Unitary Plan: Operative in Part
BRT	Bus Rapid Transit
CIA	Cultural Impact Assessment
CTMP	Construction Traffic Management Plans
DSI	Deaths and Serious Injuries
FTN	Frequent Transit Network
FUZ	Future Urban Zone
IAIA	International Association for Impact Assessment
IAIA Guidelines	International Association for Impact Assessment Social Impact Assessment: Guidance for assessing and managing the social impacts of project: https://www.iaia.org/uploads/pdf/SIA_Guidance_Document_IAIA.pdf .
IDI	Integrated Data Infrastructure
MDRS	Medium Density Residential Standards
NIMT	North Island Main Trunk
NPS:UD	National Policy Statement on Urban Development
NoR	Notice of Requirement
OSCAR	Out of School Care and Recreation
PWA	Public Works Act 1981
RMA	Resource Management Act 1991
RPTP	Regional Public Transport Plan
SA2	Statistical Area 2
SH1	State Highway 1

Acronym/Term	Description
SIA	Social Impact Assessment
The Programme	Te Tupu Ngātahi Supporting Growth Programme
TLC	Takaanini Level Crossings
ULDMP	Urban and Landscape Design Management Plan
Waka Kotahi	Waka Kotahi New Zealand Transport Agency
Waka Kotahi Social Impact Assessment Guide	Waka Kotahi guidance on the processes to be used on Transport Agency state highway projects to identify, assess/rate and mitigate social impacts across the life of a project: 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

1 Introduction

1.1 Purpose and scope of this Report

This Social Impact Assessment (**SIA**) has been prepared to inform the Assessment of Effects on the Environment (**AEE**) for the Notices of Requirement (**NoR**) being sought by Auckland Transport (**AT**) for the South Frequent Transit Network (**South FTN**) under the Resource Management Act 1991 (**RMA**). Four NoRs are proposed to authorise transport upgrades along key sections of roads which fall within the South FTN network. The transport upgrades authorised by the NoRs are referred to in this Report as the **Project**.

Specifically, this Report considers the actual and potential effects associated with the construction and operation of the Project on the existing and likely future environment as it relates to social impacts and recommends measures that may be implemented to avoid, remedy and/or mitigate these effects.

This Report should be read alongside the AEE, which contains further details on the history and context of the Project. The AEE also contains a detailed description of works to be authorised within the NoR, and the typical construction methodologies that will be used to implement this work. These have been reviewed by the author of this Report and have been considered as part of this social impact assessment. As such, they are not repeated here. Where a description of an activity is necessary to understand the potential effects, it has been included in this Report for clarity.

1.2 Report Structure

The Report is structured to assist in assessing the potential social impacts of the Project on the relevant receiving community. To do this, the assessment is structured as follows:

- Methodology;
- Existing Environment;
- Statutory context;
- Regional and Wider Community Impacts – this assessment considers the overall Project impacts of all 4 NoRs as a network of projects;
- Local Community Impacts – the relevant NoR or section of NoR will be assessed in relation to that local community (Manurewa, Takaanini, Papakura and Drury) and the Project area;
- Summary of impacts – this section considers the overall impacts of the NoRs that span multiple communities; and
- Recommendations to avoid, remedy or mitigate impacts

Table 1-1 - Report Structure

Report Part #	Report Section #	Extent Assessed (Route and/or NoR)
A	8	Wider Community Impacts
B	9	Manurewa
	9	Takaanini

Report Part #	Report Section #	Extent Assessed (Route and/or NoR)
	9	Papakura
	9	Drury

2 Project Description

2.1 Context – South FTN network

As described further in the AEE, the South FTN is one of the transport works packages proposed for South Auckland between Manukau and Drury as part of Te Tupu Ngātahi Supporting Growth (**Te Tupu Ngātahi**) programme.¹ The South FTN is in turn part of a wider planned multi-modal transport network intended to support growth and enable mode shift in South Auckland.

The South FTN comprises a range of road upgrades including bus priority measures, new and upgraded active mode facilities, and intersection improvements along existing arterial road corridors in South Auckland. In particular, the proposed road upgrades provide for:

- Operation of high-quality FTN² bus services along Great South Road between Manukau and Drury (the Great South Road FTN route);
- Operation of high-quality FTN bus services along existing roads between Manurewa, Takaanini, and Papakura (the Takaanini FTN route); and
- Urbanisation of adjoining key connections to FTN routes – Popes Road West, and the Drury section of Great South Road between Waihoehoe Road and State Highway 1 (**SH1**).

The total extent of the South FTN network is shown in Figure 2-1.

¹ The Programme is a collaboration between Auckland Transport (AT) and Waka Kotahi NZ Transport Agency (Waka Kotahi) to investigate, plan, and undertake route protection for the strategic transport networks needed to support Auckland's growth over the next 30 years.

² FTN services are defined in AT's Regional Public Transport Plan (RPTP) as bus routes operating at least every 15 minutes between 7am-7pm, 7 days-a-week, often supported by priority measures such as bus or transit lanes.

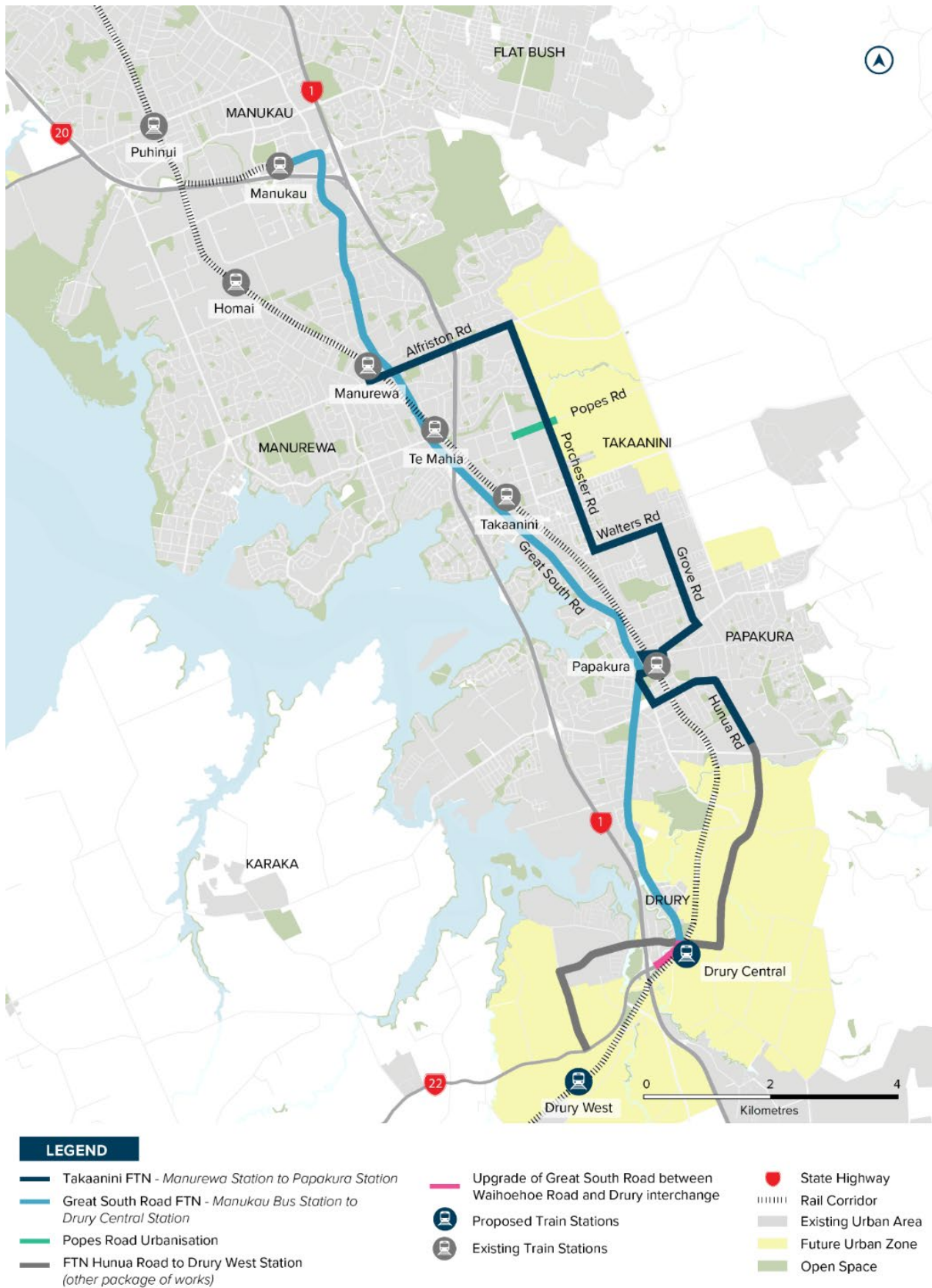


Figure 2-1 - Extent of the South FTN network

2.2 The NoRs – proposed spatial extent

Of the full South FTN network extent shown in Figure 1, only a portion falls within the NoRs/Project (see Figure 2). This is because the proposed corridor upgrades do not always require additional land take, can be undertaken within the existing road reserve, and therefore do not require new designations.³

Accordingly, this assessment is focussed on the activities proposed to be authorised by the four NoRs. The NoRs seek generally to provide for road widening to accommodate bus priority measures, walking, and cycling facilities, key intersection upgrades, replacement of existing bridges and other associated works. These are described in more detail in Table 2-1 and the extents are shown in Figure 2-1.

Further detail on the proposed activities and works in each NoR are provided in the AEE.

Table 2-1 - Summary of the proposed Project

NoR reference	Project component	Description
NoR 1	Great South Road FTN Upgrade	<ul style="list-style-type: none"> Road upgrades and transport upgrades providing for the Great South Road FTN route along Great South Road between Manukau and Drury. NoR comprises eight separate areas along Great South Road (see Figure 2-2) providing for bus priority measures, walking and cycling facilities, key intersection upgrades, replacement of the existing Otūwairoa / Slippery Creek bridge, and stormwater management devices.
NoR 2	Great South Road Upgrade (Drury section)	<ul style="list-style-type: none"> Road upgrades and transport upgrades providing for upgrade of a 520m section of Great South Road in Drury between Waihoehoe Road and the SH1 Drury Interchange. NoR enables road widening to provide for four lanes, active mode facilities, replacement of the existing Hingaia Stream bridge, and stormwater management devices.
NoR 3	Takaanini FTN – Weymouth Road, Alfriston Road and Great South Road Upgrades	<ul style="list-style-type: none"> Road upgrades and transport upgrades providing for the Takaanini FTN route along Weymouth and Alfriston Roads between Selwyn Road and Saralee Drive; and for an adjoining section of the Great South Road FTN route between Halver Road and Myers Road. NoR enables road widening to accommodate bus priority measures, walking and cycling facilities, key intersection upgrades, replacement of existing bridges along Weymouth Road over the North Island Main Trunk (NIMT) and Alfriston Road over SH1, and stormwater management devices.
NoR 4	Takaanini FTN – Porchester Road and Popes Road Upgrades	<ul style="list-style-type: none"> Road upgrades and transport upgrades providing for the Takaanini FTN route along Porchester Road generally between Alfriston Road and Walters Road; and for the urbanisation of Popes Road generally between Takanini School Road and Porchester Road.

³ Some limited additional third-party land may be required in the future to provide for intersection upgrades between Takaanini and Ōpaheke. The relative cost-benefit assessment of these areas did not favour route protection at this time given the projected time scale for future urban growth in this area.

NoR reference	Project component	Description
		<ul style="list-style-type: none">NoRs provide for urbanisation of both corridors – two traffic lanes, walking and cycling facilities, key intersection upgrades, and stormwater management devices.



Figure 2-2 - South FTN – NoR extents (the Project)

Table 2-2 - NoR Numbers and associated Project area

NOR	Road/s Name
1A	Great South Road/Browns Road/Orams Road (Intersection)
1B	Great South Road/Grand Vue Road (Intersection)
1C	Great South Road/Mahia Road (Intersection)
1D	Great South Road/Taka Street/Walter Stevens Drive (Intersection)
1E	Great South Road/Subway Road (Intersection)
1F	Great South Road/Wellington Street (Intersection)
1G	Great South Road/Beach Road (Intersection)
1H	Great South Road/Park Estate Road (Intersection)
1I	Great South Road – Otūwairoa Stream/Slippery Creek Crossing
2	Upgrade of Great South Road between Waihoehoe Road and the SH1 Drury Interchange (Widening and Bridge Upgrade)
3	Weymouth and Alfriston Roads generally between Selwyn Road and Alfriston Park; and between Alfriston Road and Myers Road (Widening, Intersection and Bridge Upgrades, Stormwater Treatment)
4	Porchester Road generally between Alfriston Road and Walters Road; and Popes Road generally between Takanini School Road and Porchester Road (Urbanisation, Intersection Upgrades, Stormwater Treatment)

2.2.1 Property requirements

Approximately 747 property titles (partial and full acquisition) are within the designation footprint. Noting that some properties consist of multiple titles, therefore there are less affected owners than there are property titles. It is anticipated that 11% of these may be full acquisitions. While the vast majority (60% to 80%) of property purchase is typically anticipated in the three years immediately prior to implementation, this acquisition could occur prior to route protection being enacted, or during the route protection process. Further analysis of property requirement is provided in Appendix D.

Table 2-3 - Full and Partial Acquisition for NoRs

	Full acquisition	Partial acquisition	Total
NoR 1	7	164	171
NoR 2	15	32	47
NoR 3	58	372	430
NoR 4	4	95	99
Total	84	663	747

2.2.2 Construction

Each NoR may be built separately or as part of a whole network Project. It is anticipated that sub-projects within each NoR will/could be built independently of others and therefore construction time of individual sub-projects could be months; each NoR is anticipated to take more than a year to complete in its entirety.

Construction and traffic management plans will be established prior to commencement of construction and reflective and responsive to the existing environment at that time.

3 Social impact assessment methodology

The International Association for Impact Assessment (IAIA) Guidelines 2015 state that a SIA includes:

“... the processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions”.⁴

The SIA can be described as an overarching framework that consists of evaluating all impacts on people and all the ways in which people/communities interact with their socio-cultural, economic, and biophysical surrounding (IAIA Guidelines, 2015).

Thus, the SIA has strong links and considers the human implications of other technical assessments/project components including changes to the biophysical environment (ecology, noise, air quality, stormwater, landscape and visual), changes to physical infrastructure (transport, urban design, built heritage), economic (property) and cultural impact assessments. The SIA does not seek to reassess matters considered by these technical specialists, but rather understands and assesses the intended and unintended social changes that will be experienced by people/communities because of changes identified by these specialists.

The methodology used for this SIA is guided by the International Association for Impact Assessment (IAIA) Guidelines,⁵ and Waka Kotahi Social Impact Assessment Guidelines.⁶ The methodology has been developed to identify and predict the key social impacts of the designation, construction, and operation phases of the Project.

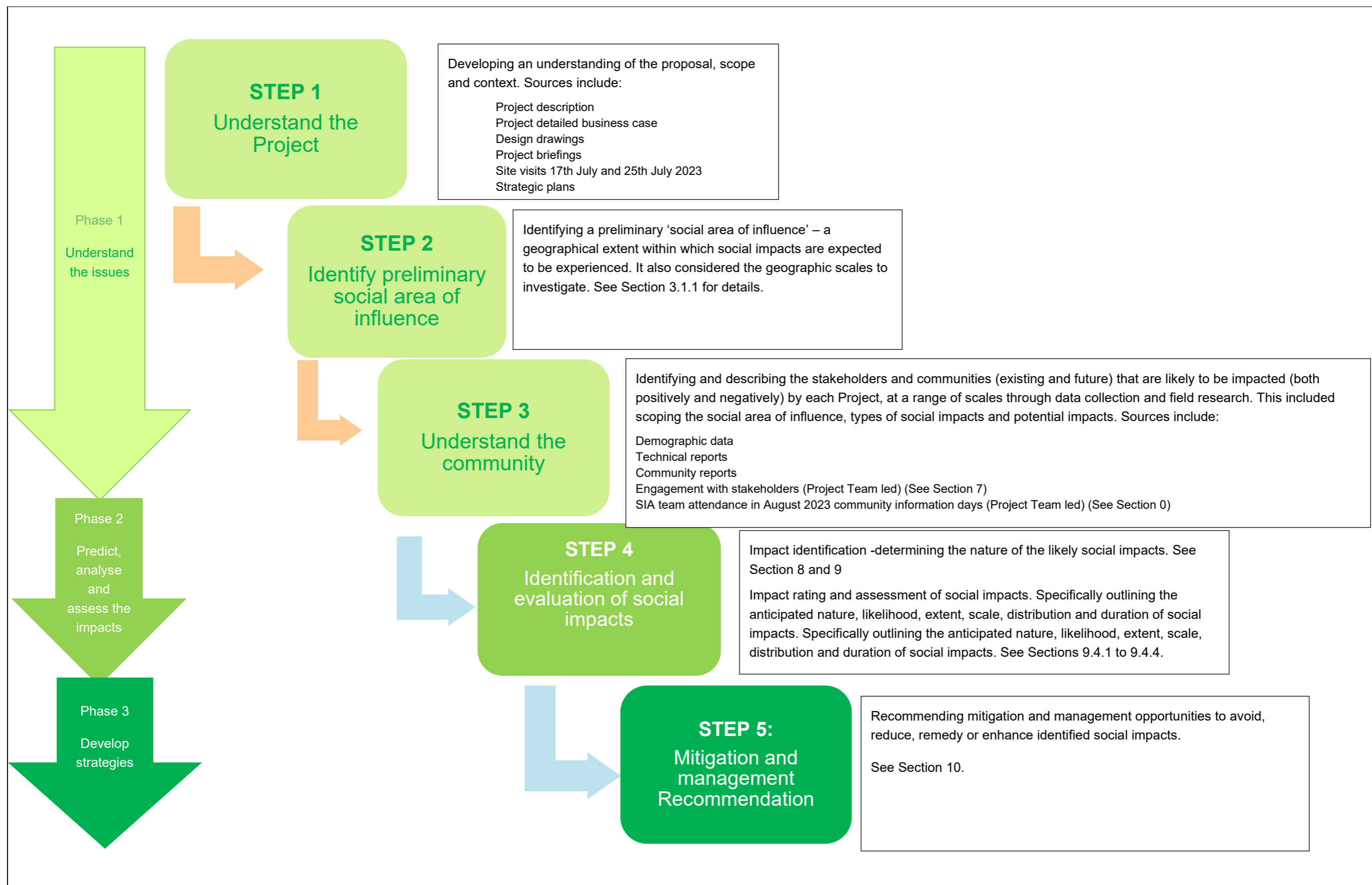
3.1 Methodology

The process to complete this assessment is described below.

⁴ Page 95 SIA_Guidance_Document_IAIA.pdf.

⁵ https://www.iaia.org/uploads/pdf/SIA_Guidance_Document_IAIA.pdf.

⁶ <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>.



3.1.1 Define the social areas of influence

A social area of influence was established for this Project. In accordance with IAIA and Waka Kotahi best practice SIA guidelines a preliminary scoping step is to identify a 'social area of influence' of the Project. The 'social area of influence' is the identification of communities (nearby and distant) and stakeholders likely to experience social impacts (positive and negative). The social area of influence considers the communities both existing (at present) and those planned for the future, when it is anticipated the Project will be constructed and operational. It considers the defined communities and at what scales. For this project it was considered that there were three scales; wider community, local community and Project area (immediate community). Four local communities were identified; Manurewa, Takaanini, Papakura and Drury. The spatial extent and community groupings to this Project are described as part of the community profile (Section 6.4).

3.2 Assessment of Social Impacts

3.2.1.1 Impact identification

In accordance with IAIA and Waka Kotahi best practice guidelines, the following describes in more detail the categories of social impacts from which specific social impacts for this Project were scoped:

Way of life – including:

- 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;

Community – including:

- cohesion – community networks and social interaction and how they come together as a community;
- stability – the ability of the community to manage change and rebound from change;
- character – community identity and unique character;
- severance – the separation of people from facilities, services, and social networks they wish to use within their community;

Values and identity – including:

- shared beliefs, customs, values and stories, and connections to land, places, and buildings (note Māori culture and values are considered separately in a Cultural Impact Assessment (CIA) undertaken by iwi);

Quality of the living environment and amenity – including:

- access to and use of ecosystem services; public safety and security; access to and use of the natural and built environment, and its aesthetics value and/or amenity; the quality of the air and water people use; 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;

Health and wellbeing –including:

- health being a state of complete physical, mental, social, and spiritual wellbeing and not merely the absence of disease or infirmity;

Personal and property rights – including:

- *whether economic livelihoods are affected, and whether people experience personal disadvantage or have their civil liberties affected; and*

Fears and aspirations – including:

- 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 being assessed and the assessment has sought to consider the Project within the context of this planned social change.

3.2.1.2 Assessment of social impacts

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

- Planning (period of time until confirmation of designation);
- Pre-construction (period of time from confirmation up until pre-construction period);
- Construction (including detailed design and property acquisition); and
- 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 potential social impacts will be described and assessed using the following criteria:

- **Impact** – the social consequence occurring;
- **Cause** – the aspect of the Project that causes this change;
- **Impacted community** – who is affected by the impact;
- **Extent/magnitude** – the distribution of the impact within the community/ the extent of impact (i.e., percentage of community impacted);
- **Duration** – how long the impacted is anticipated to occur (level of permanence);
- **Severity of consequence** – how severe is the outcome of this impact i.e., minor inconvenience to extreme harm;
- **Likelihood** – how likely is this impact to occur; and
- **Ability to avoid/remedy/manage or mitigate** – how easy is it to reduce the impact.

3.2.1.3 Overall rating

The scale of each impact can be identified as *very low*, *low*, *moderate*, *high* or *very high*. This considers the balance of likelihood, extent, severity, duration. 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-term period.

There is not a set matrix for each rating, but the following provides some guidance:

- **Very low** – very minor consequence/ very brief duration/ very small extent (features at least one or more of these characteristics and does not result in a more than minor consequence);
- **Low** - minor consequence/ brief impact/ brief duration/ (features at least one or more of these characteristics and does not result in a more than moderate consequence – e.g., could be very minor consequence but greater extent and duration, or moderate consequence but very small extent and duration);
- **Moderate** - moderate consequence/ moderate duration/ moderate extent (features at least one or more of these characteristics and does not result in a more than high consequence – e.g., could be minor consequence but greater extent and duration, or high consequence but very small extent and duration);
- **High** - high consequence/ longer duration/large extent (features at least one or more of these characteristics and does not result in a more than very high consequence – e.g., could be moderate consequence but greater extent and duration, or very high consequence but very small extent and duration); and
- **Very high** – very high consequence/ permanence/ most people (features at least one or more of these characteristics and does not result in a more than very high consequence – e.g., could be very high consequence but greater extent and duration).

This is rated pre and post mitigation. For post mitigation it is considered whether the proposed interventions will reduce the likelihood, extent, duration, or severity of consequences to a degree that reduces the overall impact.

3.2.2 Develop strategies

Each impact is assessed to see what extent it can be avoided, remedied, mitigated, or managed. The recommendations take into consideration the following:

- How to address the impact;
- Timing of the impact and proposed mitigation;
- Anticipated outcomes and any targets to be achieved;
- Assessment post mitigation; and

- Recommended actions to ensure positive impacts are achieved.

3.3 Limitations and assumptions

3.3.1 Limitations

The limitations of this Report are as follows:

- Findings of this Report are based on the information available at the time of writing the Report;
- At the time the Project is anticipated to proceed, the social environment will be expected to be different from when the social baseline was undertaken, therefore the social area of influence and potential social impacts may also change;
- The operations and requirements of community (including businesses and landowners) may change in the future and whilst these have been anticipated to a degree this is limited and will need to be confirmed prior to construction;
- The following AEE technical reports were received in August - September 2023 and have been considered when assessing social impacts:
 - Construction Noise and Vibration Assessment;
 - Traffic Noise Assessment;
 - Landscape and Visual Assessment;
 - Built Heritage Assessment; and
 - Arboriculture Assessment.
- Information on public engagement has been taken from the notes and meetings with the Project Team and sessions have been attended by a member of the SIA team. Engagement will continue past the time of completing this Report and therefore will not all be included in this assessment.
- Stakeholders and affected landowners were invited to meetings including those of interest to the SIA team (i.e. community services/providers). Not all have accepted this invitation at time of reporting.
- Manawhenua cultural values are not considered within this assessment and are addressed within the AEE.

3.3.2 Assumptions

The assumptions that have influenced this Report are as follows:

- This Project area is largely established. However, it is assumed that there will be intensification and further development, and this has been considered where possible. As such, it is recommended that sensitive receivers and key stakeholders are identified and consulted with prior to construction during detailed design.
- In terms of construction, it is assumed that the Project will be staged. Durations of construction for areas along the Project and other details are as per the information provided in the AEE.

4 Literature Review

Relevant literature including case studies and SIAs for similar infrastructure projects relating to route protection and transport projects (roading, rapid transit and active mode infrastructure) have been reviewed as part of the Social Impact Assessments for other long term transport projects undertaken by Te Tupu Ngātahi Supporting Growth. Given the similarities of these projects these SIAs (including the literature reviews undertaken as part of these) have been reviewed and a summary of the relevant points is provided below. Additional literature regarding the social impacts of projects similar to the South FTN including public transport and bus services were also reviewed and are discussed where relevant below.

The purpose of this literature review is to review impacts that have been experienced in other similar projects and provide an overview of potential impacts that could be experienced in the Project. 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 Project assessed in this Report; the fact that a particular impact has occurred in one of the Project described below does not guarantee that it will also be experienced for any of the Project, or that it will be experienced to the same extent.

4.1 Route protection impacts

There is limited literature available on the impacts of long-term route protection on communities. However, in the literature that is available, both positive and negative impacts of long-term route protection are identified.

Protecting a corridor for a future project generally provides certainty to stakeholders and the local community. To illustrate this, Infrastructure Australia notes that route protection can provide landowners with 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 development.⁷ By identifying the corridor in planning documents, development around the corridor can also be managed to avoid incompatible land uses being established.

On the other hand, corridor protection can create uncertainty, which can cause stress and anxiety for both landowners and the local community. For example, Waka Kotahi notes that 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 the wider community in terms of not knowing how their community may change and when this may occur.^{8,9}

Waka Kotahi's integrated planning and policy guidance on land and route protection also highlights that the value of land adjacent to the land required for the Project may fall due to perceptions of the potential environmental impacts of the Project when it is constructed (although land values may also rise for adjacent land or elsewhere as a result of expectations that the Project will be constructed and subsequent improved access to public transport¹⁰). Where the infrastructure already exists (i.e the

⁷ <https://www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf>.

⁸ <https://www.nzta.govt.nz/assets/projects/east-west-link-application-to-the-environmental-protection-authority-epa/Technical-Report-11-Social-Impact-Assessment.pdf>.

⁹ <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>.

¹⁰ <https://www.nzta.govt.nz/resources/planning-policy-manual/>.

road) the environmental change is anticipated to be far less and therefore likely benefits or disbenefits are most likely in relation to anticipated improvements or reduction in amenity.

In long-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. Infrastructure Australia notes that effective consultation and communication with the local community is also important in helping the community understand the purpose of route protection (as opposed to project construction).¹¹

4.2 Construction phase impacts

Regardless of the type of transport project (i.e., active mode, road, bus), similar construction impacts (both positive and negative) are typically reported in the literature. However, the extent of these impacts varied according to the scale and duration of the work. Potential construction impacts include:

- A temporary reduction in local amenity/quality of environment arising from construction noise and vibration;
- Negative economic impacts on adjacent businesses due to noise, vibration, and ongoing traffic management outside premises;
- Changes in community character once construction has begun (depending on the scale of property acquisition and the size of the community) due to people moving out of the area and the makeup of the community shifting;
- Reduced access to private properties (e.g., if there is additional construction traffic), business activities and community facilities during construction. This can impact people's quality of life if they are unable to access services and facilities (or spend longer trying to reach these locations); and
- Positive impacts can also be experienced if there are local employment opportunities generated through the construction phase.

To mitigate these impacts, management plans were typically recommended to minimise 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. In addition, maintaining access to businesses and community facilities as far as practicable during the construction period was suggested, and signage and wayfinding was found to assist with this. For Auckland's City Rail Link (CRL) project, a Business Hardship Fund was deemed necessary (i.e., where there is significant impact on a lot of businesses over an extended period) to ameliorate some of the business loss during years of construction.¹² Hardship grants on CRL are only paid to businesses that can demonstrate they are suffering genuine hardship and affected by significant and lengthy disruption. Whilst this Project will not have lengthy

¹¹ <https://www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf>.

¹² <https://www.cityrailink.co.nz/targetedhardshipfund>.

disruptions, full road closures or the extent of business disruption it is useful to understand the range of mitigation options used on other projects.

4.3 Operation phase impacts

There were similar themes reported in the literature in relation to operational impacts, however these differed slightly according to the type of project (i.e., active mode vs roading). The potential operational impacts are summarised in the key themes below.

4.3.1 Community connectivity

Improved transport links can enhance community connectivity by providing new or improved ways for people to move through the community and access social and economic opportunities. In particular, multi-modal transport projects (e.g., public and active transport) provide greater transport choice for all people to move around an area rather than just those who have access to a car.

There may also be a loss of businesses that serve smaller local communities and changes to community composition due to modifications or loss of valued community spaces or services.

4.3.1.1 Way of life

Transport infrastructure has been found to improve people's way of life by enhancing their ability to move through a given area, which can increase their access to goods and services.¹³ These impacts were found to be greatest if public and active transport modes are also facilitated along the road corridor. If time spent in traffic is reduced (i.e., if a new road improves traffic flows or an improved public transport network cuts down commuting time) this can also free up time for people to enjoy other activities. Both international and New Zealand research identifies that improving the reliability of bus services means more people are likely to use them.¹⁴

Greater transport options beyond dependence on private car use can also mean these users (for example young people) can move around more independently and may improve their ability to access social, educational and employment opportunities.¹⁵

4.3.2 Health and wellbeing

More reliable and efficient public transport services can increase community connectivity, reduce car dependence, and encourage the uptake of walking, cycling and public transport.¹⁶ This can have positive health and wellbeing benefits as a result of increased physical activity (walking and cycling often occurs at either end of a public transport trip). In general, research suggests that people who can use active transport tend to have better physical and mental health as a result of physical activity, increased neighbourhood social connection, access to green space, and cleaner, quieter, and more restorative urban environments.¹⁷ There is strong evidence that safe active mode infrastructure in a community can encourage more people to take up walking and cycling for both recreational and

¹³ Equity in Auckland's Transport System Summary report (2020). Ministry of Transport.

https://www.transport.govt.nz/assets/Uploads/Report/NZ3060_Equity_in_Auckland_Transport_System.pdf.

¹⁴ Hyde & Smith (2017) Quantifying the economic and other benefits of enabling priority bus egress from bus stops.

<https://www.nzta.govt.nz/assets/resources/research/reports/609/609-quantifying-the-benefit-of-bus-egress.pdf>.

¹⁵ Institute for Transport Studies & KPMG (2016). The Value of Bus to Society. <https://greener-vision.com/wp-content/uploads/2016/10/The-Value-of-the-Bus-to-Society-FINAL.pdf>.

¹⁶ Hyde & Smith (2017) Quantifying the economic and other benefits of enabling priority bus egress from bus stops.

<https://www.nzta.govt.nz/assets/resources/research/reports/609/609-quantifying-the-benefit-of-bus-egress.pdf>

¹⁷ Research Report 669 Transport impacts on wellbeing and liveability (regexcellence.nz).

commuting purposes. Separating active mode infrastructure has also been found to maximise health and wellbeing benefits, as it reduces the risk of traffic accidents while walking or cycling.

On the contrary, there is 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. Therefore, new roads (or public transport services) can have health and wellbeing benefits if they succeed in reducing the time people spend stuck in traffic and reducing the stress that this can bring.

If roads are upgraded to be safer, traffic accidents can also be reduced which has clear health and wellbeing benefits for communities.

4.3.3 Quality of environment

As discussed in the 'community connectivity' section, public transit systems can contribute to more vibrant urban environments. However, new transport infrastructure can also have negative impacts on amenity.

For people in close proximity to newly upgraded roads, there can be negative impacts on amenity if the corridor obstructs their outlook (particularly in rural areas where views may previously have been devoid of any urban form) and/or creates traffic noise. 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 new transport infrastructure may go some way towards mitigating these impacts. However, the efficacy of this mitigation will depend on the scale of the infrastructure and how close the property is.

4.3.4 Socio-economic outcomes

Construction, operation and maintenance of new transport infrastructure and services can create jobs and increase local spend in the area. However, this can either occur as a net employment increase, or merely redistribute jobs from one location, organisation or sector to another. For example, Phase 1A of Johannesburg's Rea Vaya BRT system helped move former minibus taxi drivers from the informal sector to formal employment as Rea Vaya bus drivers.¹⁸ To help mitigate any potential loss of jobs through business acquisition, there is an opportunity to upskill and engage local people in paid employment through each phase of the Project life cycle (e.g., planning, construction and operation). This can create community benefits and help to lift people out of poverty.¹⁹ Studies show that there can be an increase in property values where there are improved provisions of transport options and connectivity to other locations, this is often dependent on the walkability to the public transport provisions (the further away corresponded with less value increase).²⁰

4.3.5 Equity

The Ministry of Transport's 2020 report on equity in Auckland's transport system noted people on lower incomes are more likely to live in places less well-served by high quality public transport and more likely to work part-time or shifts that do not align with public transport timetables.²¹ They also discuss how people on lower incomes overcome this lack of adequate transport choices by paying

18 <https://www.wrirosscities.org/sites/default/files/Social-Environmental-Economic-Impacts-BRT-Bus-Rapid-Transit-EMBARQ.pdf>

19 https://conservancy.umn.edu/bitstream/handle/11299/217777/Qi_umn_0130E_21881.pdf?sequence=1&isAllowed=y

20 <https://www.sciencedirect.com/science/article/pii/S2590198219300697>

21 Equity in Auckland's Transport System Summary report (2020). Ministry of Transport.

https://www.transport.govt.nz/assets/Uploads/Report/NZ3060_Equity_in_Auckland_Transport_System.pdf

more than they can afford for a car to get to work, school and other locations, impacting their ability to afford other necessities, resulting in 'transport poverty'. Overall, it was understood that those with lower incomes are the most disadvantaged and those with high income have capacity to overcome transport challenges. Well-connected and regular public transport (including outside of peak hours) and quality walking and cycling infrastructure improve transport choices and reduce transport disadvantages and transport poverty.

5 Statutory and Policy Context

This assessment is informed by an understanding of the statutory and policy context in which the planning, construction and operation of the Project will likely take place. This is based on the latest information and strategic documents about how and where future growth will occur, and the aspirations of the local, wider, and regional communities regarding what sort of changes they wish to see in their community in the future; noting, however, that this information could change over time. This section of the Report is solely for the purposes of the SIA; a full statutory analysis is provided in the AEE.

5.1 Regional and local planning context

The RMA and relevant National Policy Statements provide the framework for local plans and policies. There is focus on social wellbeing and a sustainable, accessible, and equitable future community.

The focus of this section is the social context, in terms of the community vision and strategy for future development that forms the basis of the future social environment.

5.1.1 The Auckland Plan 2050

The Auckland Plan 2050 is the 30-year spatial plan to contribute to Auckland's social, economic, environmental and cultural well-being. The AEE should be referred to for a detailed overview of the Plan. 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; and
- **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.

5.1.2 Local Board Plans

5.1.2.1 Wider Community – Manurewa Takanini Papakura Integrated Area Plan

The Manurewa Takanini Papakura Integrated Area Plan is a 30-year integrated plan that outlines an urban vision for Manurewa, Takaanini and Papakura over the next 30 years. It includes five key ideas guiding the transformation of the area's role as the "gateway to the south" while protecting and improving each area:

- **Protect our future** – it is anticipated that change will occur in the Great South Corridor, and the three centres need to be embraced by protecting the features that are special and building on them for the future.

- **Love our centre** - The vision for the Manurewa, Takanini and Papakura centres is to grow their distinct identities and form the heart of their communities where opportunities for people to live, work and play are provided.
- **Celebrate the story** - The stories of Manurewa, Takanini, Papakura and the Great South Road corridor have enriched and strengthened the area and continue to shape its identity. The area's true potential as a culturally and historically diverse area is yet to be fully celebrated.
- **Make way for the people** - People will be put first, reflected in a welcoming and safe place with strong and inclusive communities. This includes how we get around as well as making sure there are a range of work and learning opportunities to meet the needs of people of all ages and abilities.
- **A voice for youth** - The large youth population in these centres provides a sense of youthful energy, liveliness and a strong spirit of change which are the foundations of our future. Designing spaces and places in response to the needs of youth through empowerment, promotion of local talent, and opportunities for healthy growth will encourage the centres to excel and will be key to achieving the outcomes that people are seeking.

Within the plan there is a specific section focussed on the corridor that centres around Great South Road. The objective of the 'Spine of the South' is to reinforce the corridor's role as a place for business, a place to showcase its natural environment and as an integrated regional transport hub. The outcome for the Great South Road corridor is to ensure that development in Manurewa, Takaanini and Papakura is complementary, supporting local businesses to thrive, and providing the opportunities for locals to live, work and play.

5.1.2.2 Draft Manurewa Local Board Plan 2023

The plan includes five key outcomes. Of relevance to this Project are the following:

- **Our People:** Our people are resilient, connected and engaged. We take pride in Manurewa, enjoying quality of life, diversity and a sense of safety and connection;
- **Our Community:** Our community enjoy responsive services and facilities that enable great participation;
- **Our Places:** Our urban development attracts quality employment, community and sustainability outcomes that meet the needs of our growing population. Our transport network is accessible, affordable, offers choice and makes it easy to move around; and
- **Our Economy:** Our local economy is strong, and our town centres are thriving. People can live, work and play close to home.

5.1.2.3 Papakura Local Board Plan 2020

This plan encompasses the local communities of Papakura and Takaanini local communities, the outcomes of relevance are as follows:

- **Outcome 1:** A vibrant and prosperous local economy;
- **Outcome 2:** A community enriched by its diversity, where people feel connected and lead active, healthy lives; and

- **Outcome 3:** A well connected area where it's easy to move around.

6 Existing and future environment

6.1 Social Area of Influence

Within the spatial extent of the Project and likely geographical reach of social impacts, the communities are considered at three different scales (recognising people may be a part of all three of these community scales); wider, local and immediate communities. Figure 6-1 below illustrates these geographic scales.

Each of the four NoRs considered in this SIA occur within the Manurewa-Papakura Local Ward. As such, a 'Wider Community' assessment area has been determined that encompasses all four NoR areas. Components of the relevant NoR will be assessed in relation to the corresponding local community, noting that some NoRs will transverse more than one community. Table 6-1 illustrates how the NoRs are spread across these local communities.

Table 6-1 - Local Community area traversed by NOR

NoR	Manurewa	Takaanini	Papakura	Drury	Description
NoR 1A	✓				Intersection upgrade: Great South Road x Orams Road x Browns Road
NoR 1B	✓				Intersection upgrade: Great South Road x Grande Vue Road
NoR 1C	✓				Intersection upgrade: Great South Road x Mahia Road
NoR 1D		✓			Intersection upgrade: Great South Road x Taka Street x Walter Stevens Drive
NoR 1E			✓		Intersection upgrade: Great South Road x Subway Road
NoR 1F			✓		Intersection upgrade: Great South Road x Wellington Street
NoR 1G			✓		Intersection upgrade: Great South Road x Beach Road
NoR 1H			✓		Intersection upgrade: Great South Road x Park Estate Road
NoR 1I				✓	Bridge Upgrade – Great South Road, Slippery Creek/Otūwairoa Stream
NoR 2				✓	Great South Road midblock widening in Drury from Norrie Road intersection and the Southern Motorway offramp
NoR 3	✓				Weymouth and Alfriston Roads generally between Selwyn Road and Alfriston Park; and between Alfriston Road and Myers Road.
NoR 4	✓	✓			Porchester Road generally between Alfriston Road and Walters Road; and Popes Road generally between Takanini School Road and Porchester Road.

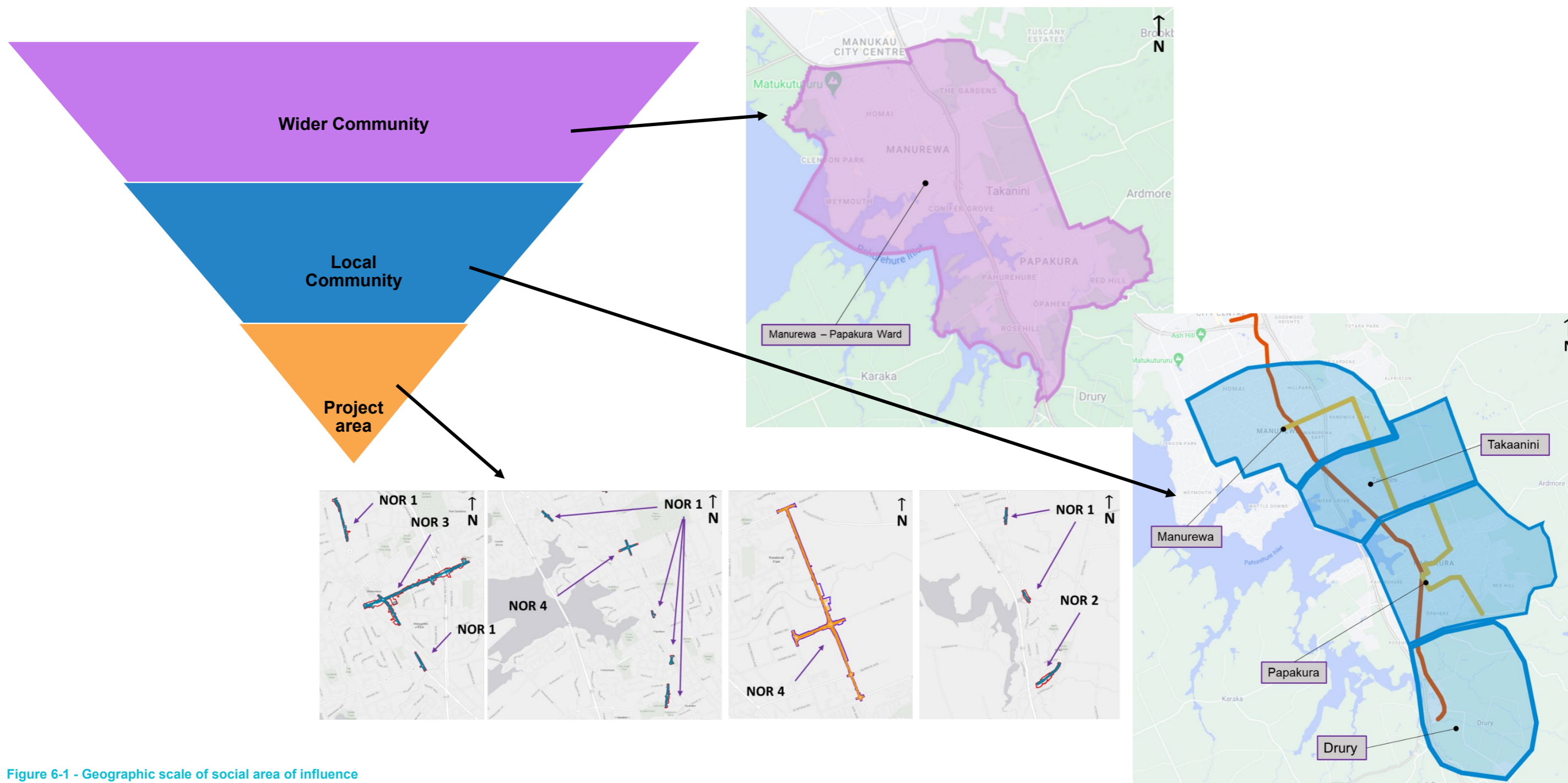


Figure 6-1 - Geographic scale of social area of influence

The above areas are defined as follows:

- **Wider area** – Manurewa-Papakura Local Ward;
- **Local Community/ies** – either Manurewa, Takaanini, Papakura or Drury (including suburbs within these communities); and
- **Project area** – the area within or directly adjacent to the proposed designation.

6.2 Consideration of existing and future environment

The existing and anticipated future environment is further discussed in the accompanying AEE. In summary, the implementation timeframe for the Project has yet to be confirmed but is likely to be in approximately 10-15 years' time subject to funding availability. The assessment considers the effects of the Project at both the existing environment (as it exists today) and the likely future (planned) environment which consider potential urban development and intensification sought under Plan Change 78 (**PC78**).

The Project will be constructed and will operate in the existing urban environment or planned environment (i.e. what can be built under the existing Auckland Unitary Plan: Operative in Part (AUP:OP) live zones):

- a) **Existing environment:** The corridors are situated primarily within existing urban areas with live zoning including residential, commercial, and open space zones. There is some Future Urban Zone land in the wider area to the northeast/east. The existing activities within the area are generally reflective of the existing underlying zoning; and
- b) **Planned environment:** The planned environment is anticipated to remain urban and comprised of similar activities as the existing environment. The density of residential development is however anticipated to change and increase in future. In particular, this includes in the residential zones around Te Mahia and Takaanini stations, in line with the implementation of the National Policy Statement on Urban Development (**NPS:UD**) in the AUP:OP. The remaining residential areas will experience an uplift of density through the implementation of the Medium Density Residential Standards (**MDRS**) through the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021. PC78 (notified at the time of assessment) seeks to give effect to the NPS:UD and incorporate the MDRS into residential zoning. It is noted that there are some areas of existing residential zoned land (particularly east of the NIMT) that have recently been intensified (i.e., new builds), as such are unlikely to change in the near future.

The likelihood and magnitude of land use change regarding the land use planning context has been identified in Table 6-2 below. This has been used to inform the assumptions made on the likely future environment.

Table 6-2 - South FTN – existing and future environment

Table 6-2	Current AUP:OP Zoning	Likelihood of Change for the environment ²²	Magnitude of potential change	Likely Receiving Environment ²³
Residential ²⁴	Residential (Mixed Housing Suburban)	Low - Moderate ²⁵	Low - Moderate	Residential
	Residential (Mixed Housing Urban)	Low - Moderate ²⁶	Low - Moderate	Residential

²² Based on AUP:OP zoning/policy direction.

²³ Based on AUP:OP zoning/policy direction.

²⁴ Based on the NPS:UD and MDRS, these residential areas are likely to experience increased density.

²⁵ There are areas of existing Residential Zone land that has recently been intensified (i.e. new build developments), as such is unlikely to change in the near future.

²⁶ There are areas of existing Residential Zone land that has recently been intensified (i.e. new build developments), as such is unlikely to change in the near future.

Table 6-2	Current AUP:OP Zoning	Likelihood of Change for the environment ²²	Magnitude of potential change	Likely Receiving Environment ²³
	Residential (Mixed Housing Suburban and Urban) around train stations	Moderate	Moderate - High	Residential and Commercial/Retail ²⁷
Business	Business (Heavy Industry)	Low	Low	Business (Industrial)
	Business (Light Industry)	Low	Low	Business (Industrial)
	Business (Neighbourhood Centre)	Low	Low	Business (Neighbourhood Centre)
	Business (Town Centre)	Low	Low	Business (Town Centre)
Open Space	Informal Recreation	Low	Low	Informal Recreation
	Community	Low	Low	Community
Greenfield areas	Future Urban	Low - Moderate	High	Urban

²⁷ Note that much of the commercial operations between Manuia Road and Taka Street occur on residentially zoned land.

6.3 Wider Community – Manurewa-Papakura ward

The Project is within the wider community of the Manurewa-Papakura Local Ward. The Manurewa-Papakura Ward is located in the south of Auckland (see Figure 0-2 below). As of the 2018 Census it had a population of approximately 153,000, which is around 10% of Auckland's population.

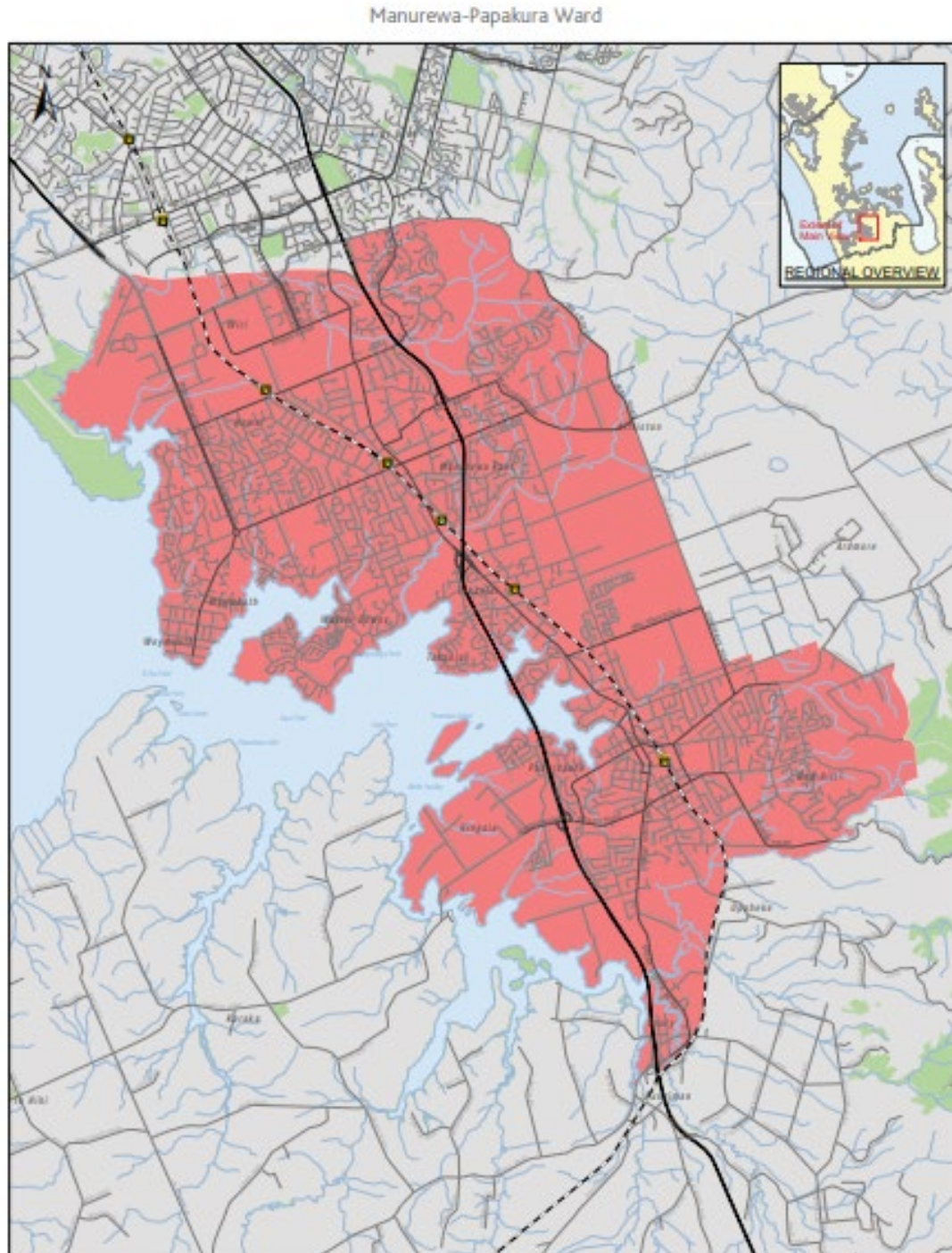


Figure 6-2 - Manurewa-Papakura Ward – Source Auckland Council

Comparative to Auckland as a whole, this wider community is younger with 25% being under 15 years of age (5% more than Auckland). Proportionally more Māori and Pasifika live in this wider community than Auckland with 34% identifying as Māori and 38% Pasifika (in Auckland it is 12% Māori and 16% Pasifika), noting that approximately 9% of this wider community speak Samoan compared to 4% in Auckland as a whole. More people in this wider community identify with a religious affiliation (approximately 10% more than Auckland proportionally) with around two thirds identifying a religious affiliation, the highest being Christianity.

In terms of mobility a slightly higher portion of this wider community, comparative to Auckland have a degree of mobility issues (11% some difficulty, 3% a lot of difficulty, 1% cannot do at all – difficulty walking or climbing steps). Modes of travel are listed below in order of most to least used it is noted that there is a high dependency on driving and lower use of buses and active transport modes:

- Drive in private vehicle (68% - 10 % more than Auckland overall);
- Drive in company vehicle (11%);
- Passenger in company or private vehicle (6%);
- Train (5% - 2% higher than Auckland overall);
- Bus (2% - 5% lower than Auckland overall);
- Walk/jog (2%); and
- Bicycle (.5%).

In terms of work, 5.8% identified as unemployed and the spread of professions is relatively even. The highest category being professionals at 17%. However, this is nearly 10% lower than the proportion across Auckland. The median personal income is also on average \$8,000 less at \$26,000. Approximately 60% of the community do not own a home.

The Council has an integrated 30-year plan for Manurewa, Takaanini and Papakura, the delivery of transport is central to this plan. The area is seen as the ‘gateway to the south’. This wider community is recognised to be a youthful community with unique cultural and historical values and landscapes.

In terms of future growth and consequential changes in the social environment it is anticipated that development and growth will occur in the northern portion of Drury (within this ward). In addition, the enablement of intensification through the provisions of the NPS:UD is anticipated to enable a shift in the social environment of this area. Some shift in typology of housing and intensification is already evident through many recent new builds being townhouses. In addition, indications from the 30-year integrated area plan are that the town centres will also grow and develop to reflect the growth and change.

6.4 Local communities

A full demographic analysis is provided for all local communities in Appendix B and more details of community assets and further community details are provided in Appendix C.

6.4.1 Manurewa

Manurewa is described as both a suburban and industrial community with a growing population of migrants and a base of foundation of families that have resided in the area for many generations.

Early Māori settlement was influenced by the natural resources of the location and included fishing in Manukau Harbour and Hauraki Gulf, fertile volcanic soils for cultivation, waterways and mixed

topography of the flats and hills. Transport links were key to European settlement in the 1800s initially as a major coach route south and then rail in 1875. The village began clustering around what is now Great South Road and spread out from there. It commenced as a rural community, by 1915 it had grown large enough to become a town district, with Manurewa experiencing rapid growth in the 1950s and 1960s after the development of the Southern Motorway. As of the 2018 census the Manurewa local community study area had a population of approximately 30,000. This is approximately 32% of the larger geography of the Manurewa Local Board area which has a total population of approximately 95,000.

Manurewa is home to a diverse population. Nearly half the population have been born overseas and almost a quarter are European, a quarter Māori, a quarter Pacific peoples and a quarter Asian. It is a relatively young population with over half the population being younger than 30 years old and a quarter under 15. Religious beliefs are more prevalent with only 27% identifying as have no religion. Almost 10% identify as Hindu (comparative to 5% in Auckland) and 10% as other religion compared to 3% in Auckland.

Manurewa town centre is centred around Great South Road from approximately Penny Lane to Alfriston/Weymouth Road. It is one of the oldest established town centres in South Auckland. Over more recent times it has suffered from being unable to compete with the larger retail areas in Manukau, Botany and Sylvia Park both in term of prosperity and vibrancy. The town centre includes Southmall, other retail outlets, food outlets, library, police, medical and other services. Below is a map of social infrastructure within Manurewa and as illustrated it clusters around Great South Road, a detailed description is available in Appendix C.

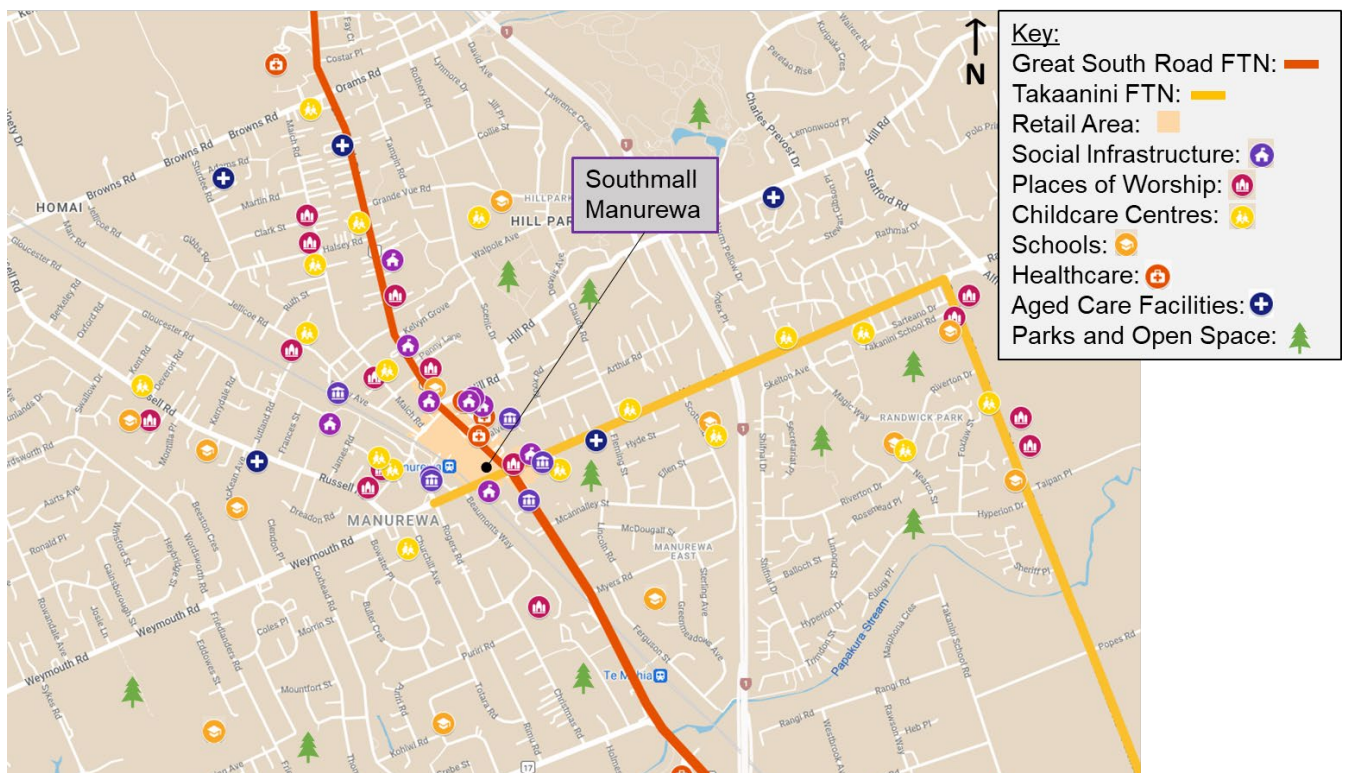


Figure 6-3 - Manurewa Local Community Infrastructure

Revitalisation of the town centre is underway and supported by the Manurewa-Takaanini-Papakura integrated plan. The plan identifies the public and private sector agencies that can activate key redevelopment opportunities by improving pedestrian connections between the library, Great South

Road, Southmall and the train station. It also identifies opportunities to create public spaces for people to socialise, play and respond to changing community needs.

In terms of how people travel, 10% more use cars than Auckland wide at 69%, 2% more use the train at 5% and 4% less use buses at 3%. In terms of access to education, private vehicles are the most common form of transportation (46%), then walking (22%). Public and school buses make up 10% and cycling was less than 1%. Census data indicated over 7% of individuals do not have access to a motor vehicle. The 2023 Draft Local Board Plan identifies that currently community challenges include lack of current frequent and reliable public transport to access community spaces and places and lack of connectivity for people who use active modes of transport. See Figure 6-4 below of key transport networks as they currently exist in Manurewa.

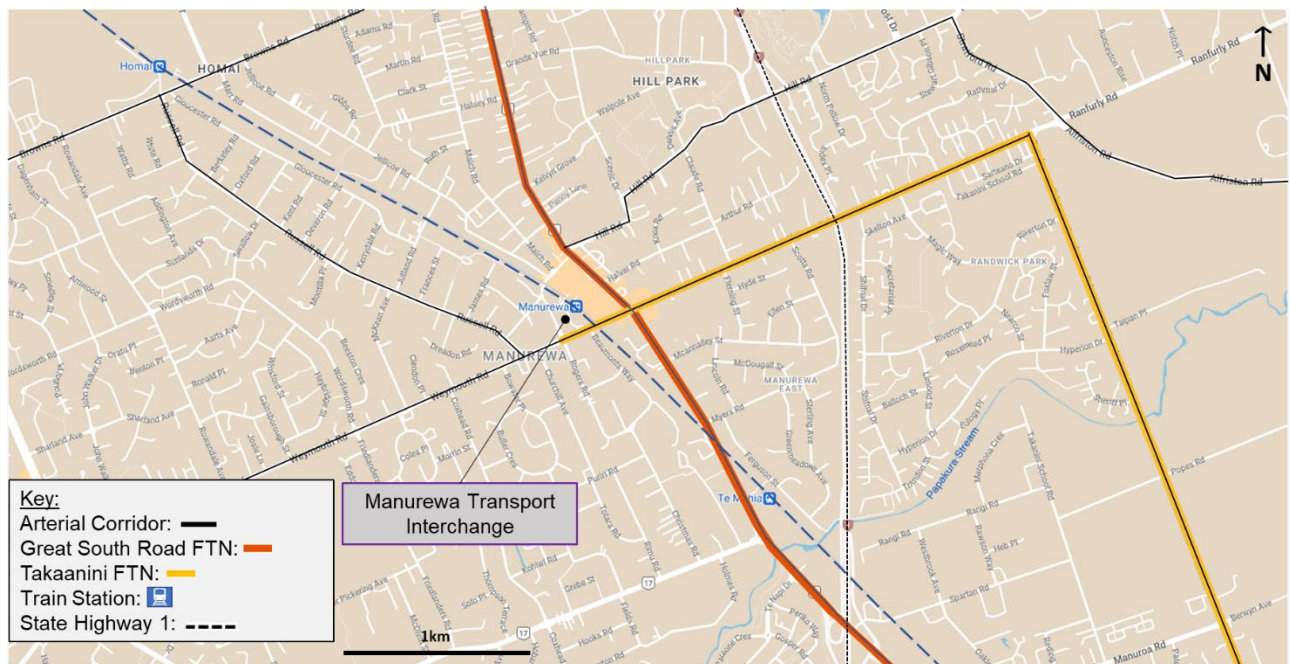


Figure 6-4 - Manurewa Transport Infrastructure

The median personal income is \$28,500 which is approximately \$6,000 less than the Auckland median. Unemployment is 2% higher than Auckland at 6%. In terms of deprivation Manurewa experiences high levels of economic (majority of area identified at Decile 10 – high deprivation), housing (ranked in the top percentage of most deprived), and health deprivation (Q5 – most deprived). For further details see Appendix B. An economic analysis of the local board area conducted by Auckland Unlimited in 2022 identified that Manurewa is one of Auckland’s less prosperous areas.²⁸ The Auckland Prosperity Index report showed Manurewa is home to a lower skilled labour force than most other local board areas. With few knowledge-intensive industries in the area and a reliance on commuting to other areas for work, the workforce has lower access to good employment opportunities. Of the jobs located in the Manurewa local board area, professionals were the largest occupational group (21%), below the wider Auckland regional average (26%). There were proportionally more labourers, community and personal service workers and machinery operators and drivers’ jobs located in the area than in the region. Manurewa increased by an average of 3% per annum in the five years from 2016-2021, above the Auckland regional rate of 2%. Over the last five years Manurewa job numbers increased the most in administration and support services (+739 jobs),

²⁸ <https://knowledgeauckland.org.nz/media/2669/manurewa-local-economic-overview-t%C4%81taki-auckland-unlimited-2022.pdf>.

central government administration (+628), defence and safety (+602) which is mostly in the correctional and detention services, and heavy and civil engineering construction (+451).

In 2018, a significant percentage (22%) of Manurewa residents worked within the local board area. The most popular destinations for work outside of Manurewa were Otara-Papatoetoe (14%), Maungakiekie Tāmaki (14%) and Mangere-Ōtāhuhu (13%).

6.4.1.1 Project Area – Immediate Community

The Project is generally focussed on Great South Road, Weymouth Road, Alfriston Road and Porchester Road (see Table -3 below). It is a mix of business and residential. Most of the area is already developed, recognising some will be redeveloped in the future due to intensification under the NPS:UD.

Table 6-3 - Suburbs impacted by NoR's (Manurewa)

NoR	Manurewa	Takaanini	Papakura	Drury	Description
NoR 1A	✓				Intersection upgrade: Great South Road x Orams Road x Browns Road
NoR 1B	✓				Intersection upgrade: Great South Road x Grande Vue Road
NoR 1C	✓				Intersection upgrade: Great South Road x Mahia Road
NoR 3	✓				Weymouth and Alfriston Roads generally between Selwyn Road and Alfriston Park; and between Alfriston Road and Myers Road.
NoR 4	✓	✓			Porchester Road generally between Alfriston Road and Walters Road; and Popes Road generally between Takanini School Road and Porchester Road

Within or adjacent to the Project is the following community infrastructure:

- Alfriston College;
- Best Start Childcare;
- Manurewa Central School;
- Nanksar Educare Centre;
- The Rainbow Corner Early Learning Centre;
- Manurewa Methodist Church;
- Cambodian Temple Takanini (Wat Khemeraphiratam);
- Porchester Islamic Centre;
- Manurewa Healthcare Services;
- Alfriston Court;
- Ultimate Care Manurewa;
- Manurewa Fire station;
- Oranga Tamariki Offices;
- St John Manurewa Hall; and
- Manurewa Cosmopolitan Club.

6.4.2 Takaanini

Takaanini is described as a new and growing community, with rural origins, with the Takaanini School established in 1923. Traditionally a rural and industrial area, it has seen rapid residential growth. Takaanini had a population of approximately 12,300 in 2018, which was an increase of approximately 52% from 2013 (8080) and 91% since 2006 (6460) censuses. Like Manurewa, it has a relatively young population with around half of the population being under 29 years of age. The area, statistically, is made up of four residential areas, a primarily commercial area (Takanini central where the town centre has formed) and the Takaanini industrial area. In terms of governance, it is part of the Papakura Local Board.

The town centre is developing and the recent development (2021) of the community hub (Te Paataka Koorero o Takaanini) has provided a central focus. The community hub is a library and a community space, featuring a community kitchen, a dedicated play area and a parent room. It can be for individuals and groups. Te Paataka Koorero o Takaanini use the hub to run regular workshops, cultural performances and activities for the community. There are three primary schools in the area (Takanini School, Kauri Flats School and Holy Trinity Catholic Primary School), the latter two being established in 2017 (reflective of recent growth) and relies on neighbouring local communities for secondary education. The Council-integrated plan recognises that Takaanini town centre offers strong retail opportunities, good parks and community spaces (e.g. Bruce Pullman Park) and a central location between Manurewa and Papakura. A map of relevant infrastructure and services in Takaanini is provided below in Figure -5.



Figure 6-5 - Takaanini Community

An analysis of the economic profile by Auckland Unlimited identified employment in both the central town centre area and the industrial area. Collectively, manufacturing is the largest employer with approximately 1300 jobs in 2021, followed by retail, then wholesale, transport, warehousing and construction.²⁹

Currently in Takaanini, approximately 58% commute to work via a private vehicle and 6% via train and 1% via bus. As of 2018 only 12% walk or jog to education comparative to 21% Auckland wide. The

²⁹ <https://knowledgeauckland.org.nz/media/2673/papakura-local-economic-overview-t%C4%81taki-auckland-unlimited-2022.pdf>.

major arterial routes and transport infrastructure are presented in Figure -6 below.



Figure 6-6 - Takaanini Transport Infrastructure

6.4.2.1 Project area – Immediate Community

This area is a mix of residential (more established and newer developments), businesses/retail and undeveloped land.

Table 6-4 - Suburbs Impacted by NoRs (Takaanini)

NoR	Manurewa	Takaanini	Papakura	Drury	Description
NoR 1D		✓			Intersection upgrade: Great South Road x Taka Street x Walter Stevens Drive
NoR 4	✓	✓			Porchester Road generally between Alfriston Road and Walters Road; and Popes Road generally between Takaanini School Road and Porchester Road

Within or adjacent to the Project is the following community infrastructure:

- Papakura Normal Primary School (this school serves both Takaanini and Papakura); and
- Bruce Pullman Park.

6.4.3 Papakura

Papakura had early Māori settlement reflective of the fertile soil. In the 1840s a village was established by European settlers also seeking to farm in the area. The construction of Great South Road commencing in 1952 linked Papakura to the Waikato. In 1875 rail was established connecting the village to Auckland in the North and Hamilton in the south. Today Papakura has a population of

approximately 27,000 (58,00 in the whole local board area) and overall had a population growth of 26% from 2013 to 2018 (noting this includes Takaanini).

Comparative to Manurewa, Papakura's population relative to age is similar to Auckland with 12% over 65 years of age and around 43% under 30 years of age. Home ownership is higher than Manurewa or Takaanini and similar to Drury, with around 53% not owning a home and 47% owning a home.

The Council-integrated plan identifies that Papakura has a traditional form developed through a strong retail core along Great South Road. As the largest centre within the corridor, it has an established community / civic services base and forms the gateway to the Hunua Ranges and their leisure and recreation spaces / activities. A map of the Papakura Town Centre and relevant services and infrastructure is provided below in Figure -7. The plan proposes to continue the revitalisation work already underway to transition Papakura into a thriving metropolitan centre. There is an opportunity to achieve this by planning for a civic heart, investigating opportunities for shared spaces along Broadway, building on its good transport access, growing the local tourism industry, and identifying potential development sites to accommodate residential growth. This area has a large percentage born in New Zealand (74%) and a higher than average European (61%) and Māori (25%) population.



Figure 6-7 - Papakura Community

In the Local Board plan, the Council identifies that the aspiration is for Papakura to be a well-connected area where it is easy to move around. It identified a desire for the roads to be less congested, public transport to be convenient and reliable, walkways and cycleways that are linked together and safe. It recognises that it is important that significant growth occurring in the local board area is supported by appropriate infrastructure.

In terms of transport Papakura has a significantly higher percentage of those who commute to work by train at 7% compared to 3% for all of Auckland. It has the lowest percentage of those travelling to work by vehicle (50%) relative to other communities in the study and Auckland wide (60%). Approximately 29% walk or jog to education comparative to 21% overall in Auckland. Figure 6-8 shows the key arterial corridors in and around Papakura, and key transport infrastructure.



Figure 6-8 - Papakura Transport Infrastructure

6.4.3.1 Project area – Immediate Community

The Project within Papakura focuses on Great South Road. Great South Road is the central spine of Papakura and traverses the town centre. The Project is within established business/retail and some residential land use. It straddles either side of the town centre.

Table 6-5 - Suburbs Impacted by NoRs (Papakura)

NoR	Manurewa	Takaanini	Papakura	Drury	Description
NoR 1E			✓		Intersection upgrade: Great South Road x Subway Road
NoR 1F			✓		Intersection upgrade: Great South Road x Wellington Street
NoR 1G			✓		Intersection upgrade: Great South Road x Beach Road
NoR 1H			✓		Intersection upgrade: Great South Road x Park Estate Road

In terms of community infrastructure, the following is within or adjacent to the Project:

- All About Children Childcare - Opaheke, Papakura, Auckland;
- Papakura Normal Primary School (this school serves both Takaanini and Papakura);
- First Presbyterian Church; and
- Papakura Old Central School Hall.

6.4.4 Drury

The Project is in a small section of Drury focused on the township. This township services the wider Drury area. It is the most rural of the local communities and is recognised to be undergoing significant urbanisation in the future as indicated by Future Urban Zone (FUZ) areas and therefore will undergo significant population growth. It is anticipated that the Drury-Opāheke area is anticipated to see around 22000 new houses, 12000 jobs and a population of around 60,000 over the next 30 years. Currently, approximately 42% are under 30 years of age and 12% over 65. Nearly 79% were born in New Zealand and 74% identify as European in ethnic origin. Relative to Auckland, this local community also has a larger Māori population at 23%. Home ownership is around 47% and unemployment the lowest of the local communities and below Auckland average at just below 4%. Approximately 59% travel to work by private vehicle and 4% by train (noting 3 new train stations are planned for the Drury area).

The Drury-Opāheke Structure Plan identifies new mixed-use centres. The current village houses the community hall and library but uses Papakura for much of its community infrastructure and the local train station (or Pukekohe).



Figure 6-9 - Drury Community

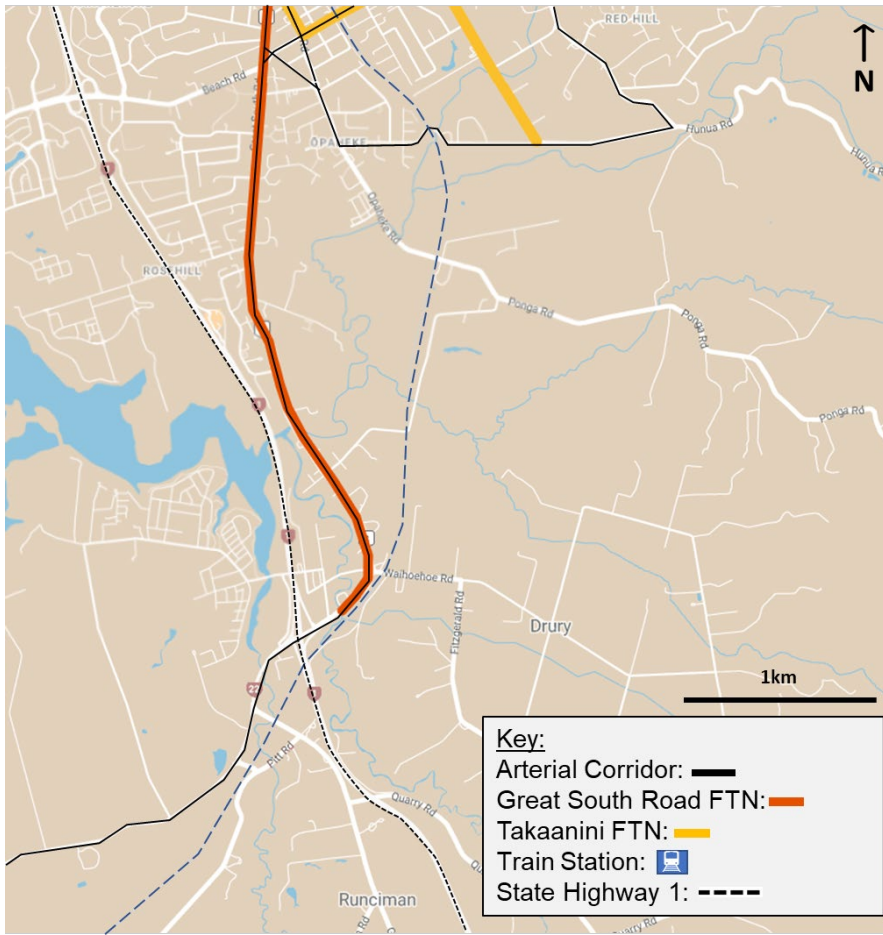


Figure 6-10 - Drury Transport Infrastructure

6.4.4.1 Project Area – Immediate Community

The Project interacts with Drury with the upgrade of Slippery Creek Bridge and widening a section of Great South Road as outlined below:

Table 6-6 - Suburbs Impacted by NoRs (Drury)

NoR	Manurewa	Takaanini	Papakura	Drury	Description
NoR 11				✓	Bridge Upgrade – Great South Road, Otūwairoa Stream/Slippery Creek
NoR 2				✓	Great South Road midblock widening in Drury from Norrie Road intersection and the Southern Motorway offramp

Slippery Creek bridge is at the entrance to Drury and adjacent to Slippery Creek reserve. The section of Great South Rd relevant to NoR 2 is primarily an industrial area with a range of businesses adjacent.

7 Community engagement

Information from community engagement used in the SIA has been drawn from:

- Site visits (2 separate site visits) July 2023;
- SIA team attendance at open days in August 2023:
 - Worship day at Takanini Gurdwara Sri Kalgidhar Sahib Sikh Temple– 20 August 2023;
 - REWAVibes at Te Matariki Clendon Community Centre – 26 August 2023;
 - Manurewa Markets – 27 August 2023;
- Attendance at stakeholder meetings for:
 - Emergency services;
 - Housing and support service providers;
 - Businesses;
- Review of landowner and stakeholder interviews (briefing from engagement team and communication summaries);
- Review of the South FTN engagement summary;³⁰
- Review of Engagement Survey (Appendix F); and
- Review of Engagement section of the AEE.

From these meetings the following themes were drawn of relevance to potential social impacts (positive or negative):

- A need for alternate transport options – reliance on public transport for one or more members of a household due to one car or no car households;
- Support for more walking and cycling pathways;
- Limitations of current public transport connections to get where people need to go;
- Need for more frequent and local public transport options for those who can't drive including those with disabilities;
- A desire from some businesses to remain in the community and appreciative of the long lead time to plan for and find suitable alternative locations;
- Support for the improved health and wellbeing of the community including safety of intersections;
- Need to maintain the health and wellbeing of the community during construction particularly where occurring near local schools and other vulnerable users;
- The corridors of the Project are key transport corridors and the community are reliant on these for access to community services, town centres, businesses (including places of employment) concerns on potential disruptions;
- Concerns regarding the functional implications of the Project corridor on businesses and a lack of certainty at this stage on how these will be addressed in the future;
- A desire to and concern about the ability to continue to attract and provide for customers and maintain desired access during construction and once operable from local business owners;
- A concern around the amenity of houses both in terms of liveability and function (i.e. use of front yard and proximity of Project to living/sleeping area);
- Feelings of a lack of agency in the decisions made and concerns about the uncertainty of timing and likelihood of the Project;
- Concern about the ability to retain tenants for the duration of the designation;

³⁰ https://hdp-au-prod-app-grownz-yoursay-files.s3.ap-southeast-2.amazonaws.com/5716/9016/5986/FINAL_South_FTN_Feedback_Summary.pdf

- A theme of being focussed on current needs and those things happening in the immediate future, some difficulty or a lack of priority in relation to current lives of things happening further into the future (unless property is directly impacted);
- Concerns regarding understanding the process, livelihoods and connections to the community; and
- How the length of designation works with personal plans.

8 Part A: Assessment of Potential Social Impacts for wider community

A summary of the potential social impacts (positive and negative) for the wider Manurewa-Papakura ward community is provided below for designation, construction and operation stages of the Project. A detailed assessment of impacts has been provided in Appendix E.

8.1 Designation phase

This phase is the period of time where the designation is in place but prior to detailed design, property acquisition (initiated by the requiring authority) and construction. Most property acquisitions are likely to occur 2-3 years prior to construction once Project requirement is triggered and detailed design is confirmed. There may be some property acquisition in this designation phase, but this is likely to only be in special circumstances and initiated by the landowner; that is, where the owner seeks early acquisition, and this is approved by the requiring authority. The duration of this phase will depend on when each individual Project will be implemented; most likely this will be around 10 - 15 years.

Designating the Great South Road and Takaanini FTN routes now ahead of redevelopment and new development that may occur in the area has a **positive** impact for the aspirations of the wider community. The Project will deliver on community aspirations for improved transport options for the 'gateway to the south' as expressed in Auckland Council's integrated 30-year plan for Manurewa, Takaanini and Papakura and in interviews and surveys undertaken by the Project team. 87% of people who provided feedback to the Project Team agreed or strongly agreed that they would like future generations of South Aucklanders to have safer, more accessible and sustainable transport choices (refer to Appendix F for a copy of the survey questions asked as part of community engagement). The provision of improved walking and cycling facilities that are separated from traffic was supported during community engagement undertaken by the Project Team with 66% of respondents strongly agreeing or agreeing that they would like future generations of South Aucklanders to have safe walking and cycling paths. All the Project will help to deliver on these aspirations.

The designations also indicate to developers and new and existing residents AT's intention to improve public transport, walking and cycling infrastructure in the future and footprint this will likely require.

8.2 Construction phase

This phase is the period in which the requirement for the Project is activated and detailed design, property acquisition (noting some early property acquisition initiated by landowners may have already occurred) and construction takes place.

During construction there may be opportunities for employment for people from the wider (as well as local) community. Localised jobs mean shorter commutes and greater time for out of work activities. There may also be the opportunity for education and training such as local apprenticeships and partnering with local training providers. While this positive impact would take place during construction there is potential for it to be ongoing if employees are able to use the experience gained from this Project to work on other future construction projects.

The key adverse impact for the wider community is that construction may temporarily impact on people's way of life and ability to connect across the community. This will mean changes to daily living routines and way of life for those who use these arterial routes to move around the wider community due to lane closures, stop and go, and detours. Depending on the staging and sequencing of projects (and sections within each project) this has the potential to result in a **high negative** social impact (without mitigation) due to the potential disruption and delays for members of the community connecting to work, education and recreation particularly along Great South Road which is a major community connector. It is recommended that projects (and sections within projects such as individual intersections) should be constructed in stages to minimise disruption across the network this is in addition to proposed traffic management strategies within the CTMP. With mitigation it is considered that overall, there will be a temporary **moderate negative** impact on the way of life of people within the wider community during construction.

8.3 Operation phase

The operation of the Project will take place largely within a future social environment and could be different to the existing environment both in terms of form and community members, particularly within the future urban area within Takaanini. The following assessment speaks to the high-level impacts of the proposed network.

Way of life

The Project will improve transport choice for local residents by providing safe cycling paths and more reliable and efficient public transport. Improved walking, cycling and public transport options increase the ability of community members, particularly those without or with limited access to a car, to move around the area. The Project will also improve opportunity for local residents to be more active and connect to places via walking and cycling (public transport users also often walk the first and final legs of their journey).

There may be a small increase in travel time for commuters in cars using Great South Rd from the signalisation of intersections (which typically increase waiting times) and the conversion of some sections of existing vehicle lanes into bus lanes. While this may result in disruption to daily travel routines and patterns this is considered to have a **low negative** effect as the increase in travel time is expected to be less than 1 minute.

Community cohesion and stability

The more reliable and efficient Great South Road FTN, new Takaanini FTN and various walking and cycling upgrades provide increased options for people to connect between neighbouring local communities and within the wider community and beyond. This improves the connectivity for people without vehicles or the ability to drive, potentially reducing the isolation for these members of the community and improving the ability to more actively participate in their community. Improved

reliability and reduction of travel time of the existing Great South Road FTN will help people connect to train stations to travel further afield across Auckland.

Health and wellbeing

The Project also provides a safer transport network through upgraded intersections, separated cycling facilities and signalised intersections with formalised pedestrian crossings. This will provide a safer environment for all road users, cyclists and pedestrians by reducing the likelihood and exposure to potential crashes. Overall, these improvements will result in consequential reduction in Deaths and Serious Injuries (**DSIs**).

9 Part B: Assessment of Potential Social Impacts for local and immediate communities

This section summarised the positive and adverse social impacts for local and immediate communities. Impacts during the planning and designation phases of the Project are similar across all local communities so these are discussed first. Adverse impacts from construction and both positive and adverse impacts of operation are then discussed for each local community as the magnitude and types of impacts vary for different communities. A detailed assessment has been provided in Appendix E.

9.1 Potential positive effects during planning & designation phases

Aspiration

As discussed above in relation to the wider community, designating the Great South Road and Takaanini FTN routes now ahead of redevelopment and new development that may occur in the area has a positive impact for the aspirations for all of the local community. The Project will deliver on community aspirations for improved transport options expressed in Auckland Council's 30-year plan and during community engagement undertaken by the Project Team.

The designations also indicate to developers and new and existing residents AT's intention to improve public transport, walking and cycling infrastructure in the future and footprint this will likely require.

9.2 Potential adverse effects during planning & designation phases

Many of the social impacts during the planning and designation phases of the Project are related to directly impacted landowners due to restrictions arising from the designation and uncertainty around timeframes. Impacts for other members of local communities are from changes in character due to property acquisition and maintenance, however few physical changes are expected in this phase as it is only property owners who request to have their properties acquired earlier.

Overall, the proposed designation for the Project will directly affect 747 property titles across Manurewa, Takaanini, Papakura and Drury. For 84 of these the entire property is designated (11% of

affected property titles) with the remaining partially impacted by the designation.³¹ The affected properties Appendix D has a breakdown of the land use of properties within the designations and the primary use of the land directly affected (based on aerial photography).

Way of life, fears and aspirations

A designation does not immediately change current living circumstances of owners or occupiers however it may restrict future development or changes to properties prior to acquisition, potentially restricting how people work, live and play on their property. Property owner's aspirations for the future and their property may also no longer be possible or made more uncertain due to the designation. The extent of this varies as it is dependent on the nature of the impact on individual properties and also the individual circumstances and plans of each owner. These impacts are largely mitigated by the section 176 RMA and Public Works Act 1981 (**PWA**) process although property owners may still feel that the designation constrains their rights to use their own properties as they choose and fear that their property will lose value or become more difficult to sell especially if they are not familiar or do not have a good understanding of these processes. Impacts on property owner's way of life and fears and aspirations are considered to be moderate to high. This is considered to have a **moderate negative** effect on the local community overall.

Community stability, cohesion and character

The majority of the property acquisition will take place in the construction phase as AT will initiate negotiations under the PWA process 2 to 3 years prior to construction. However, there may be some disruption of existing community networks and relationships during the designation phase where people leave the community due to early acquisition. There also may be some instability within sub-local communities due to the prolonged period of impending change and uncertainty of timing of the Project. This is considered to have a very **low negative** effect as this is expected to only be for a small number of properties where owners choose to sell rather than wait until construction.

Some businesses may also choose to withdraw from or invest less into the maintenance of their premises as they know that the property is going to be acquired in the future. If property owners are unable to find new leaseholders this could result in vacant buildings have a **low to moderate negative** impact the character of local communities.

Health and wellbeing

The long-term planning and uncertainty of the timing of Project construction increases stress, anxiety and uncertainty for landowners, business owners/operators, tenants and employees within the Project area as they know that the property will be acquired for the future project but do not know when this will occur. Again, this will vary dependent on the individual circumstances and responses of the different people affected and is considered to range between moderate and high negative.

There may also be a perceived reduction in safety of the Project areas where properties and/or businesses remain vacant during the designation phase (e.g. where properties are acquired earlier or businesses withdraw from the area). Vacant buildings can attract antisocial behaviour before they are removed for construction.

³¹ Note that the specifics of any property acquisition (i.e. full, partial or temporary) are subject to final design and construction / operation requirements and individual property discussions with landowners as part of the Public Works Act 1981 process.

9.3 Potential positive social impacts of construction

During construction there may be opportunities for employment for people from the local (as well as wider) community. Localised jobs mean shorter commutes and greater time for out of work activities. There may also be the opportunity for education and training such as local apprenticeships and partnering with local training providers. Construction may also generate activity within local areas and some businesses (who are able to remain) may be positively impacted in terms of construction workers accessing local areas for food and other services.

9.4 Potential adverse social impacts of construction

9.4.1 Manurewa

Way of life

Great South Road, Alfriston Road and Weymouth Road are all main arterial roads that are major connectors both within the Manurewa community and to other neighbouring local communities. Construction of the Project will cause disruption due to reduced lanes, stop and go and detours. Access to residential properties and businesses such as the LDV car yard along these roads may also be impacted on a temporary basis. For example, due to the removal of onsite parking. This is likely to make it more difficult for people to move within and through Manurewa to access schools, workplaces, places of worship, local shops and community services throughout construction. The severity of this impact depends on both construction staging and traffic management. If multiple intersections along Great South Road are constructed at the same time this would result in greater disruption and delays than if the Project were constructed in a staged approach. Similarly, if NoRs 1, 3 and 4 are constructed concurrently that would also increase delays and congestion by impacting potential alternative routes and more of individual's daily movements. Overall, the effect of construction on way of life is considered to be moderate depending on construction methodology and staging.

Community services

Both NoR 1 and NoR 3 are located in areas of Manurewa where there are a number of community facilities and local businesses. As well as disrupted access during construction some of these community services or local businesses are impacted by property acquisition and will need to relocate or close if they are still present at the time of construction.

NoR 3 would lead to the acquisition of St John community hall and a building at 10 Weymouth Road. These buildings are currently used by the Manurewa Division of St John's youth programmes and Te Ara Poutama Alternative Education Trust who run programmes for students between 13 and 16 years old who have been alienated from mainstream education. These organisations do not own the properties so their use could change in the future. However, if they still operate from these buildings at the time of property acquisition and are unable to find suitable alternative facilities within the local area this could compromise the programmes and services they provide, or some young people may no longer be able to attend if new location is not easily accessible to them. The 2023 draft Manurewa Local Board plan identifies that there is currently strain on some community groups to maintain their facilities located on council land and resources are limited. While these two facilities are not located on council land this indicates that there is pressure on other facilities in the area.

Some local shops including dairies, restaurants/takeaways, bakeries and butchers may also be lost due to property acquisition. Depending on the opportunities to relocate into new premises nearby this would mean local residents need to travel further to access these services and result in a loss of convenience or businesses within the local community.

It has also been identified that ChoiceKids Childcare Alfriston Rd may need to close or relocate depending on their operational requirements for parking and the ability to maintain / reinstate / reconfigure during and following construction (NoR 3). If the centre did have to close, this would reduce early childhood services available to families with young children in the area. Manurewa and surrounding local communities have high proportions of young people there are currently 17 other early learning centres within an approximately 1 kilometre of ChoiceKids Alfriston Road. Depending on the number of other centres operating at the time and the number of places they have available closure of the centre may make it more difficult to find places in other childcare centres and result in family members having to look after young children themselves or travel to centres further away that may be less convenient. Closure of the centre may also disrupt connections and relationships between parents and families whose children attend.

Access out of Manurewa Fire Station onto Great South Rd will also be disrupted during construction and this will need to be managed so safe and efficient egress can be maintained.

The Oranga Tamariki office on Alfriston Road will also need to be relocated due to property acquisition.

Community character

Loss of local shops and businesses due to property acquisition will also change the character of the local communities particularly at key intersections along Great South and Alfriston Rd. If these roadside and corner shops are unable to relocate into new premises nearby this is likely to change the feel of the streetscape in these areas. Some properties and shops may also be vacant for period of time between property acquisition and construction and may attract anti-social behaviour, crime and vandalism. This is considered to have a **low to moderate negative** effect.

Community cohesion

This is the period of active property acquisition and there will be change within the Project area with residents moving out of the area and losing community connections. NoR 3 in particular has the largest number of full property acquisitions (58 properties) including a mix of commercial and residential properties along Weymouth Rd, Alfriston Rd and Great South Rd.³² This impacts both the residents who need to relocate, but also some other members of the local community who remain and lose neighbours, members of community groups or others they have social connections to. During engagement with the Project Team, property owners reported that both themselves and their tenants have strong connections to the local area. This is considered to have a **low negative** effect overall.

Health & wellbeing

For residents and users of early childcare centres within the Project area, construction noise may lead to increased stress and anxiety and sleep disturbance. While it is expected that construction noise would be managed to certain parts of the day, this could still cause disturbance for shift workers, residents of Ultimate Care Manurewa (which is an aged care home) and children at Nakaka Educare

³² Note that the specifics of any property acquisition (i.e. full, partial or temporary) are subject to final design and construction / operation requirements and individual property discussions with landowners as part of the Public Works Act 1981 process.

and TuiTui Educare who may sleep during the day. A review of the Construction Noise & Vibration Assessment notes that during construction if unmitigated Ultimate Care Manurewa (39 Great South Road) and Nanaksar Educare (71 Great South Road) may experience periods of disturbance, which is anticipated to be infrequent and for shorter periods of time. It is advised that this can be mitigated with a management plan.

Socio-economic impacts

Business closures due to property acquisition may also result in a loss of jobs and socio-economic impacts. This is particularly the case for McDonalds and KFC, which typically employ a lot of young people, as these sites are subject to either full or partial acquisition. There is an opportunity for some businesses to relocate within the same community particularly as they will have a long lead in time to identify and secure an alternate location. This is considered to be **low to moderate negative** impact overall as it depends on whether businesses relocate within the local area.

More difficult or less convenient access may also have socio-economic impacts for local businesses if this reduces customer numbers.

According to 2018 Census data, 63% of residents living in Manurewa do not own the home they live in. Property acquisition of houses used as rentals (NoR 3) may also lead to a loss of rental accommodation. This has the potential to put pressure on the rental market in Manurewa and increase the time taken for people to find new tenancies. Manurewa has high levels of housing deprivation relative to the rest of New Zealand (described as the number of individuals in rented homes, overcrowded houses, damp dwellings or without sufficient amenities) and as of June 2023 there were 741 people on the social housing register (which means they are eligible for but not yet placed in social housing). Given this vulnerability, the Project is considered to have a **moderate negative** effect for Manurewa local community depending on redevelopment in the area and the level of availability and affordability of rentals at the time.

Some social housing will also be acquired by NoR 3, with the potential loss of approximately 10 Kāinga Ora houses and affected tenants would need to be relocated. It is possible that in future these sites could be redeveloped prior to project construction to accommodate those affected within similar sites.

9.4.2 Takaanini

Way of life and health and wellbeing

Disruption due to changes in access, congestion and traffic management may make it more difficult or less convenient for customers to access businesses such as the Z Station, Bunnings Warehouse, LDV car yard and Burger King on Great South Road (NoR 1). The upgrade of the intersection of Porchester and Walters Road will also cause disruption for families, staff and students who attend Papakura Normal Primary School which adjoins this intersection. This could impact parent's abilities to schedule tasks of child pick up and drop off to work or other commitments due to delays. There may also be health and wellbeing impacts with an increase in risk associated with construction areas for children walking into and out of the primary school.

Some carparks on Walters Road directly outside the school will also be permanently removed to make way for the new walking and cycling paths. This will increase the distance parents are required to walk to pick up children. This has the potential to cause a very **low negative** impact as there is another carpark on further down Walters Road outside Bruce Pullman Park.

Business impacts and community cohesion

There are only three properties that will be fully acquired within the Takaanini local community (these are within NoR 4). For both NoR 1 and NoR 4, property requirements are along the frontages of other residential and commercial properties which could impact how businesses function or reduce privacy and security for residents.

9.4.3 Papakura

Way of life

As discussed for Manurewa local community above, Great South Road is a main arterial road and major connections. Construction of the Project will cause disruption due to reduced lanes, stop and go and detours and accesses along these roads may also be impacted on a temporary basis. Construction methodology is not yet determined so it is not yet known the extent of this impact or how this will be managed. However, construction activities are likely to make it more difficult for people to move within and through Papakura town centre to access local shops and community facilities throughout construction.

The severity of this depends on both construction staging and traffic management and also the individual journeys people are making. For example, for those who travel to or through neighbouring local communities may experience disruption on multiple intersections along Great South Road if these are constructed at the same time. Similarly, if NoRs 1, 3 and 4 are constructed concurrently that would also increase delays and congestion by impacted potential alternative routes and more of individuals daily movements. Overall, the effect of construction on way of life is considered to be moderate depending on construction methodology and staging.

Way of life and socio-economic impacts

Change and disruption of access to local shops and businesses such as Easyway laundromat, Saveaway supermarket, Punjab Express Takeaways and Central Park Bakery during construction may also reduce convenience and ease of access for customers and potentially lead to socio-economic impacts for business owners if there are a loss of customers as a result.

Reduced parking capacity due to the removal of 25 carparks on Wood Street may also have an adverse way of life impact by reducing access to Central Park, the old school hall and shoppers. This is considered to have a low adverse impact overall as existing onsite parking will remain and the improved public transport and active modes will also provide access.

Community character

There is anticipated to be some changes to the streetscape and the entrance of Papakura town centre around central park. According to the Landscape & Visual Amenity Assessment, the designations and therefore the construction works may result in the removal of a number of established trees which contribute to the landscape amenity of the streetscape environment, the public open space and the local area. Within Central Park (Papakura), there are a number of large established trees within the open space which are associated with Papakura Old Central School Hall, which is listed as a heritage building within the AUP:OP. These trees are located on the northern side of Wood Street proximate to the proposed designation boundary. The current indicative design avoids their removal, however a preventative matter, any works associated with the upgrade of the road should be undertaken using arborist best practice to minimise effects (as outlined within the

Arboricultural Assessment report). If trees were to be removed there is the possibility that there would be a change in character of this area and amenity of the park, however it is anticipated that these will be avoided.

Health and wellbeing

Construction noise may cause increased stress, anxiety and sleep disturbance for the occupants of remaining residential houses within the Project area. While it is expected that construction noise would be managed to certain parts of the day, this could still cause disturbance for shift workers, families with young children who may sleep during the day.

According to the Construction Noise & Vibration Assessment, existing receivers are located at varying distances from the construction boundary with the closest receivers being approximately 2m away from potential works. High noise generating activities may not occur right on the construction boundary but if they do, a large number of existing receivers could experience unmitigated noise levels that exceed the daytime noise criterion. It is anticipated by the specialist that noise levels could be mitigated to an acceptable level using the Construction Noise and Vibration Management Plan (CNVMP) proposed though people may still experience a level of disturbance. It is anticipated that this will be temporary however residents will need to be communicated with and specific needs may need to be addressed accordingly.

9.4.4 Drury

The main potential adverse social impacts arising from construction are related to disruption and traffic management.

Way of life

The exact construction methodology has not yet been determined but there is the potential that Slippy Creek Bridge may need to be closed for a period during construction works (NoR 1). If this was to take place this would result in significant disruption for all road users but in particular pedestrians or cyclists travelling between Drury and Papakura as this is a key access route into and out of Drury and would require a long detour. This would have an adverse effect on daily routines, travel patterns and the ability of people to access their workplaces, schools and other services outside of the Drury town centre.

Change and disruption of access to local shops and businesses along Great South Road due to the removal or lease of business frontages during construction could also adversely impact the ability for members of the community to access these shops and services.

Access to Slippy Creek reserve and its boat ramp is also likely to be disrupted or closed during construction of the upgraded bridge. Water access under Slippy Creek bridge may also be restricted due to safety reasons. Boat ramp users may have to travel further to Drury Creek – Bottle Top Bay in Karaka. This may disrupt or temporarily close access to this community asset and access to the creek from this location.

Some businesses will also have reduced onsite parking during the construction period, but it is anticipated that this can be reinstated or reconfigured following construction.

9.5 Potential positive social impacts of operation

9.5.1 Manurewa

Way of life

The Project will improve transport choice for local residents by providing safe walking and cycling paths and more reliable and efficient public transport. This will improve opportunity for local residents to be more active and connect to places via walking and cycling (public transport users also often walk the first and final legs of their journey) but also improve equity of access. According to 2018 Census data, 7.5% of Manurewa residents do not have access to car. Improved alternative transport options will therefore serve these people as well as children and young people (who make up large proportions of the local population), elderly and those with disabilities that prevent them from driving to be able to move around more efficiently.

NoRs 1, 3 and 4 all will provide more options and more efficient ways to access destinations such as Southmall, local schools, early learning centres, places of worship within the local Manurewa community, to Manukau for employment or tertiary education (such as Manukau Institute of Technology) and also within the wider local community and further into Auckland for work or other activities through connections to the train network. Overall, it is considered that this will have a **high positive** impact.

Community cohesion, stability and character

NoRs 1, 3 and 4 provide increased options to connect between and within local communities and within the wider community and beyond. This improves the connectivity for people without vehicles or the ability to drive, potentially reducing the isolation for these members of the community and improving the ability to more actively participate in their community. Improved reliability and reduction of travel time of the existing Great South Rd FTN will help people connect to train stations to travel further afield. It also provides opportunity for people to connect with each other (via active transport) and interact with local businesses more potentially adding to the vibrancy of the local community.

Health and wellbeing

NoRs 1, 3 and 4 provide a safer transport network through upgraded intersections, separated cycling facilities and signalised intersections with formalised pedestrian crossings. This will provide a safer environment for all road users, cyclists and pedestrians by reducing the likelihood and exposure to potential crashes. Overall, these improvements will result in consequential reduction in DSIs.

In addition, the provision of active transport networks promotes people to move, which in turn generates a healthier more active community. NoRs 1, 3 and 4 provide for improved active transport and (in the case of NoRs 1 and 3) public transport which will encourage more activity within the community and help people to experience the health benefits of walking and cycling. While there are currently very low numbers of Manurewa residents who cycle to work or school (based on 2018 Census data) during community engagement people raised concern that the roads are not currently safe for cyclists. The provision of safer infrastructure separated from general traffic would help to make cycling a more viable option for those travelling within the local area along Great South Road, Alfriston Road and Porchester Road.

Overall, the Project will have a **high positive** on the health and wellbeing of the local Manurewa community.

Aspirations

Improvement of walking and cycling facilities as part of the wider network around may help to contribute to the revitalization of the Manurewa town centre where the Manurewa-Takaanini-Papakura integrated plan identifies opportunities to provide improved pedestrian connections between the library, Great South Road, Southmall and Manurewa train station.

9.5.2 Takaanini

Way of life and community cohesion and character.

During operation, the provision of frequent and efficient public transport along the Takaanini FTN route will have a **positive** effect of the local community's way of life by increasing transport options. Currently there is no regular bus service route along some sections of Porchester Road, however Takaanini is within the service area for the trial of AT's rideshare service AT Local. Feedback heard from residents of this area at the community information events attended by the social impact team was that this was a great service it is also frequently booked out in advance due to high demand. With the FTN, regular buses every 15 minutes would mean residents do not have to plan their public transport journeys a week in advance and have more flexibility. These improvements will also benefit future Takaanini residents living the future urban zone area to the east of Porchester Rd (specifically NoR 4). According to the 2018 census 5% of residents in Takaanini do not have access to a car and these improvements will help those and others who have limited access or would prefer to use other active modes to travel within the local community. It also provides opportunity for people to connect with each other (via active transport) and interact with local businesses more potentially adding to the vibrancy of the local community.

Health and wellbeing

While there are some existing cycle lanes (for example at the intersection Walters and Porchester Road outside Papakura Normal Primary) these are not separated from general traffic and are inconsistent. The provision of improved cycling infrastructure along Porchester Road and new walking and cycling infrastructure on Popes Road (between Porchester Road and Takanini School Road) will have health and wellbeing benefits for existing and future pedestrian, cyclists and public transport users as it will make it safer and also encourage greater physical activity.

Improvement to health and wellbeing of road users with the improvements to intersections. Community members have noted the intersection of Porchester and Popes Road is unsafe and there has been many road accidents.

9.5.3 Papakura

Way of life and community cohesion and character

Once operating the Project will provide transport choice, providing safe and efficient modes for public transport and active transport modes. People will have a greater opportunity to be more active and connect to places by active transport modes such as walking or cycling. For those who do not drive they will have more opportunity to independently connect to the local and wider community with improved public transport connections. This will serve some of the more vulnerable members of the community including children, young people, elderly and those with disabilities that prevent them from driving. It will also serve those who do not have access or limited access to vehicles including those experiencing higher levels of deprivation. It also provides opportunity for people to connect with each

other (via active transport) and interact with local businesses more potentially adding to the vibrancy of the local community.

NoR 1 is considered to have a **high positive** impact on the way that the local and wider community move around and have access to the area.

Socio-economic impacts

Construction may generate activity within the local area and some businesses may be positively impacted in terms of construction workers accessing local areas for food and other services.

Health and wellbeing

The Project will also provide a safer network, particularly for cyclists with separated cycle lanes to and through Papakura town centre. This is expected to reduce deaths and serious injuries and will also help to encourage more people to consider cycling as a viable transport option. This is a **high positive** impact for cyclists, however, is considered to be a **low positive** impact on health and wellbeing due to the low proportion of cyclists.

9.5.4 Drury

Way of life and community cohesion

Similar to the other local communities discussed above, the Project will improve transport choice for local residents by providing more reliable and efficient public transport and improved walking and cycling facilities. This will improve opportunity for local residents to be more active and connect to local places via walking and cycling and also use the Great South Road FTN to connect to people and services in neighbouring local communities. Improved public and active transport will serve children and young people, elderly, and those with disabilities that prevent them from driving. It will also serve those who do not have access or have limited access to vehicles including those experiencing high levels of deprivation. The Project will also benefit future new residents in the future urban areas and can connect with other planned transport improvements in the area to serve new residential communities.

With the construction of a new Drury train station, the Project will improve travel time reliability for the Great South Road FTN to make connections to the NIMT and/or provide an alternative option to travel within neighbouring local communities if the trains are not running due to faults or maintenance.

Health and wellbeing

There are also **positive** health and wellbeing impacts with improved safety for cyclists leading to a reduction in deaths and serious injuries and encouraging physical activity.

9.6 Potential adverse social impacts of operation

9.6.1 Manurewa

Quality of living environment

For NoR 1 and 3 there may be a perceived reduction of privacy and security with people walking down the upgraded walking and cycling paths being in closer proximity to houses and indoor and outdoor living spaces. This impact would be experienced by individual property owners and occupants within the Project along Great South Road and Alfriston Road particularly where part of their property will be acquired for the Project. The effect of these impacts would vary dependent on individual properties, the orientation of living areas and existing set back distances from the road. This can be mitigated by the provision of landscaping and screening and is considered to have a **low or very low negative** effect for the local community.

Way of life

There may also be changes to how owners and occupants of residential and business properties affected by partial property acquisition use and operate on their property due to partial property acquisition. Again, this will vary for individuals and their properties but is likely to be resolved through the PWA process and through consultation with property owners during detailed design.

There may also be a small increase in travel time for car users and businesses reliant on freight and couriers with intersections that are upgraded to be signalised (which can increase waiting time) (this is anticipated to be around 1-2 minutes at most) and for residents and visitors to properties along Beaumont Way with the removal of a direct vehicle connection from Beaumont Way to Weymouth Road. This may result in a change in way of life and people's daily travel patterns and routines to work, education or leisure activities, however delays are considered to be **low** overall.

9.6.2 Takanini

Way of life and socio-economic impact

One existing vehicle lane on Great South Road is proposed to be converted into a bus lane as part of the Great South Road FTN. It is noted that this is outside of the designation area as it is in a section that does not require third party land, but this may increase congestion for private vehicle users. While improved public and active transport options will help to encourage more people to use alternative modes of transport to travel through the area for work, school and leisure some people will continue to use private vehicles. 58% of people in Takaanini commute to work via a private vehicle and manufacturing is currently the largest employer of Takaanini residents so FTN services between 7am and 7pm or reliance on public transport routes are not necessarily suitable for staff of these workplaces who may work shifts.

The removal of on-street parking between Taka Street and Beach Road may also reduce convenience and access for customers of these businesses. This may have a **negative** impact on way of life by reducing convenience and has the potential to have a socio-economic impact on business owners if there leads to a reduction in customers.

Quality of living environment

For NoR 4 there may be a perceived reduction of privacy and security with people walking down the upgraded walking and cycling paths being in closer proximity to residential houses and outdoor living spaces. This impact would be experienced by a small proportion of the local community, individual properties around the intersections of Takanini School Road and Popes Road; Porchester and Manuroa Road; Porchester and Airfield Road; Porchester and Walters Road and is considered to have a **low negative** effect overall.

9.6.3 Papakura

Similar to the Takaanini local community above the main adverse social impacts that may arise from operation of these projects on the Papakura local community are related to potential increase in travel times for private vehicle users and perceived reduction in privacy and security for some individual properties.

Way of life

The conversion of existing northbound vehicle lane from Manse Road to Nelson Street may increase travel times for those travelling using private vehicles. While the Project will improve the reliability and efficiency of public transport and help to encourage mode shift there is currently a large proportion of people within the Papakura local community that use cars to drive to work and may continue to do so. For these people the reduction in traffic lanes and increase in travel time may have resulted in a change in way of life and people's daily travel patterns and routines to work, education or leisure activities.

According to the Transport Assessment, there are some travel time disbenefits for general traffic resulting from the Project. However, for the majority of the route, this change is minimal at less than one minute or less than 1% change. The greatest effect can be seen between Manurewa to Manukau along Great South Road where the increase in travel time is expected to increase to just under two minutes with the Project. Therefore, the expected increases in travel time are anticipated to generate minor negative social impacts.

Quality of living environment

Some individuals who live or own residential properties at the intersections 1G and 1H may also experience a perceived reduction in security and privacy with the walking and cycling paths coming closer to their houses or outdoor living spaces. As this impact affects a subset of people within the Project area it is considered to have a **low negative** effect overall. This impact can also be managed through noise and landscaping management and the provision of screening.

9.6.4 Drury

No specific adverse operational impacts arising from operation for the Drury local community have been identified.

10 Recommended measures to avoid, remedy, or mitigate effects

The proposed mitigation set out in the conditions has been reviewed. Recommended measures and specific considerations in addition to these are discussed below.

10.1 Planning and designation

Social impacts of the designation of properties prior to detailed design and construction are largely limited to directly impacted landowners. Unless early property acquisition occurs, no physical changes will occur to the environment in this phase. The impacts relate to the uncertainty and potential restrictions placed on directly impacted landowners. It will also be dependent on individual circumstances and the nature of the impact of the designation to each specific property. Response to individual property requirements will largely be dealt with by the PWA process and section 176 RMA process (see AEE Section 10.10.3 for further details including how the requiring authority will provide guidance for landowners). In addition to these processes the following are recommended to assist with addressing uncertainty and providing landowners with an ability to plan and respond to life changes:

- The section 176 process provides a process for landowners to seek approval for development on designated land/buildings. It is recommended that clear and more detailed information should be communicated to landowners on what they are able to do on their property and what they need to seek approval for;
- Consideration of information sessions post confirmation of designation to be held in different languages for different types of affected landowners (i.e businesses, residential, tenants and those partially or wholly impacted). This is recommended within first 6 months post confirmation of designation;
- It is recommended that regular Project updates are provided to directly impacted landowners, post confirmation of designation and prior to the commencement of detailed design (timing to be negotiated but recommend every two years). This is in part provided for by proposed Project Information condition. This will assist in addressing uncertainty and ability to forward plan during this long time period. Regular updates should also be provided for business owners/operators and tenants;
- It is recommended that the condition with regards to contact details be sent to directly affected landowners once the designation is confirmed whilst the Project website is being set up within the first 12 months, in accordance with proposed Project Information. This will allow for queries to be answered in this time period be amended to have contact details and basic information available and sent to directly impacted landowners within 6 weeks of confirmation of designation. It is considered that most uncertainty and anxiety is likely to be immediately after the confirmation of the designation and information and response to queries will be needed within first 12 months;
- Landowners should be provided a link to the website (as per the Project Information Condition) once established. The information provided on the website will assist in informing the community and directly impacted landowners of the project and contact details. It is recommended that a section is provided to direct directly impacted landowners to the appropriate information sources for the PWA process and information and an FAQ for common queries detailing around to find the information or who to contact. This is to inform landowners of the process as it is likely that ownership changes will occur prior to the Project commencements and landowners will need information on what to do in these situations and who to contact. It is recommended that it is considered that this information be provided in multiple languages reflective of this community and impacted landowners;
- AT to take responsibility to maintain upkeep and security of acquired properties. It is recommended that where possible AT temporarily lease or rent out acquired properties to ensure occupancy or provide for another temporary purpose for the community to use such as a community garden or pocket park; and

- Consider opportunity to provide more flexibility to the section 176 process with regards to longer term designation in particular where designation is primarily for access provisions.

10.2 Construction

It is noted that much of the required mitigation will be provided for either in the PWA process as part of property negotiations or in the detailed design and construction management process. As only high-level details are available at this stage basic principles and strategies have been recommended that can be refined at this stage:

- Advance notice (largest lead time possible) of acquisition of properties to allow people time to find alternate properties including in the same community if desired. This can be provided as part of the PWA process;
- It is anticipated that the receiving environment for construction impacts may be different from the existing environment. In accordance with the proposed Stakeholder Communication and Engagement Management Plan Condition (**SCEMP**), it is recommended that at the time of detailed design and pre-commencement of construction, the receiving environment is reviewed, and potentially impacted stakeholders and sensitive receivers are identified and consulted with prior to construction;
- Recommend specific plans for sensitive receivers such as Papakura Primary School, Alfriston College childcare facilities still operating on route, local fire station and rest homes on route to manage operational and access requirements during construction. For Papakura Primary School consideration should be giving to avoid construction activities during pick up and drop off times and safety education sessions could be held with students;
- In accordance with the conditioned Construction Traffic Management Plan (**CTMP**) and SCEMP it is recommended that meetings should be held with businesses at the detailed design phase to address potential business disruption issues with regards to access and parking;
- Provision of alternative access for private and commercial properties where access is impacted in accordance with the proposed CTMP;
- To address potential cumulative effects of multiple construction projects (including Level Crossings) occurring simultaneously within the community it is recommended that AT consider setting up a construction group that collectively co-ordinates construction activity in the area. It is also recommended that the Project should be constructed in stages to minimise impacts of construction across the local community. It is also anticipated that as road controllers all construction projects impacting local roads will submit a Corridor Access Request to AT including a CTMP which provides ability for AT to co-ordinate and manage local road disruptions;
- Consider opportunities to minimise construction traffic impacts (e.g. travel delays, noise, vibration) such as timing of truck movements, bulk transportation of employees and avoiding peak travel times including school pick-ups and drops offs (this is provided for in the proposed CTMP and proposed Construction Noise and Vibration Plan (**CNVMP**) condition);
- Recommend a site page for all construction activities of all Projects where people can receive updates and log/call re concerns This could be part of the proposed condition relating to provision of Project Information;
- Regular communications with the local communities on Projects (collectively) in accordance with the proposed SCEMP;
- To prevent participation fatigue, it is recommended that community information sessions and or a group are collectively co-ordinated across all Projects in these designations. This can be held in a

- form that is suitable for the community such as a stakeholder working group or open community sessions, which should be confirmed with the community prior to construction;
- Work with Business Associations and business owners in the lead up to establish preferred communication, ensure appropriate mitigation measures are implemented. Assistance to support businesses and help them manage construction impacts and maximise opportunities;
 - Provide information about available support services who can assist people with job seeking and finding new rentals within the area. To assist employees who lose their jobs due to business closure/relocation and tenants find new rentals in the area;
 - During and prior to commencement of construction investigate procurement and training opportunities to increase access to education and workforce skills development pathways for people within affected communities, including those experiencing disadvantage;
 - To assess community services prior to construction located within tenanted buildings and if still present to assist with relocation of these services within the community it serves;
 - Work with local shop owners to explore opportunity to re-establish their business within the local area – this may be addressed in the PWA process but local shop owners should be given opportunity to relocate within their local community if land is available; and
 - Explore opportunities for community activation events in local shopping areas during construction to support local businesses.

10.3 Operation

Much of the identified impacts will be resolved as part of the PWA process and detailed design. At detailed design the current environment/communities will be better understood and therefore appropriately responded to ensure a cohesive and thriving community. The following are largely steps or matters for consideration during detailed design to mitigate operational impacts:

- Work with affected landowners to provide screening of the walking and cycling paths where partial property acquisition is taking place;
- Consult with local communities regarding the ULDMP, in particular regarding screening for local cemetery and Central Park;
- Consider the inclusion of way finding and signage for cycle paths; and
- Consider pedestrian crossings near community facilities (to be reassessed at detailed design to respond to the future environment).

11 Conclusion

Overall, once operable the Project will have high positive social impacts for local and wider communities through the provision of more efficient and reliable public transport and safer separated cycling and walking paths. Improved transport options provide greater opportunities for people to connect across the local community especially for those who have no or limited access to a car and will improve health and wellbeing through reducing deaths and serious injuries and encouraging greater physical activity.

During the planning and designation phases the long-term designations and uncertainty of timing mean that the immediate community (that is property owners, tenants and business owners of directly impacted properties) are likely to experience moderate to high adverse impacts. This is mainly due to impacts on and loss of autonomy over decision making on their own properties, and fears for future impacts on property value and amenity and stress and anxiety. Whilst there are limited mitigation

solutions, continued and updated communication, ease of access of information, guidelines on what can be undertaken within the designation area and ability to discuss and negotiate plans with AT, and a point of contact throughout this period will help to mitigate these impacts.

There is likely to be disruption related to traffic congestion, increase travel times and business disruption during construction but most social impacts arising from these can be managed with appropriate construction and traffic management and communications. Property acquisition, particularly in Manurewa where the largest number of properties are designated (including the largest number of properties fully designated), will also have a moderate negative impact with the loss of community connections, reduction in rental properties, loss of local shops and businesses and larger employers and also facilities that currently are used by community programmes. Property acquisition is managed through the PWA. In addition, it is recommended that the Project provide advance notice of acquisition timing to allow people time to find alternate properties, provide information about available support services who can assist people with job seeking and finding new rentals, rent/lease out buildings acquired prior to construction and work with local business owners and affected community service programmes to assist with relocation within the local area.

Potential adverse impacts from operation relate to a small increase in travel time for private vehicles, and a reduction in on-street parking in some areas which may decrease convenience and ease of access for visitors of residential properties and customers of local businesses. Both of these impacts occur within the designation areas however further reduction in on-street parking and conversion of vehicle lanes to bus lanes is expected outside of the designations as part of the Project. Some individual owners and occupiers of partially designated properties in Manurewa, Takaanini and Papakura may also experience a reduction in privacy, security and outlook with walking and cycling paths moving closer to residential houses however it is expected that this can be managed through the provision of screening during detailed design. The operation of the Project will be largely positive and adverse operational effects are considered to be very low to low negative.

13 References

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1 Appendix A – Primary and Secondary Data Collection

Phase	Data Collection
Step 1: Understand the Project	<p><u>Primary:</u></p> <p>Attended Project kick-off meetings to understand the Project Objectives Review preliminary plans and drawings of the Project</p> <p><u>Secondary:</u></p> <p>Review relevant literature to understand the impacts of Frequent Transit Networks such as the proposed</p>
Step 2: Identify preliminary social area of influence	<p><u>Primary:</u></p> <p>Review suburban boundaries and geographical data to identify communities likely to be impacted</p>
Step 3: Understand the community	<p><u>Primary:</u></p> <p>Undertake site visits Attended engagement events with key stakeholders to understand community sentiment for the Project and further understand the extent of impacts.</p> <p><u>Secondary:</u></p> <p>Obtain population demographic data for Project areas Undertake a review of local board plans, strategic community plans and local structure plans to understand community aspirations Review of relevant technical reports from other disciplines to understand potential social impacts of construction and operation of the Project.</p>

2 Appendix B – 2018 Census Data

Table 12-1 - 2018 Census Data

	Metric / %	Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)
Sex	Males – usually resident population	49.5	49.9	50.5	52.5	48.8	49.9
	Females – usually resident population	50.6	50.1	49.5	47.5	51.2	50.4
Age	Under 15 – usually resident population	20.0	25.0	23.8	21.6	21.6	20.6
	15 - 29 years - usually resident population	22.7	24.2	25.8	23.7	21.9	21.1
	30 - 64 years - usually resident population	45.2	41.6	41.6	44.3	44.4	46.4
	65+ years - usually resident population	12.0	9.2	8.7	10.4	12.1	12.3
Birthplace	Birthplace - NZ	58.4	65.4	59.2	64.2	74.1	78.7
	Birthplace - overseas	41.6	34.6	40.8	35.8	25.9	21.3
Years since arrival in							

	Metric / %	Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)
New Zealand							
Ethnicity	Ethnicity - European	53.5	47.5	30.7	44.4	61.3	73.9
	Ethnicity - Māori	11.5	34.0	22.1	26.6	24.6	23.3
	Ethnicity - Pacific Peoples	15.5	37.5	28.3	15.0	12.6	9.8
	Ethnicity - Asian	28.2	32.0	33.3	31.0	17.1	11.3
	Ethnicity - Middle Eastern / Latin/ American / African	2.3	2.4	2.7	1.2	1.7	0.3
	Ethnicity - Other Ethnicity	1.1	1.0	0.7	0.7	0.9	1.0
Language	Language - English	92.8	92.3	91.4	92.0	94.7	95.5

	Metric / %	Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)
	Language - Māori	2.4	6.1	5.1	4.3	5.0	5.3
	Language - Samoan	4.4	9.3	9.1	3.6	2.6	2.5
	Language - NZSL	0.4	0.5	0.4	0.8	0.7	0.8
	Language - Other	28.0	22.4	28.6	24.4	16.5	12.3
	Language - Too young to talk	2.4	3.0	3.0	3.9	2.7	2.3
Māori Descent	Māori Descent - Yes	13.2	27.8	23.2	27.7	27.3	25.8
	Māori Descent - No	84.9	69.7	74.5	70.4	70.1	71.7
	Māori Descent - Don't Know	1.9	2.5	2.3	1.9	2.6	2.5
Religious Affiliation	No Religion	42.6	32.6	27.0	37.3	43.7	49.4
	Religious affiliation - Buddhism	1.9	1.5	1.8	1.8	0.9	1.0
	Religious affiliation - Christian	38.4	42.4	41.1	34.4	37.1	37.6
	Religious affiliation - Hinduism	5.2	6.9	9.7	7.0	3.6	1.5

Metric / %		Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)
	Religious affiliation - Islam	2.6	2.2	2.5	1.8	1.1	0.3
	Religious affiliation - Judaism	0.2	0.0	0.1	0.1	0.1	0.0
	Religious affiliation - Māori religions, beliefs, philosophies	0.9	2.7	2.2	2.0	1.9	0.8
	Religious affiliation - spiritualism, new age	0.3	0.2	0.2	0.2	0.3	0.5
	Religious affiliation - Other	2.6	5.6	10.3	9.9	5.2	2.3
	Religious affiliation - refuse to answer	5.7	6.1	5.5	5.9	6.4	6.3
Disability Data	Difficulty seeing even if wearing glasses - some difficulty	8.6	16.1	15.7	19.2	16.8	16.1
	Difficulty seeing even if wearing glasses - A lot of difficulty	2.0	1.9	1.8	1.4	1.5	1.0
	Difficulty seeing even if wearing glasses - Cannot do at all	0.6	0.6	0.7	0.6	0.2	0.3

Metric / %	Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)
Difficulty hearing even if using hearing aid - Some difficulty	8.7	9.8	9.1	11.0	11.3	12.3
Difficulty hearing even if using hearing aid - A lot of difficulty	1.1	1.5	1.3	1.2	1.7	1.4
Difficulty hearing even if using hearing aid - Cannot do at all	0.3	0.6	0.6	0.5	0.3	0.4
Difficulty walking or climbing steps - some difficulty	8.6	10.7	10.6	11.9	11.5	10.5
Difficulty walking or climbing steps - A lot of difficulty	2.0	2.7	2.8	2.5	2.5	1.8
Difficulty walking or climbing steps - Cannot do at all	0.6	0.8	0.7	0.8	0.5	0.4
Difficulty remembering or concentrating - some difficulty	11.7	13.8	13.2	23.1	15.0	14.6

Metric / %	Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)
Difficulty remembering or concentrating - A lot of difficulty	1.5	1.9	1.7	1.9	1.9	1.7
Difficulty remembering or concentrating - Cannot do at all	0.3	0.6	0.5	0.4	0.3	0.0
Difficulty washing all over and dressing - some difficulty	2.9	3.7	3.9	3.2	3.5	1.7
Difficulty washing all over and dressing - a lot of difficulty	0.7	0.9	1.0	1.0	0.7	0.7
Difficulty washing all over and dressing - cannot do at all	0.6	0.9	0.8	0.9	0.5	0.3
Difficulty communicating using your usual language - some difficulty	4.1	5.6	5.8	4.8	4.9	4.2
Difficulty communicating using your usual language - A lot of difficulty	0.7	1.0	0.9	1.0	0.7	0.7

Metric / %		Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)
	Difficulty communicating using your usual language - Cannot do at all	0.3	0.5	0.5	0.5	0.3	0.0
Home Ownership	Home ownership - In family trust	11.1	5.7	5.2	4.3	5.7	13.5
	Home ownership - Own or partly own	33.9	34.3	32.2	32.7	41.3	32.5
	Home ownership - Do not own and do not hold in a family trust	55.0	60.1	62.8	62.9	53.0	54.0
Years at usual residence	0 years at usual residence	20.2	21.2	21.6	28.9	19.8	23.9
	1 – 4 years at usual residence	34.2	36.5	35.5	33.9	35.8	30.0

Metric / %	Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)	
5 – 9 years at usual residence	18.3	17.2	17.6	17.1	17.5	14.8	
10 – 14 years at usual residence	11.0	11.1	11.9	9.7	10.6	10.6	
15 – 29 years at usual residence	12.3	10.7	10.4	6.3	11.6	15.2	
30 years or more at usual residence	4.0	3.3	3.1	1.8	4.7	5.2	
Years since arrival in New Zealand for the usually resident population	Less than 1 year	5.5	3.4	4.2	3.0	2.8	7.3
	1 year	5.8	4.2	4.8	4.2	4.3	6.1

Metric / %	Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)
2 years	5.1	4.4	6.2	4.5	4.0	1.2
3 years	4.4	4.0	5.4	4.4	3.3	1.2
4 years	3.5	3.1	3.4	3.1	3.3	2.4
5 – 9 years	16.2	18.9	20.1	19.3	16.2	20.7
10 – 19 years	30.6	33.8	32.3	27.7	33.3	22.0
20 years or more	28.8	28.1	23.6	19.3	32.6	37.8

Metric / %		Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)
Income	Sources of income - no source	8.0	8.6	8.3	6.7	7.3	7.3
	Sources of income - NZ super or veteran's pension, other super/pensions	14.9	10.5	11.0	12.5	15.9	15.1
	Sources of income - Jobseeker support	5.5	10.4	9.9	10.2	7.3	6.0
	Sources of income - Sole parent support	1.5	2.6	2.4	3.6	2.0	1.3
	Sources of income - Supported Living Payment	1.5	2.0	2.1	3.3	2.1	0.9
	Sources of income - student allowance	2.5	2.4	2.6	2.0	2.1	1.3

Metric / %		Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)
	Other government benefits, govt income support payments	3.6	4.6	4.6	5.2	4.5	3.5
Occupation	Unemployed	4.1	5.8	5.8	4.4	4.6	3.8
	Occupation - Managers	18.1	12.7	14.2	17.1	13.5	18.3
	Occupation - Professionals	25.9	16.6	26.1	17.8	27.8	13.3
	Occupation - Technicians and trade Workers	11.4	12.7	12.7	12.8	12.6	17.6
	Occupation - Community and administrative workers	9.1	9.4	13.6	13.1	10.8	4.4

Metric / %	Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)	
Occupation - Clerical and administrative workers	11.7	12.4	9.9	10.1	13.2	9.9	
Occupation - Sales workers	10.0	10.7	7.7	9.4	10.0	7.0	
Occupation - machinery operators and drivers	5.9	12.9	6.1	9.2	5.5	11.7	
Occupation - labourers	7.9	12.5	9.7	10.7	7.3	17.6	
Access to a motor vehicle	Private dwellings with no access to a motor vehicle	6.6	6.3	7.5	5.3	6.3	1.9
Means of Travel to Work	Means of travel to work - bus	7.1	1.9	2.7	1.0	1.6	0.5

Metric / %	Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)
Means of travel to work - train	3.0	5.1	4.9	5.6	7.1	4.1
"Means of travel to work - Passenger in a car, truck, van or company bus	4.1	5.8	6.0	4.3	4.3	4.6
Means of travel to work - bicycle	1.0	0.3	0.2	0.3	0.3	0.0
Means of travel to work - drive a private car, van or truck	59.5	68.0	69.3	57.5	50.4	58.9
Means of travel to work - Walk or jog	4.3	1.7	1.5	2.9	2.7	2.3
Means of travel to work - Drive a company truck, car or van	10.3	10.7	9.7	7.7	8.7	17.8
Means of Travel to Education						
Means of travel to education - school bus	6.7	5.1	4.0	6.3	4.5	11.0

Metric / %	Auckland Region	Manurewa – Papakura Ward	Manurewa Average (Across impacted SA2)	Takaanini Average (Across impacted SA2)	Papakura Average (Across impacted SA2)	Drury Average (Across impacted SA2)
Means of travel to education - public bus	11.5	4.0	5.0	3.6	1.9	4.4
Means of travel to education - train	3.8	7.2	8.9	6.9	8.4	5.5
Means of travel to education - passenger in car, truck or van	38.6	46.6	42.4	41.1	40.0	40.7
Means of travel to education - bicycle	1.5	0.6	0.3	0.5	0.7	1.1
Means of travel to education - drive a private car, truck or van	11.4	10.4	12.0	10.6	9.3	12.1
Means of travel to education - walk or jog	21.0	20.0	22.5	11.9	28.5	18.7

3 Appendix C – Community Profile Figures, Maps and Functions

3.1 Health Deprivation Data for Manurewa-Papakura Ward

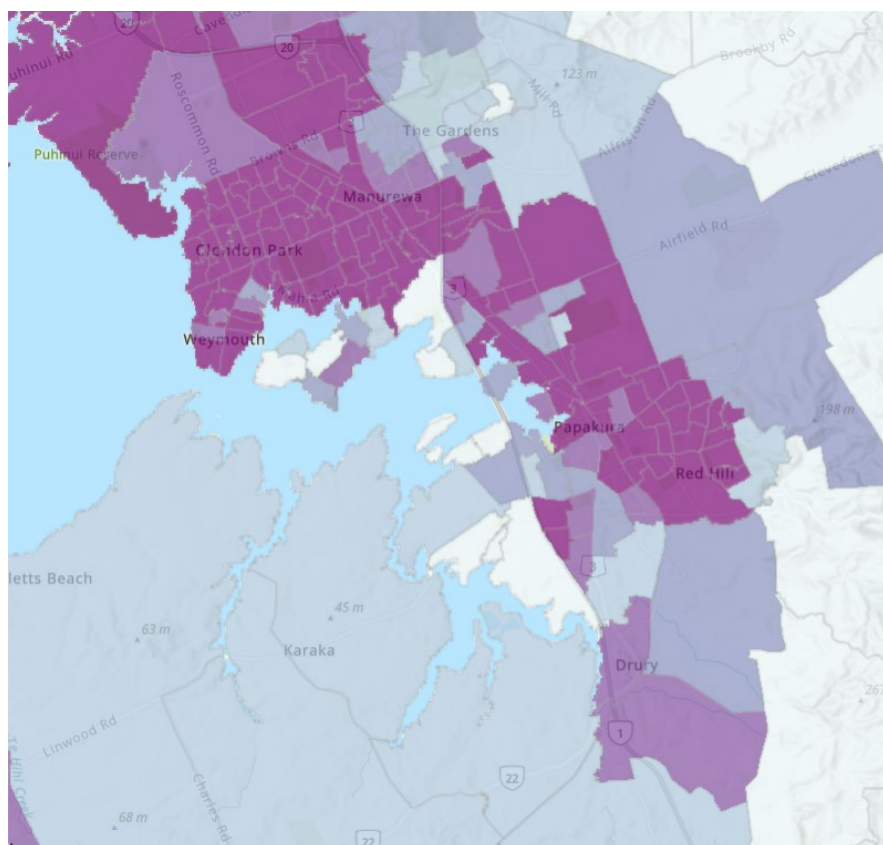


Figure 12-1 - illustrates health deprivation in the Manurewa-Papakura ward area from 2018.

The map indicates high deprivation throughout Manurewa and the central Papakura areas. Deprivation is ranked by mortality ratios, hospitalisations for specific infectious diseases, numbers of individuals with select cancers, and emergency admissions to hospital.

3.2 High Level Summary – Duration at usual place of residence for each Local Community

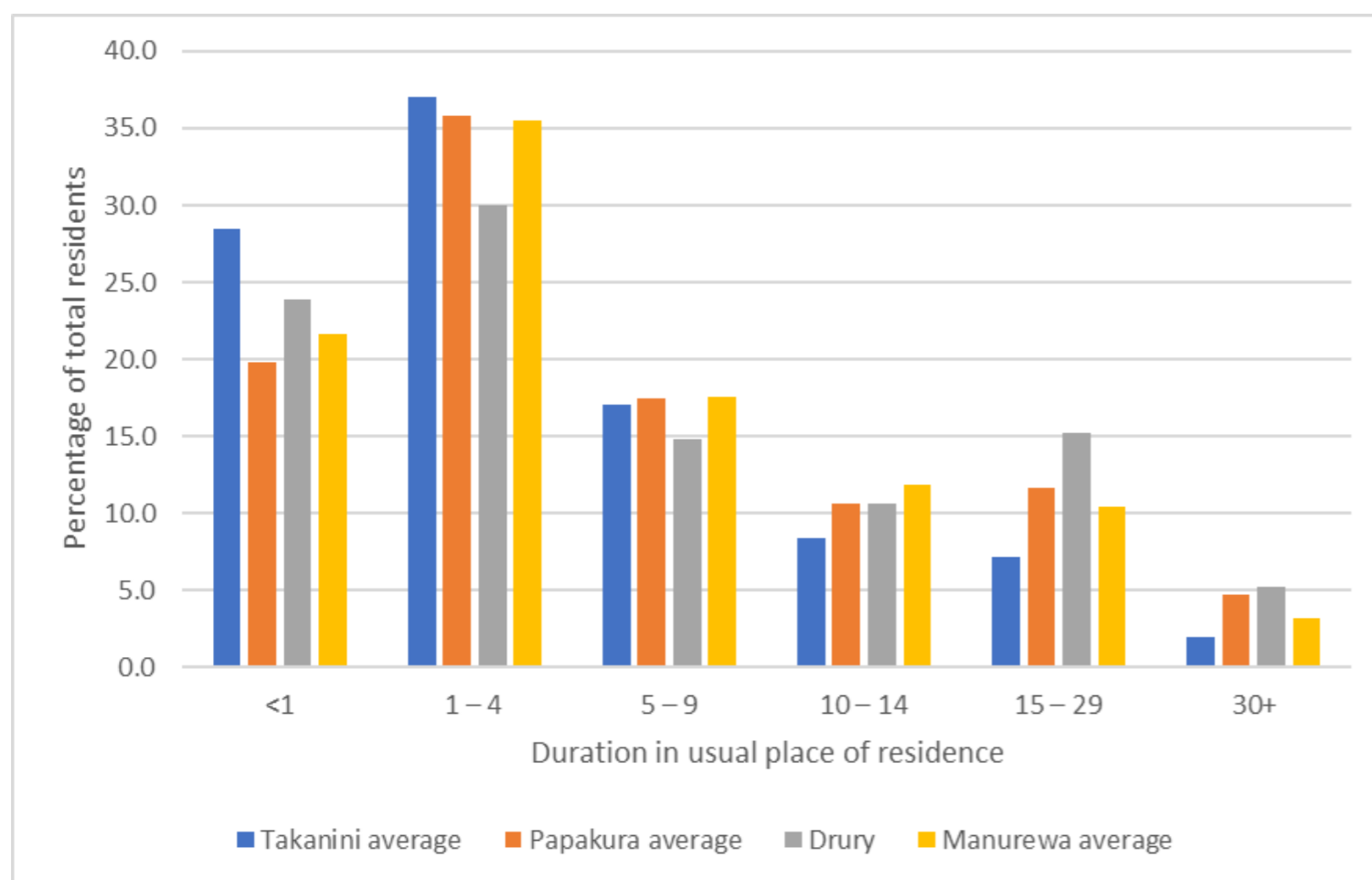


Figure 12-2 - Years at usual residence by percentage of total residents for Takaanini, Papakura, Drury and Manurewa

3.3 Social Housing Eligibility in Manurewa and Papakura Local Board Areas

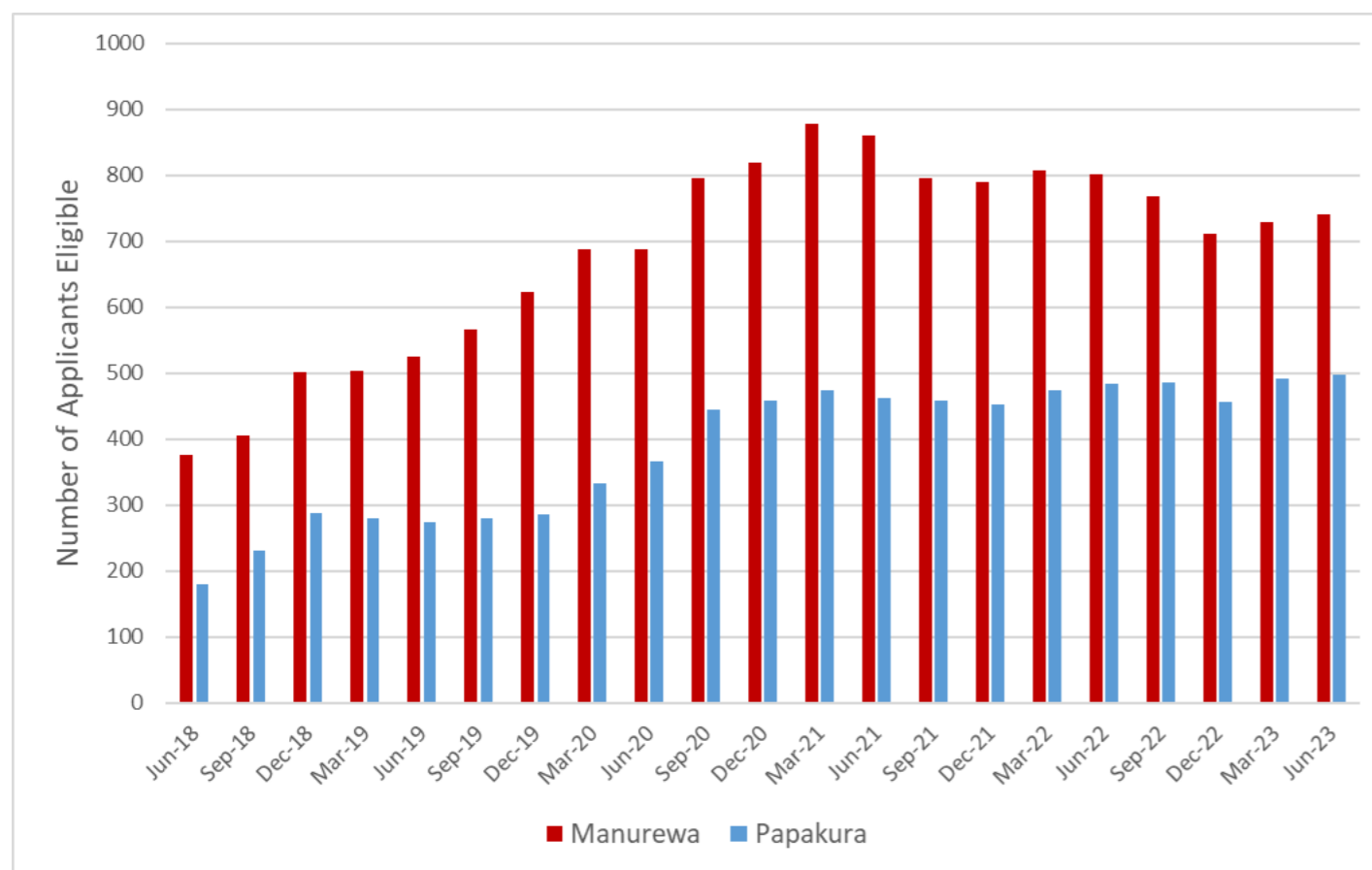


Figure 12-3 - Social Housing Applicants Eligible for Manurewa and Papakura Local Board Areas

Social housing demand, based on eligible applicants, is greater in Manurewa than Papakura. Both regions saw an increase in demand from June 2018 to March 2021. Subsequent to March 2021, the demand has been relatively stable between 450 and 500 eligible applicants. In Manurewa, demand has shown a slight overall decrease. The Manurewa Local Board Area has a greater total population which would be a contributing factor to the higher demand.

3.4 Housing Deprivation Ranking for Project Area

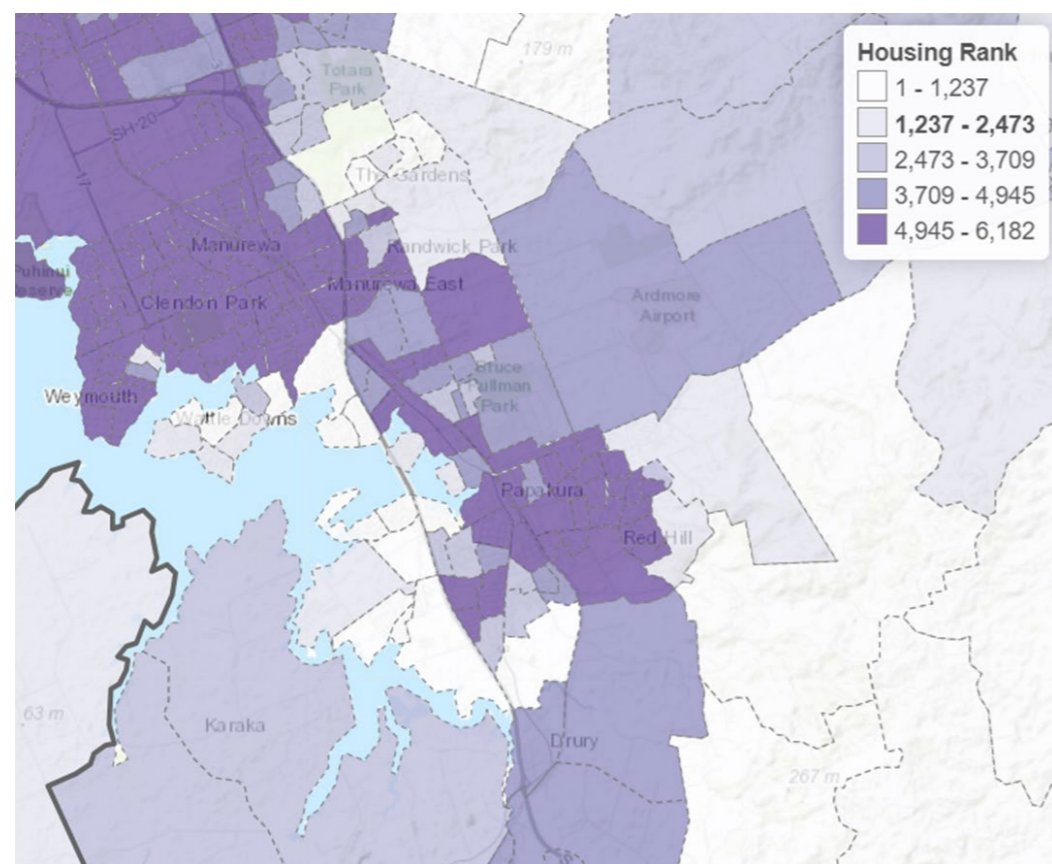


Figure 12-4 - National Housing Deprivation Ranking for the Project Area

Housing deprivation is described as number of individuals in rented homes, persons in overcrowded households, and individuals in damp dwellings or those without sufficient amenities. The figure shows high housing deprivation in central Papakura and the Manurewa region, relative to the wider country. This indicates the necessary priority to these areas in this project. Rank representations were calculated from the Integrated Data Infrastructure (IDI) by StatsNZ. A higher numerical rank indicates greater deprivation.

3.5 Crime Deprivation Ranking for Project Area

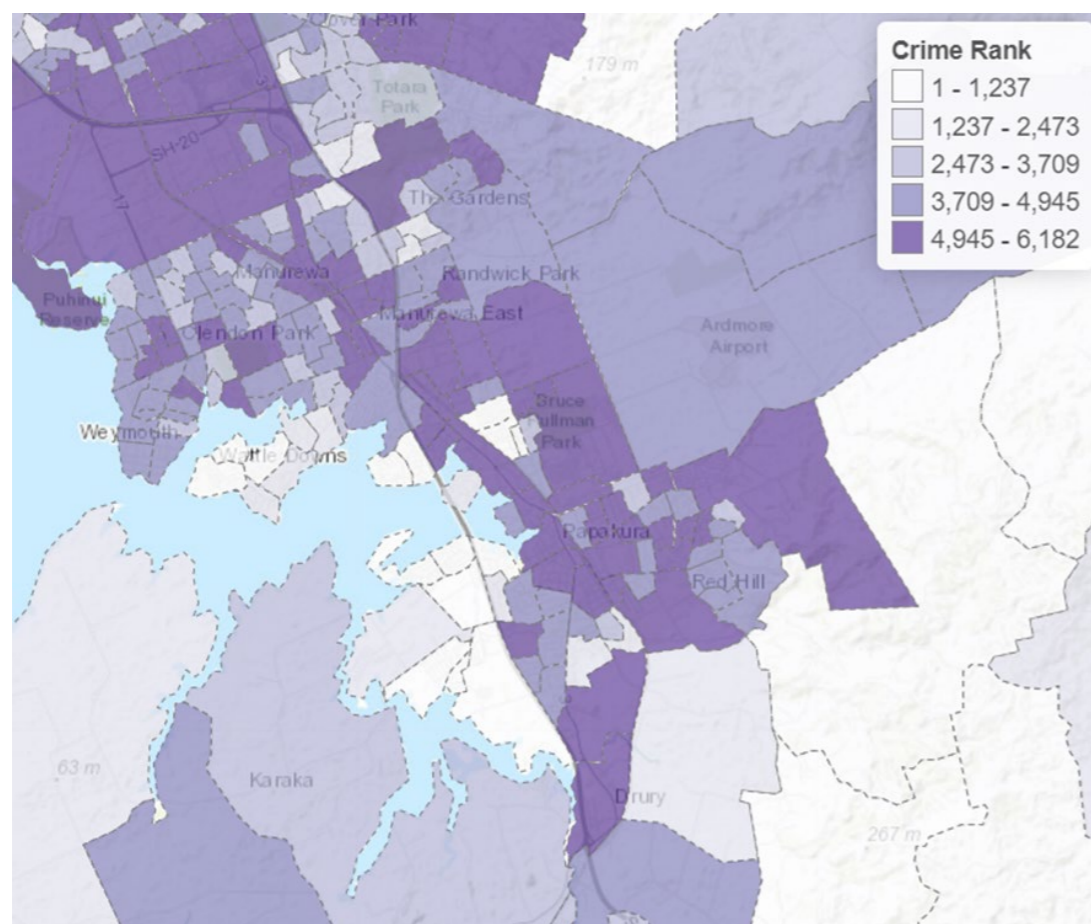


Figure 12-5 - National Crime Deprivation Ranking for Project Area

Crime is described as rate of victimisation for homicide, assault and sexual violence, abduction, robbery, theft, and related offences. Both Manurewa and Papakura rank within the upper 20% of the 6182 regions in New Zealand. Rank representations were calculated from the Integrated Data Infrastructure (IDI) by StatsNZ. A higher numerical rank indicates greater deprivation.

3.6 Access to Motor Vehicles (Census 2018 Data)

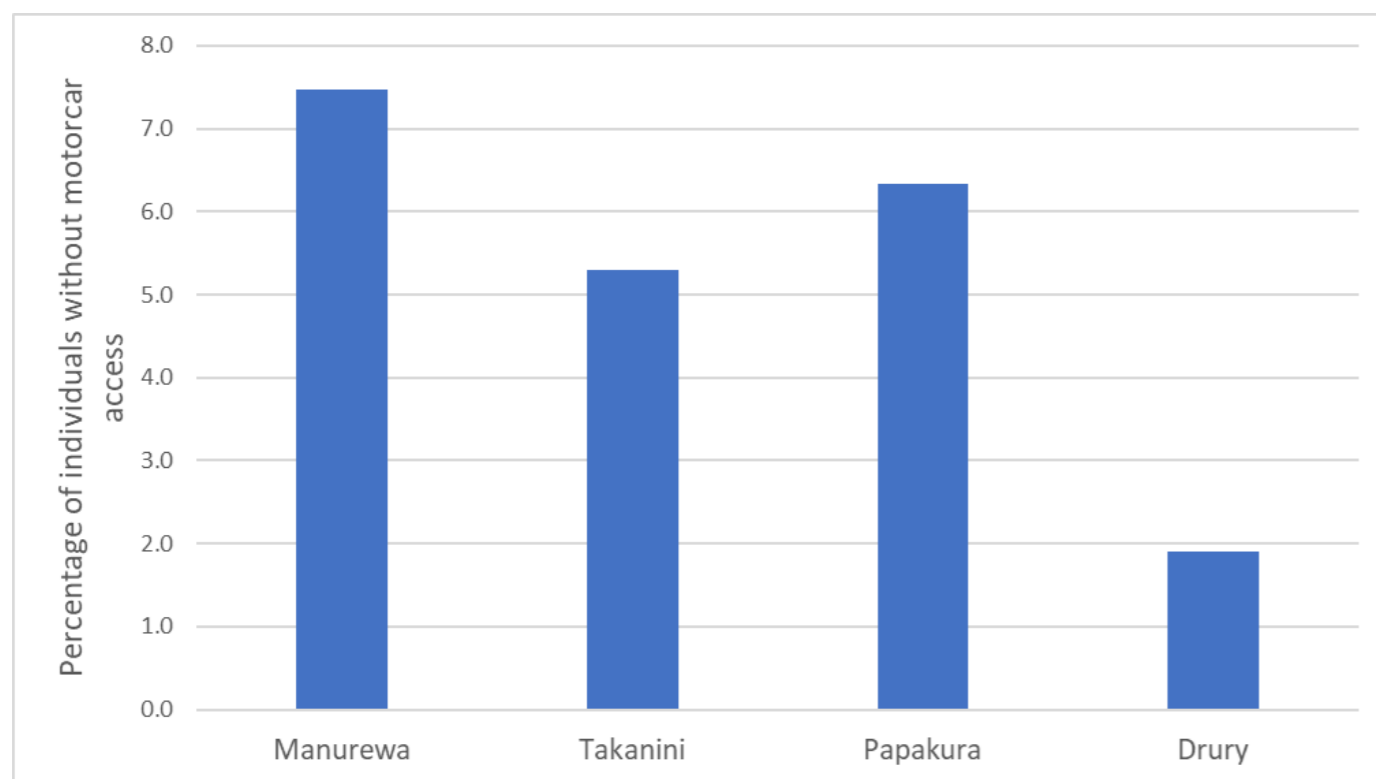


Figure 12-6 - Percentage of people with no access to motor vehicles by local community area

Manurewa and Papakura have the greatest average (by region) number of people with no access to a motorcar. This is important for understanding the demand on public transport and pedestrian access within the area.

3.7 Manurewa Community Facilities

3.7.1 Manurewa Schools and Childcare Centres

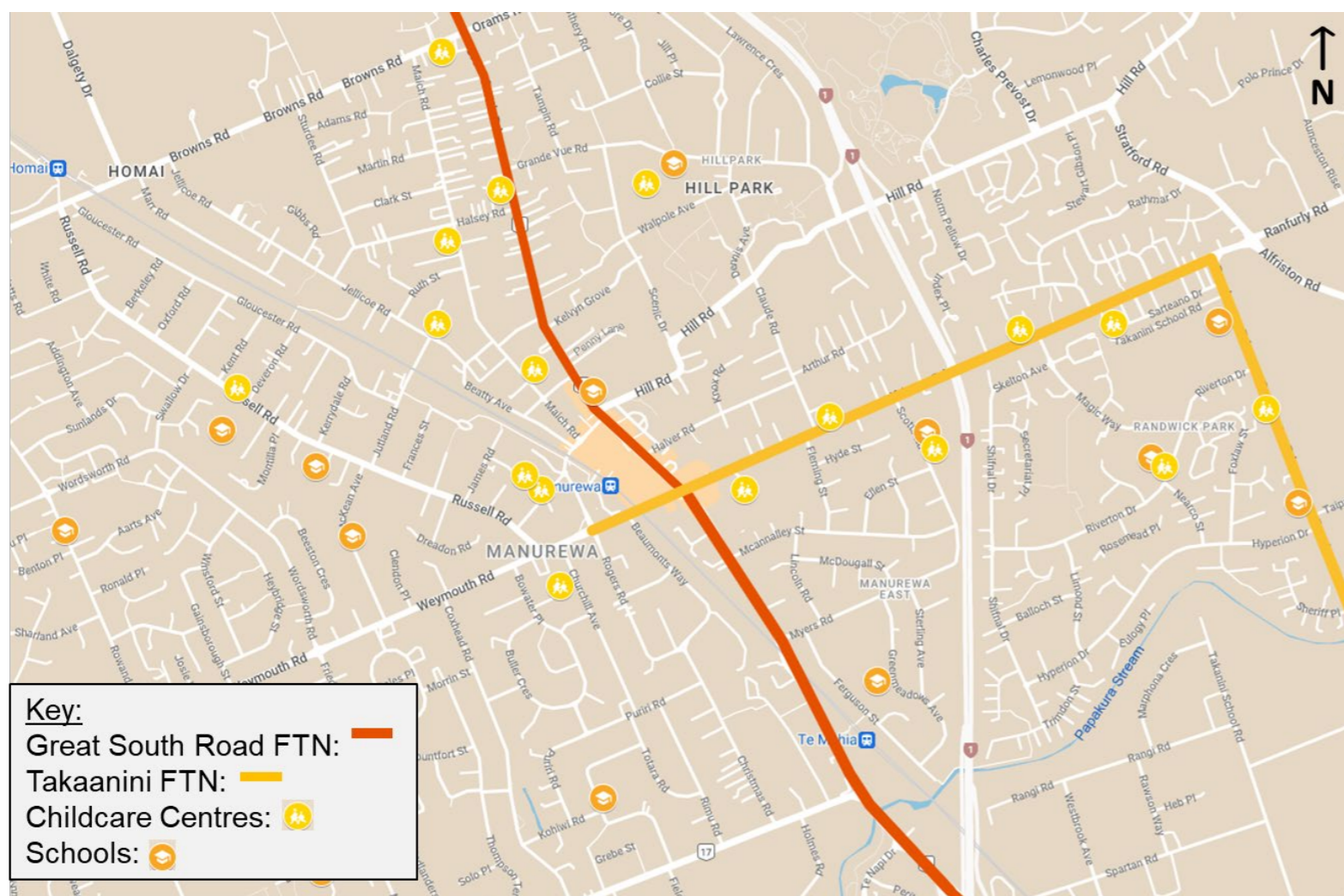


Figure 12-7 - Manurewa Schools and Childcare

Table 12-2 - Schools and Childcare in Manurewa

School	Impacted by designation?	Childcare/Preschool/Kindergarten	Impacted by designation?
Hillpark School	No	TuiTui Educare	No
Rowandale School	No	Nanaksar Educare Center	No
St Anne’s Catholic School	No	BestStart Maich Road	No
Manurewa Intermediate	No	Pukeko Prescool Manurewa	No
Manurewa West Primary School	No	Gaia Forest Preschool	No

School	Impacted by designation?	Childcare/Preschool/Kindergarten	Impacted by designation?
Manurewa East School	No	BestStart Manurewa Central	No
Alfriston College	No	Small Oaks Early Learning Centres	No
Randwick Park School	No	Kiddy Winks Kindy	No
Te Kura Akonga O Manurewa	No	Manurewa Playcentre	No
Greenmeadows Intermediate School	No	BestStart Weymouth	No
Manurewa South School	No	Alfriston Road Kindergarten	No
James Cook High School	No	Barnados Early Learning Centre	No
Manukau Christian School	No	ChoiceKids Childcare Alfriston Road	Yes (partial)
		The Rainbow Corner Early Learning Centre	Yes (partial)
		Early Learning Counties Manukau	No
		Kindercare Learning Centre	No
		BestStart Porchester Road	No

3.7.2 Manurewa Places of Worship



Figure 12-8 - Manurewa Places of Worship

Table 12-3 - Place of Worship in Manurewa

Healthcare Facility	Impacted by designation?
Covenant Presbyterian Church	No
Manurewa Methodist Church	Yes (partial)
Manurewa Seventh-day Adventist Church	No
LifeChurch Manurewa	No
Cambodian Temple Takanini (Wat Khemeraphiratam)	Yes (partial)
Porchester Islamic Centre	Yes (partial)
The Render Gathering	No
The Church of Jesus Christ of Latter-day Saints	Yes (partial)
Manukau New Life	No
Nanaksar Sikh Temple	No
Masjid Ayesha Auckland	No
Manurewa Bible Church	No
St Andrews Presbyterian Church	No
St Anne's Catholic Church Manurewa	No
Manurewa Baptist Church	No

3.7.3 Manurewa Healthcare Facilities

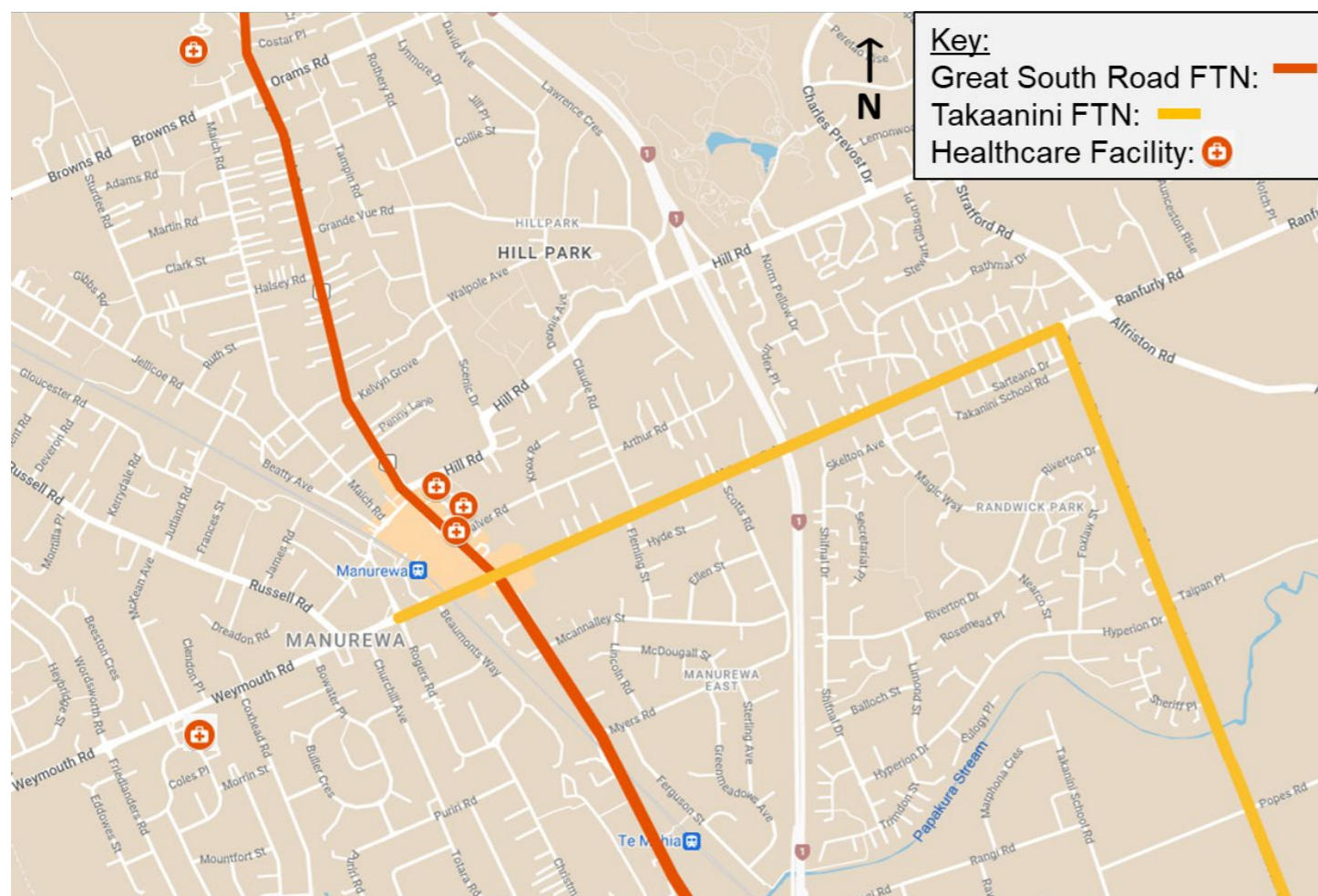


Figure 12-9 - Manurewa Healthcare Facilities

Table 12-4 - Healthcare Facility and Function in Manurewa

Healthcare Facility	Function	Impacted by designation?
Manurewa Healthcare Centre	General Practice	No
Local Doctors – Manurewa Trust Health Care	General Practice	No

Healthcare Facility	Function	Impacted by designation?
Baderdrive Doctors Manurewa	General Practice	No
Manukau Supeclinic	Specialist outpatient and day procedure facility	No
Leabank Health Centre	General Practice	No

3.7.4 Manurewa Aged Care Facilities



Figure 12-10 - Manurewa Aged Care Facilities

Table 12-5 - Aged Care Facility and Function in Manurewa

Aged Care Facility	Function	Impacted by designation?
Alfriston Court	Haumaru Housing – Communities for older people	Yes (partial)
Elmwood Care Centre and Village	Rest Home and Retirement Village	No
Bupa Erin Park Retirement Village	Care Home and Retirement Village	No
Ultimate Care Manurewa	Specialised multi-cultural resident-aged care	Yes (partial)
McEwan House Rest Home	Rest Home	No
Autumn Lodge Retirement Home & Hospital	Retirement Home and Care Home	No
Bloom Manurewa East	Apartments for people aged over 55	Yes (partial)

3.7.5 Manurewa Social Infrastructure



Figure 12-11 - Manurewa Social Infrastructure

Table 12-6 - Social Infrastructure and Function in Manurewa

Social Infrastructure	Function	Impacted by designation?
Oranga Tamariki – Ministry for Children	Offices involved in the provision of family and social services for children.	Yes (full)
Manurewa Community Corrections	Community and probation facility for the Department of Corrections	No
Manurewa Police Station	Police Station	No
Senior Services	Offices involved in the provision of social services to the older population. Ministry of Social Development.	No
Work and Income	Involved in the provision of services for low income people, or people who are not working under the Ministry of Social Development.	No
Manurewa Fire Station		Yes (partial)

3.7.6 Manurewa Community Infrastructure

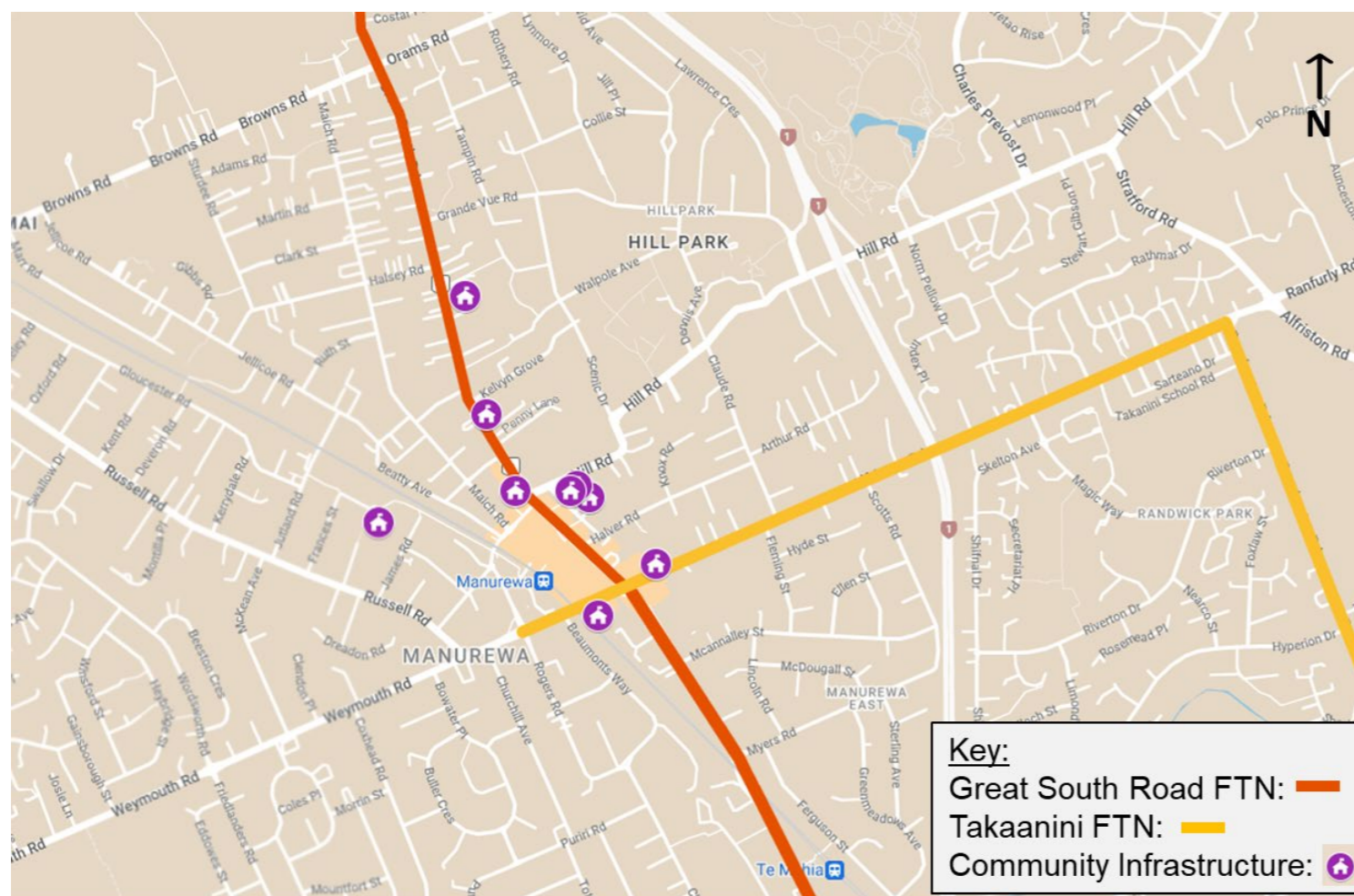


Figure 12-12 - Manurewa Community Infrastructure

Table 12-7 - Community Infrastructure and Function in Manurewa

Community Infrastructure	Function	Impacted by designation?
St John Manurewa Hall	Hato Hone St John Youth Programme Facility Occupants (leased building)	Yes (full)
Manurewa Cosmopolitan Club	Members Club with sporting and gaming facilities. Restaurant and Bar on site. The facility has a number of spaces which can be hired for external events and gatherings such as small concerts, weddings and parties.	Yes (partial)
Manurewa Citizens Advice Bureau	Free and confidential advice service.	No
Hill Road Pharmacy	Prescriptions, medicines and first aid advice	No
Manurewa Library	Council owned public Library providing information services, computer and internet facilities and bookable meeting rooms. The library often runs community events and facilitates information sessions.	No
Manurewa Medical Centre Pharmacy	Prescriptions, medicines, first aid advice, passport photos. Associated with doctor and optometry services in vicinity.	No
Resthaven Funeral Services	Funeral Home	No
Manurewa Leisure Centre	Council owned facility provides recreational spaces. Often used for casual sport, children's events such as birthdays, weddings. Centre also provides an after school and out of school care service (OSCAR), as well as school holiday programmes.	No
Pet Doctors Manurewa	Veterinary Facility has now been closed	No
Te Ara Poutama (Alternative Education Trust)	Alternative education centre for 13- to 16-year-olds. Occupants (leased building)	Yes (full)

3.8 Takaanini Community Facilities

3.8.1 Takaanini Schools and Childcare Centres



Figure 12-13 - Takaanini Schools and Childcare

Table 12-8 - Schools and Childcare in Takaanini

School	Impacted by designation?	Childcare/Preschool/Kindergarten	Impacted by designation?
Papakura Normal Primary School	Yes (partial)	Learning Adventures Takanini	No
Conifer Grove School	No	Blossoms Educare Takanini	No
Takanini School	No		

3.8.2 Takaanini Place of Worship

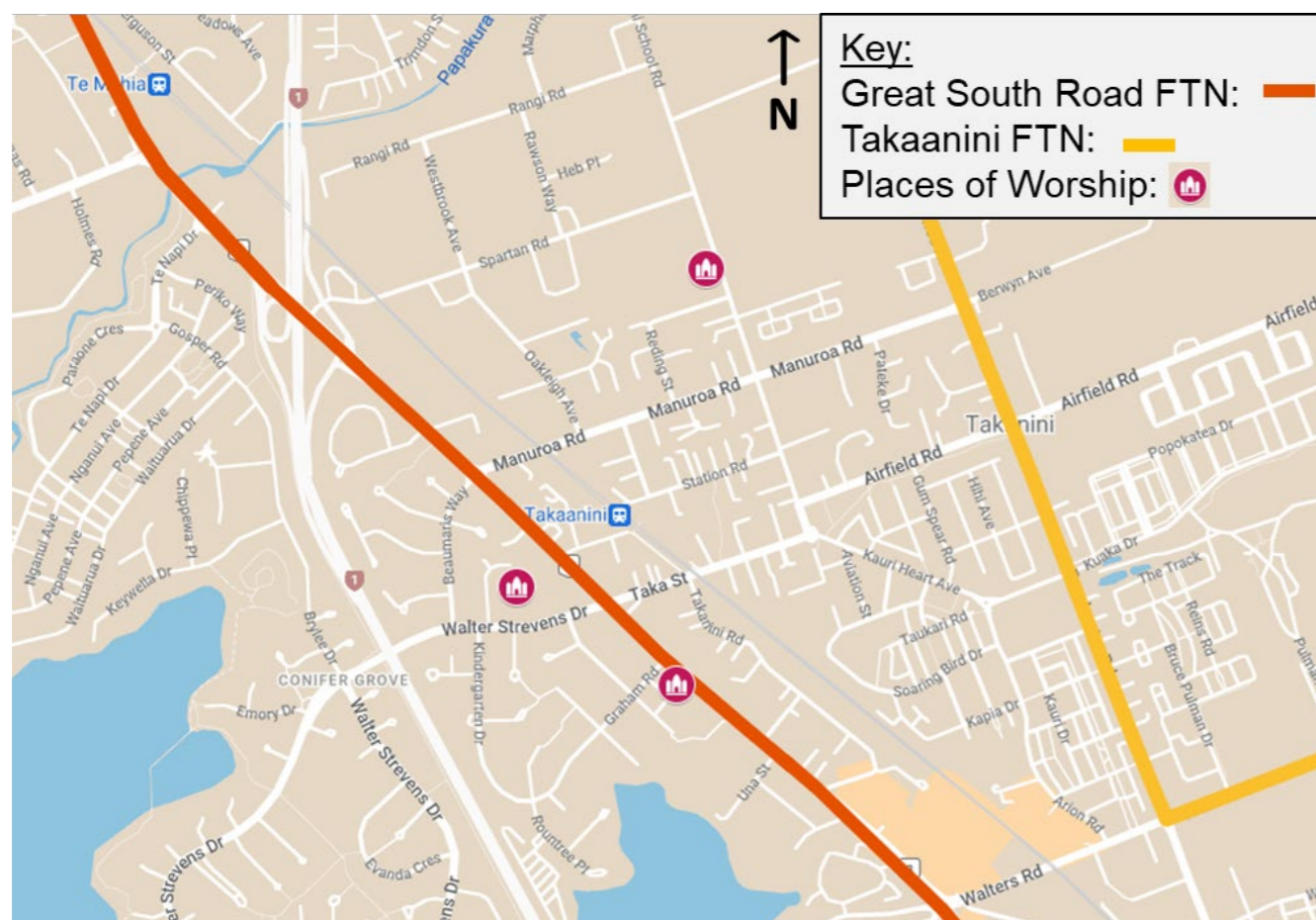


Figure 12-14 - Takaanini Places of Worship

Table 12-9 - Place of Worship in Takaanini

Healthcare Facility	Impacted by designation?
St Aidans Takaanini	No
The Church in Auckland	No
Takanini Gurdwara Sri Kalgidhar Sahib	No

3.8.3 Takaanini Healthcare Facilities

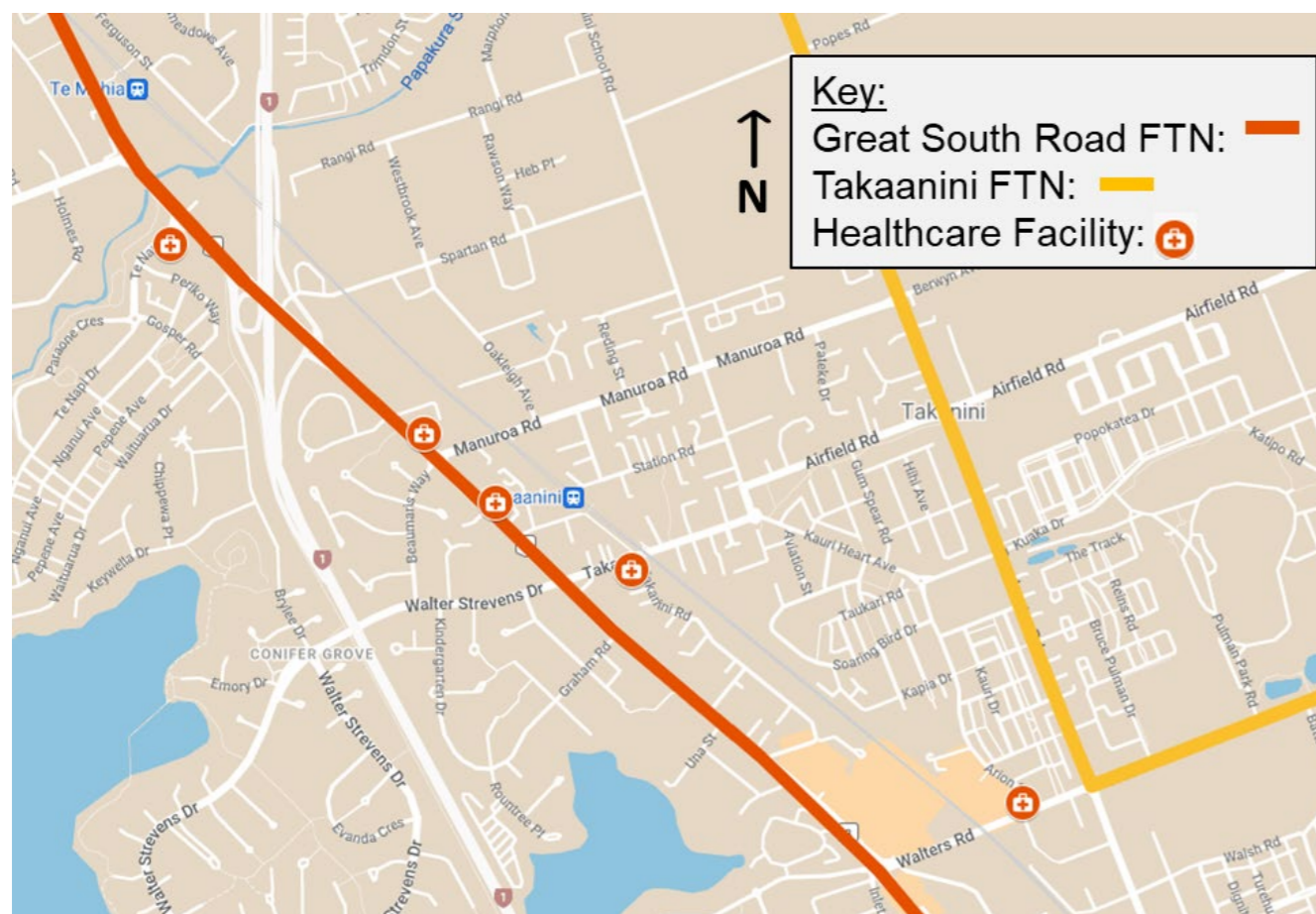


Figure 12-15 - Takaanini Healthcare Facilities

Table 12-10 - Healthcare Facility and Function in Takaanini

Healthcare Facility	Function	Impacted by designation?
Takanini Medical Centre	General Practice	No
Conifer Gardens Medical Centre	General Practice	No
Prana Family Health	General Practice	No
Counties Medical Integrated Health Takaanini	Urgent Care Facility / After Hours and General Practice	No
Ge Health Care	General Practice	No

3.8.4 Takaanini Aged Care Facilities

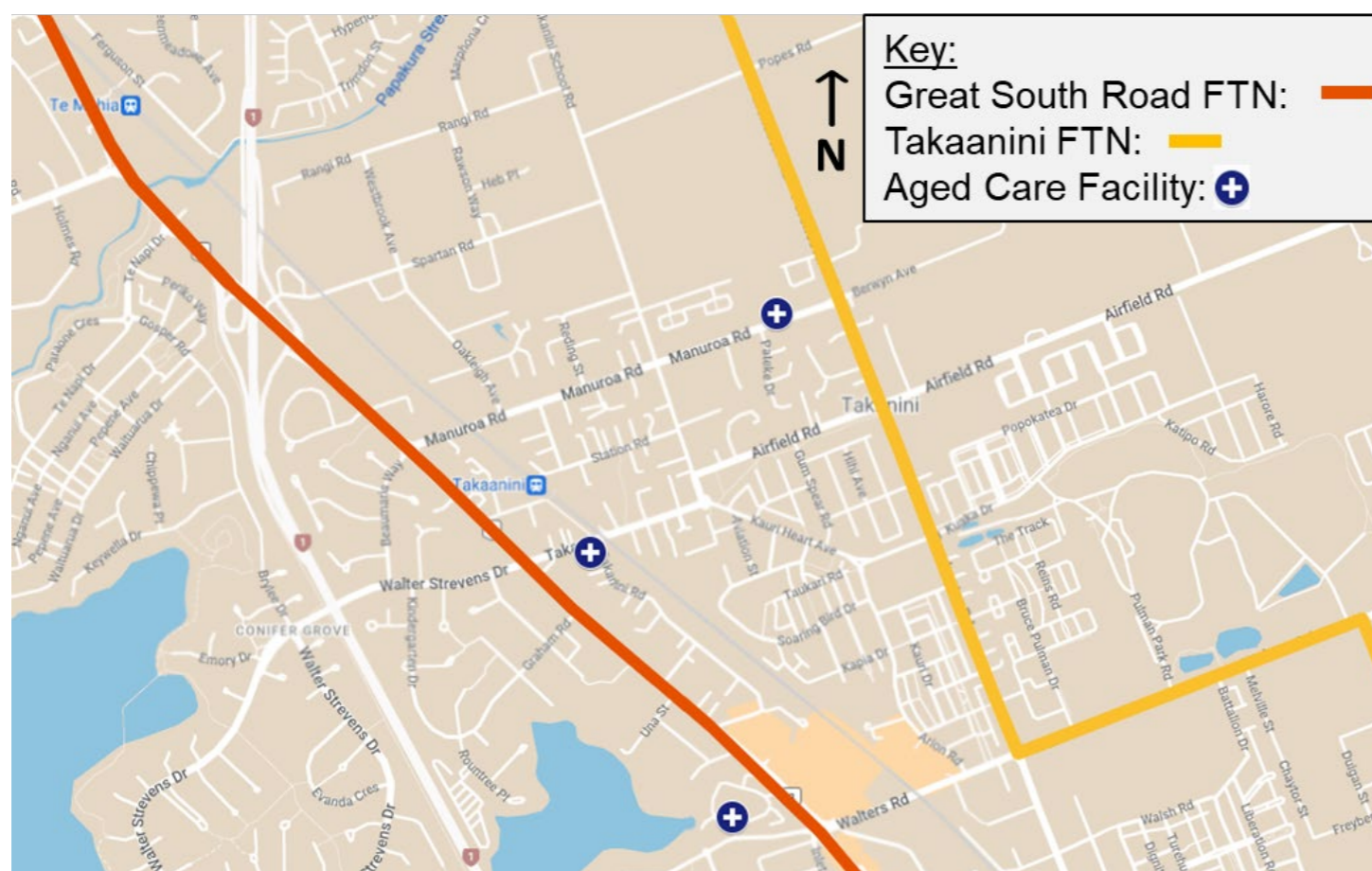


Figure 12-16 - Takaanini Aged Care Facilities

Table 12-11 - Aged Care Facility and Function in Takaanini

Aged Care Facility	Impacted by designation?
Longford Park Retirement Village	No
Lady Elizabeth Residential Home	No
Takaanini Care Centre	No

3.8.5 Takaanini Social Infrastructure

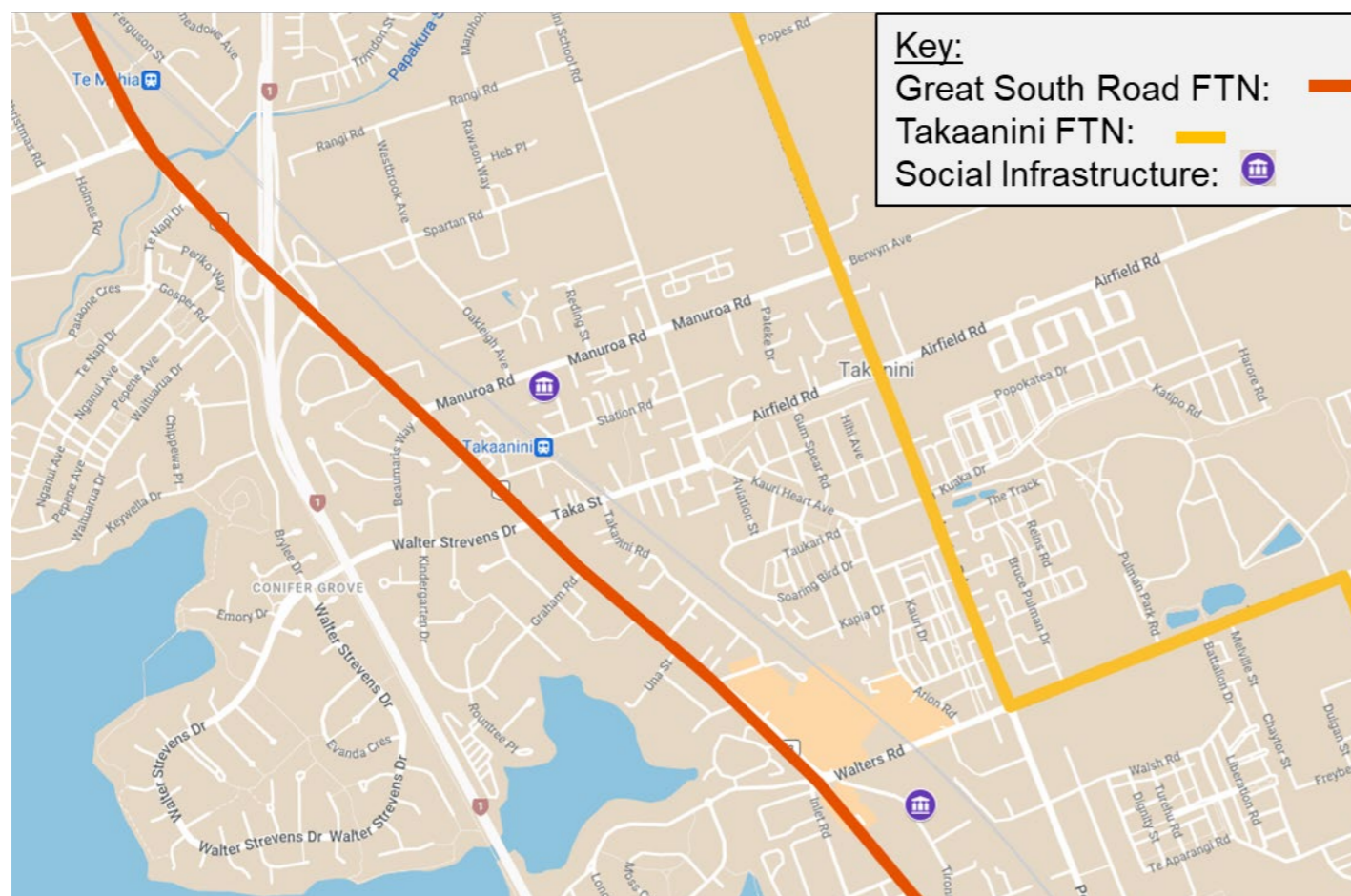


Figure 12-17 - Takaanini Social Infrastructure

Table 12-12 - Social Infrastructure and Function in Takaanini

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

3.8.6 Takaanini Community Infrastructure

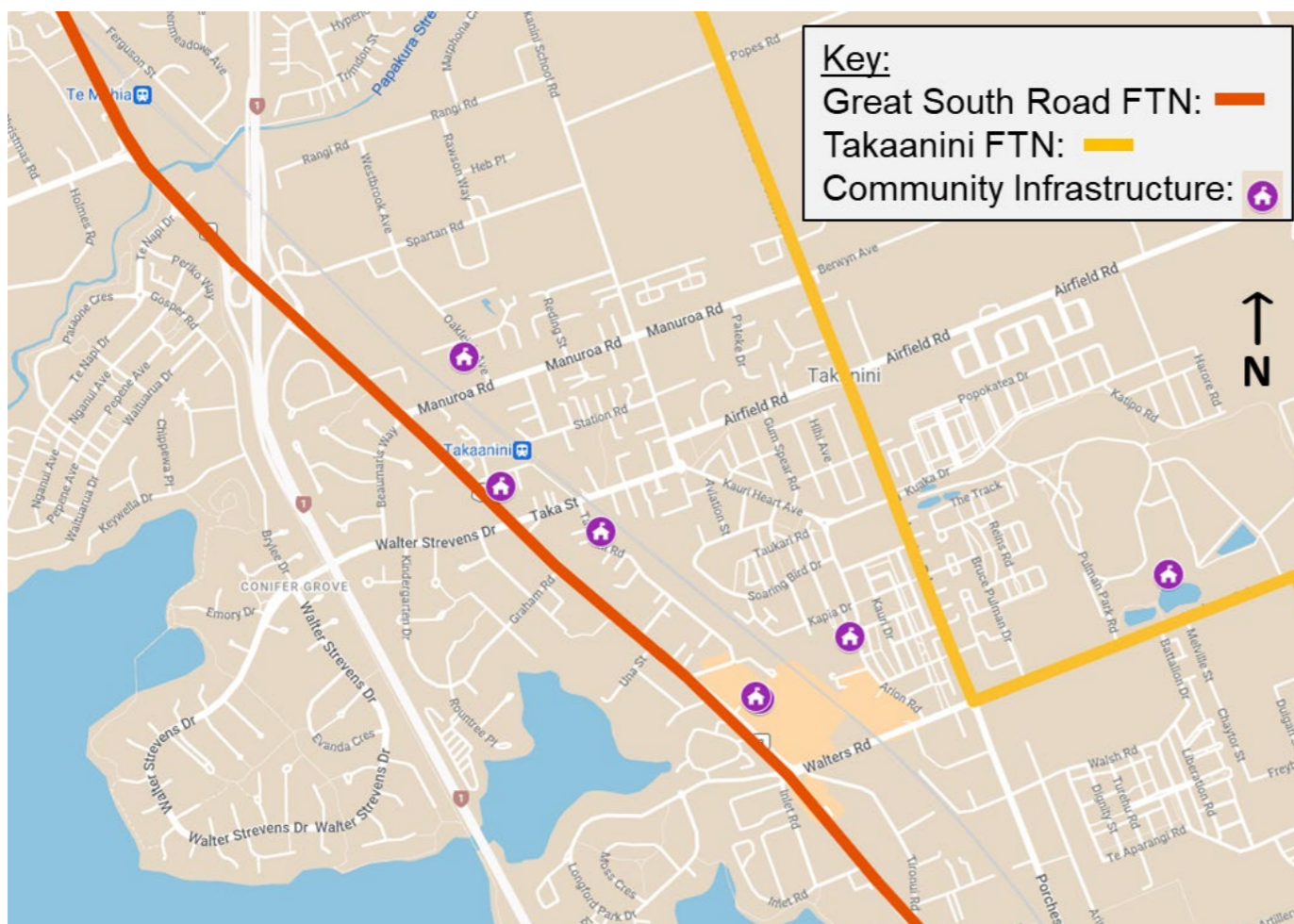


Figure 12-18 - Takaanini Community Infrastructure

Table 12-13 - Community Infrastructure and Function in Takaanini

Community Infrastructure	Function	Impacted by designation?
Te Paataka Koorero o Takaanini Takaanini Library and Community Hub	Library and community facility with study spaces, internet access, a community kitchen and children's play area. Community facilities also available for hire.	No
Animates Takanini	Veterinary Services, pet grooming and other pet supplies.	No
Unichem Takanini Pharmacy	Prescriptions, medicines and first aid advice	No
Takanini Hall	Auckland Council community facility available for hire for a variety of event types. Has seated capacity of 150. Often hired for large group events and performances.	No
Veterinary Associates Takanini	Veterinary Services including surgical facilities.	No
Pulman Arena and Recreation Centre	Indoor sporting facility with dynamic uses. Conference facility also on site with 150 person capacity.	No
Takanini Family Service Centre	Integrated social service facility for families. A variety of spaces available, and regular family and parent workshops are provided.	No

3.9 Papakura Community Facilities

3.9.1 Papakura Schools and Childcare Facilities

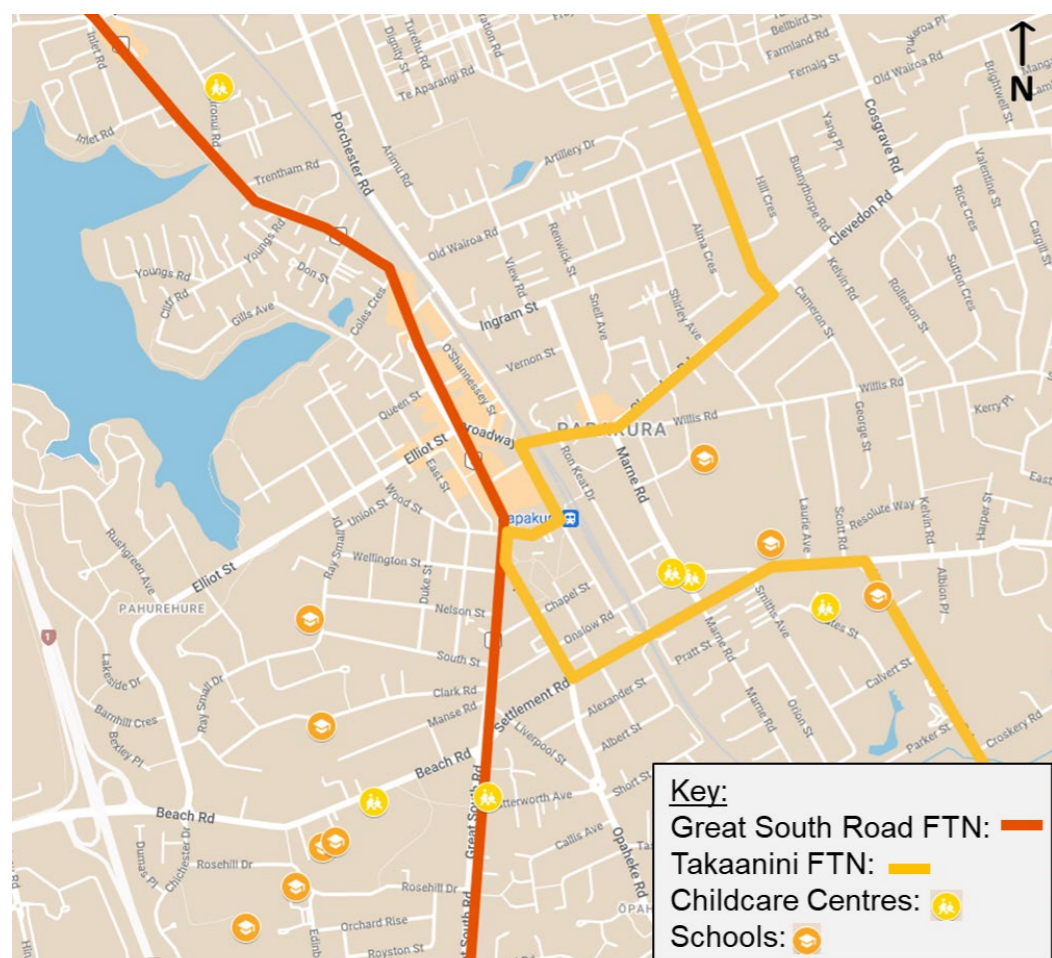


Figure 12-19 - Papakura Community Facilities

Table 12-14 - Schools and Childcare in Papakura

School	Impacted by designation?	Childcare/Preschool/Kindergarten	Impacted by designation?
Rosehill Special School	No	All About Children Childcare - Opaheke, Papakura, Auckland	Yes (partial)
Opaheke Primary School	No	BestStart Tironui Road	No
St Mary's School (Papakura)	No	BestStart Marne Road	No
Papakura Central School	No	BestStart Onslow Road	No
Rosehill College	No	Kereru Park Campus	No
Papakura High School	No	Nature's Point Childcare	No
Papakura Intermediate School	No		
Te Maunga Kohungahunga Kohanga Reo	No		
Te Kōhanga Reo o Pukeroihi	No		
Edmund Hillary School	No		

3.9.2 Papakura Places of Worship

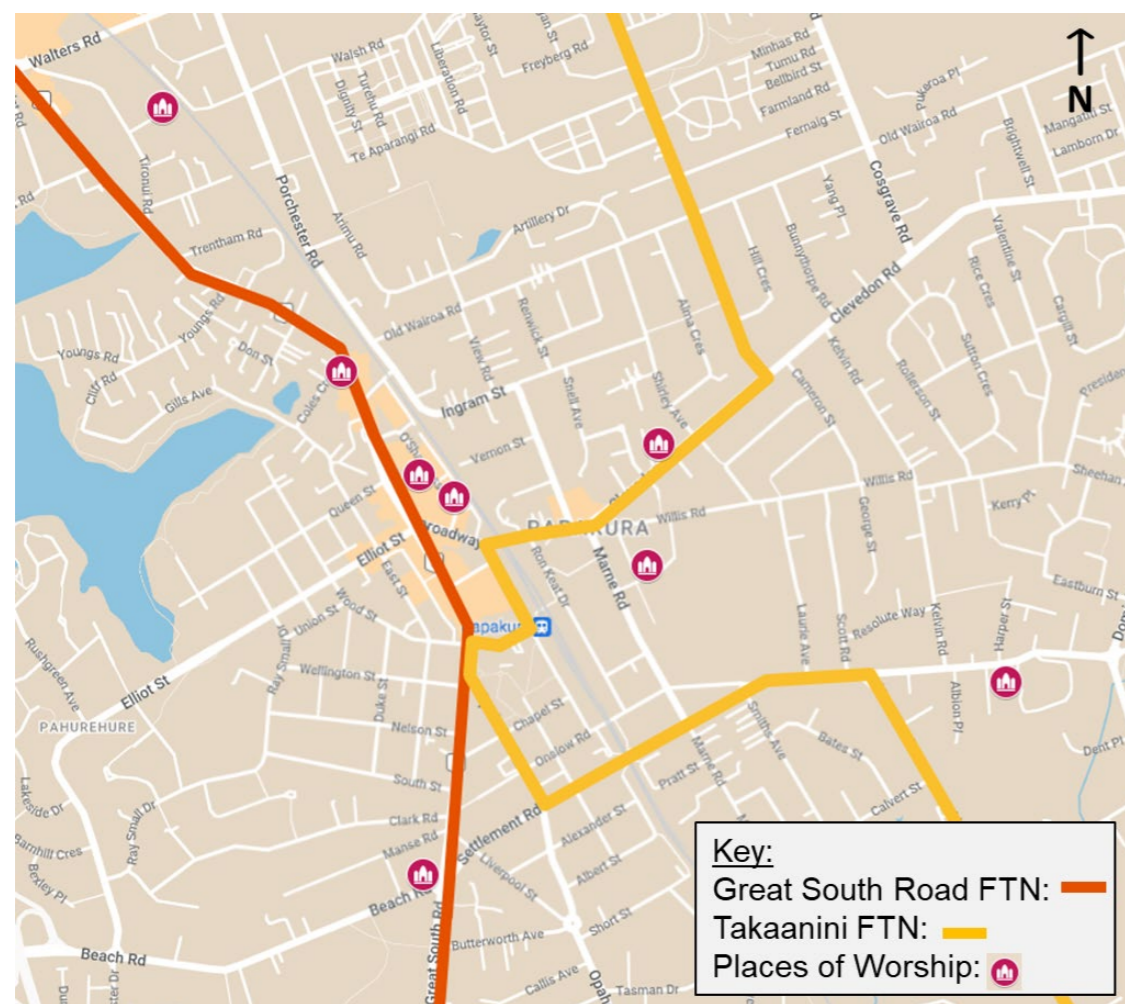


Figure 12-20 - Papakura Places of Worship

Table 12-15 - Place of Worship in Papakura

Healthcare Facility	Impacted by designation?
Harvest Christian Church	No
Redeemed Worship Centre	No
Mahima Worship Centre	No
Al-Iqra Islamic Centre	No
First Presbyterian Church	No
Papakura Seventh Day Adventist Church	No
Papakura Baptist Church	No
The Church of Jesus Christ of Latter-day Saints	No

3.9.3 Papakura Healthcare Facilities



Figure 12-21 - Papakura Healthcare Facilities

Table 12-16 - Healthcare Facility and Function in Papakura

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

3.9.4 Papakura Aged Care Facilities



Figure 12-22 - Papakura Aged Care Facilities

Table 12-17 - Aged Care Facility and Function in Papakura

Aged Care Facility	Function	Impacted by designation?
Cecilias Rest Home	Rest Home	No
Keringle Park Residential Care	Rest Home	No
Marine Village North	Retirement Home	No
Janella Rest Home	Rest Home	No
Coles Village	Retirement Home	No
Pahurehure Flats	Rest Home	No
Papakura Oaks Retirement Village	Retirement Home	No
Longford park Retirement Village	Retirement Home	No

3.9.5 Papakura Social Infrastructure

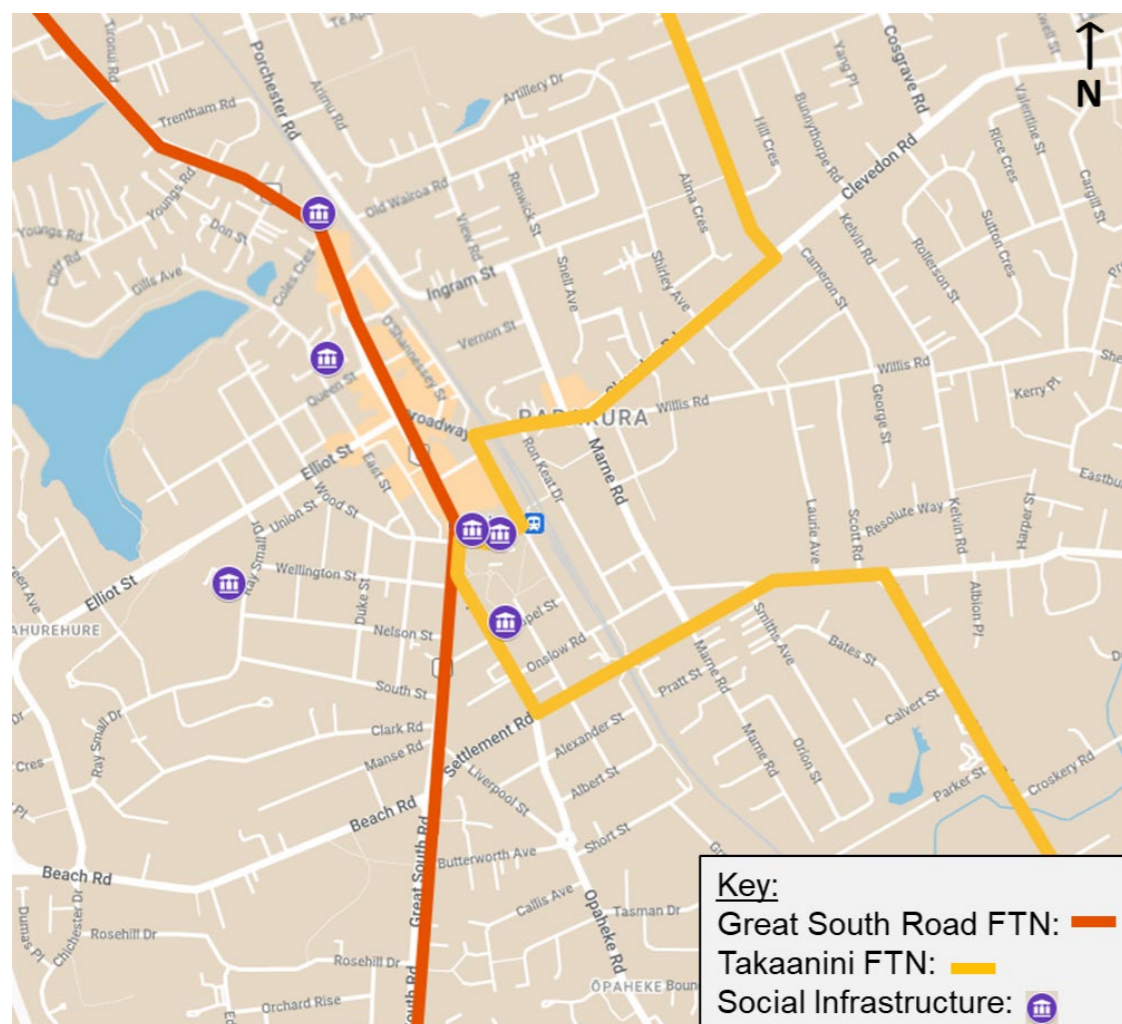


Figure 12-23 - Papakura Social Infrastructure

Table 12-18 - Social Infrastructure and Function in Papakura

Social Infrastructure	Function	Impacted by designation?
Papakura Ambulance Station	St Johns Ambulance	No
Papakura Local Board Office	Local Board Office	No
Papakura Central Police Station	Police Station	No
Papakura District Court	District Level Court	No
Papakura Fire Station	Fire Station	No

3.9.6 Papakura Community Infrastructure

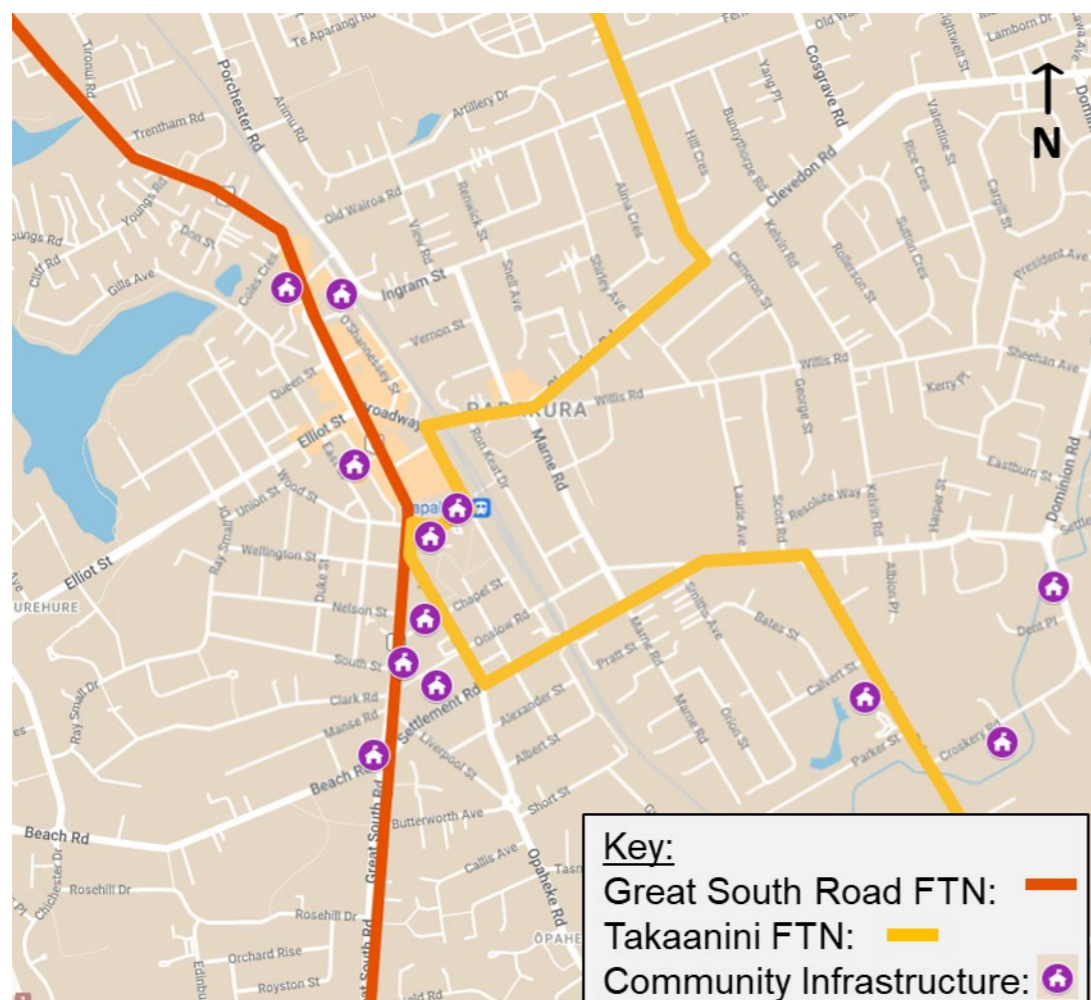


Figure 12-24 - Papakura Community Infrastructure

Table 12-19 - Community Infrastructure and Function in Papakura

Community Infrastructure	Function	Impacted by designation?
Franklin Vets	Domestic and commercial/farming veterinary services.	Yes (partial)
Papakura Cemetery	Operative cemetery	No
Papakura Parents Centre	Childbirth Education (antenatal classes), Parent Support (Coffee Group and Playgroups) and Parent Education classes	No
Plunket Papakura	Free service for health and wellbeing of children under five.	No
Sir Edmund Hillary Library	Council owned public library and Auckland Council services centre. Rates payments, requests for services, property services.	No
Vets at 77 – General and Emergency Care	General veterinary care	No
Life Pharmacy Papakura	Immunisations, prescriptions and first aid services.	No
Papakura Old Central School Hall	Auckland Council community facility available for hire for a variety of event types.	Yes (partial)

Community Infrastructure	Function	Impacted by designation?
Papakura Leisure Centre	Gym and leisure centre	No
Papakura Marae	Marae providing cultural, health and social service	No
Papakura Cadet Unit	Army cadet youth organisation	No
Papakura Club Inc	Sports bar, restaurant and function space	No

3.10 Drury Community Facilities

3.10.1 Drury Schools and Childcare Centres

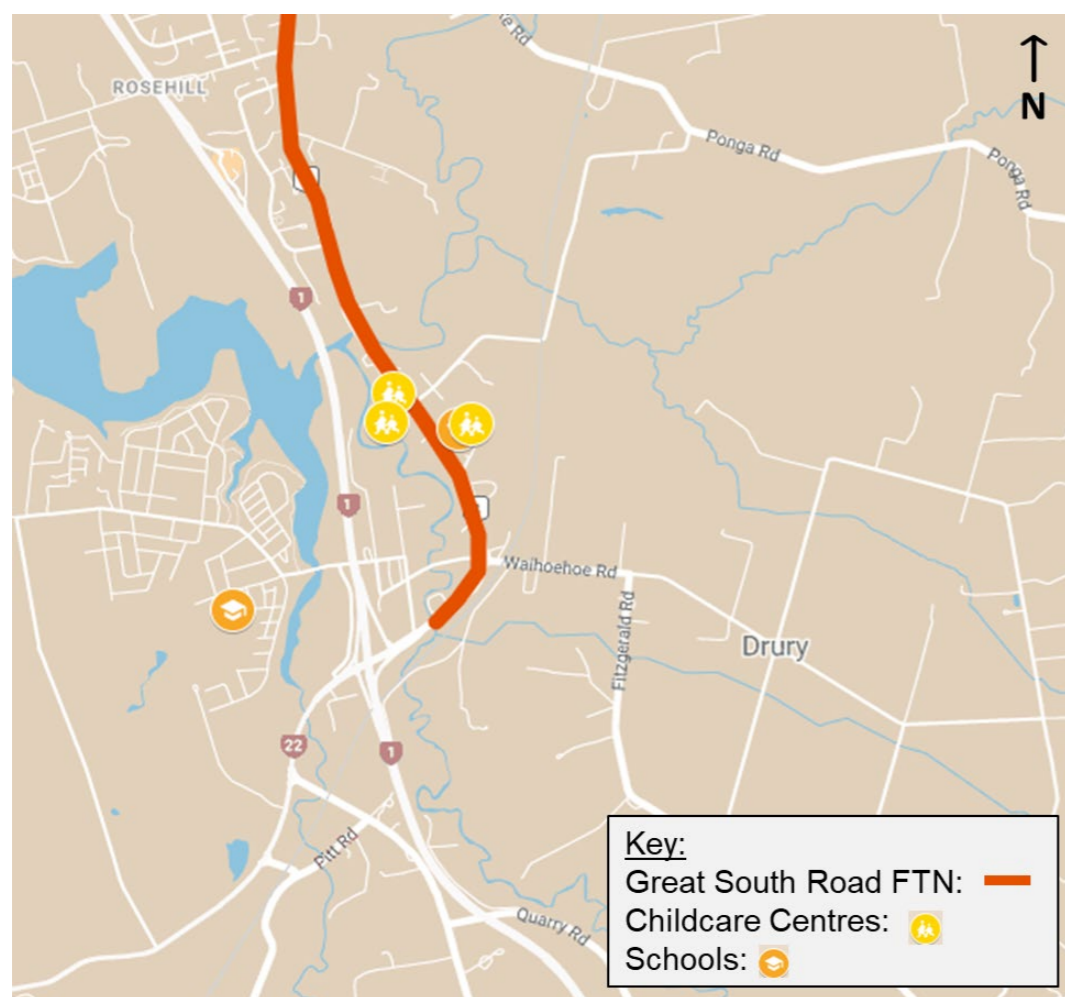


Figure 12-25 - Drury Schools and Childcare Facilities

Table 12-20 - Schools and Childcare in Drury

School	Impacted by designation?	Childcare/Preschool/Kindergarten	Impacted by designation?
Ngākōroa School	No	Drury Playcentre	No
Drury School	No	Young Petals, Early Learning Centre	No
		Wee Wisdom Montessori Preschool	No

3.10.2 Drury Places of Worship

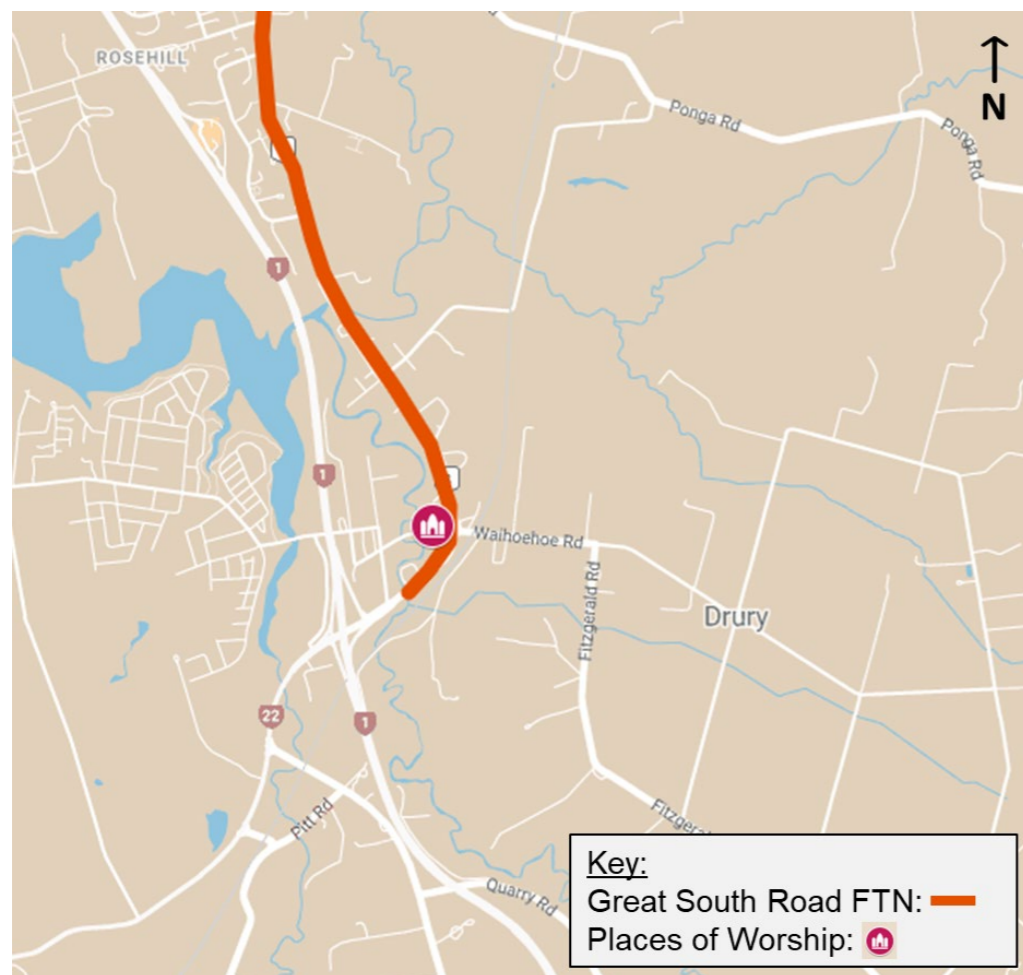


Figure 12-26 - Drury Places of Worship

Table 12-21 - Place of Worship in Drury

Healthcare Facility	Impacted by designation?
Hoani Tapu Church	No

3.10.3 Drury Healthcare Facilities

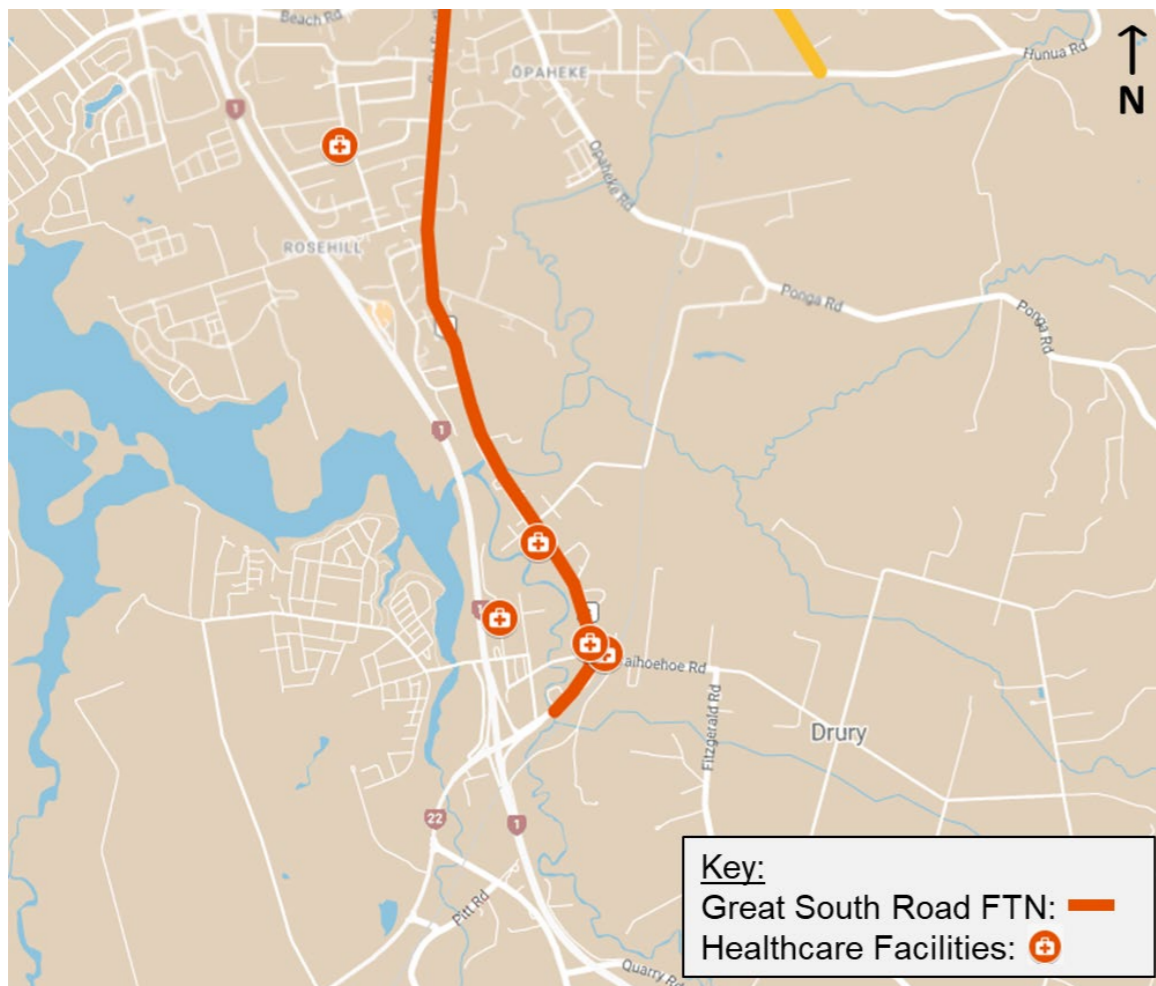


Figure 12-27 - Drury Healthcare Facilities

Table 12-22 - Healthcare Facility and Function in Drury

Healthcare Facility	Function	Impacted by designation?
Neuromed Limited	General Practice	No
Franklin Health	General Practice	No
The Doctors Drury	General Practice	No
Rosehill Christian Medical Centre		No

3.10.4 Drury Community Infrastructure



Figure 12-28 - Drury Community Infrastructure Table 12-23 – Community Infrastructure and Function in Drury

Community Infrastructure	Function	Impacted by designation?
Town and Country Veterinary Services	General veterinary care	Yes (partial)
Drury Public Cemetery	Operative cemetery	No
Drury Hall	Suitable for a range of different activities including classes, events, functions, and social celebrations.	No
Drury Community Library	Independent community library	No
Slippery Creek Boat Ramp	Boat ramp	Yes (partial)

4 Appendix D – Property Type and Primary Land use Impacted by Designation

Table 12-24 - Land use type for parcels impacted by designation

NOR Land use type for whole parcel impacted by designation						
	Residential – House Only	Rural- Residential – house with more than one paddock	Vacant Land	Paddock with no property	Business – land with commercial and/or industrial structure	Community – land with community facility and/or service
1A	88%	0%	0%	0%	8%	4%
1B	83%	0%	0%	0%	8%	8%
1C	78%	0%	0%	0%	11%	11%
1D	0%	0%	0%	0%	100%	0%
1E	0%	0%	0%	0%	100%	0%
1F	0%	0%	0%	0%	60%	40%
1G	58%	0%	0%	0%	26%	16%
1H	100%	0%	0%	0%	0%	0%
1I	40%	0%	20%	10%	20%	10%
1 Total	54%	3%	3%	1%	30%	9%
2	0%	0%	7%	0%	93%	0%
3	70%	0%	5%	0%	15%	8%
4	20%	15%	18%	14%	30%	3%

NOR Description of primary land within designation boundary							
	House	Farming Activity	Business	Community Facility	Front yard/back yard	Greenfield land	Road corridor/Driveway
1A	0%	0%	8%	4%	80%	0%	8%

NOR		Description of primary land within designation boundary					
1B	33%	0%	6%	6%	50%	0%	4%
1C	0%	0%	90%	0%	0%	0%	10%
1D	0%	0%	90%	0%	0%	0%	10%
1E	0%	0%	100%	0%	0%	0%	0%
1F	0%	0%	33%	33%	0%	0%	17%
1G	55%	0%	18%	18%	9%	0%	0%
1H	0%	0%	0%	0%	100%	0%	0%
1I	0%	0%	36%	14%	50%	0%	0%
1 Total	4%	0%	30%	9%	40%	1%	18%
2	0%	0%	70%	0%	0%	0%	30%
3	24%	0%	24%	13%	31%	18%	5%
4	0%	10%	17%	7.0%	40%	11%	15%

These numbers are indicative only and an approximation. These have been rounded so will not add to 100. Noting for this purpose property parcels (not records of titles) have been reviewed through a desk top exercise (relying on aerials, AUP:OP zoning and available property information) and therefore if indicative only and should not be cited or relied upon for absolute numbers.

5 Appendix E – Assessment of social impacts

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

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

5.1 Wider community

Table 12-25 - Wider Community Assessment of Social Impacts

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

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

5.2 Local community

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

Table 12-26 - Local Community Assessment of Social Impacts

All local communities												
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating
Planning												
Fears and aspirations	Designating transport improvements provides some certainty on what land will be required in the future.	Future route protection	Developers within the local community and owners/residents within the Future urban zone.	All	Wider and local communities.	Medium term-up to 15 years	Moderate	Somewhat likely	Somewhat likely	Very low positive	N/A	Very low positive
	Potential disruption of aspirations for property (i.e. expansion/development) and fear of economic and amenity impacts.	Potential restriction of designation and future acquisition and or corridor moving close to property.	Individual property owners/business owners and employees of properties within the designation area	All	Immediate community within the project/designation area	During the NoR process until designations are confirmed.	High – will be dependent on individual circumstance and response	Likely – dependent on individual circumstances and responses	Somewhat unlikely	High	Provision of information on rights and designation process	Moderate negative
Health and wellbeing	Increased stress, anxiety and uncertainty for landowners, tenants, business owner and employees during the NoR process.	Duration of planning process, nature of Project "route protection" and Project being subject to funding and detailed design.	Individual property owners/tenants/business owners and employees of properties within the designation area particularly if they are not familiar with or find it difficult to understand the process.	All	Immediate community within the project/designation area	During the NoR process until designations are confirmed.	High – will be dependent on individual circumstance and response	Likely – dependent on individual circumstances and responses	Somewhat likely	High	Clear and ongoing communication throughout the NoR process. <ul style="list-style-type: none"> Landowner meetings Channels for Q&A Progress updates for all affected landowners (not just submitter) 	Moderate negative
Designation												
Way of life	A designation may restrict future development/alteration of a property prior to acquisition, potentially restricting how people live, work or recreate on their property.	Designation constraints on private property	A smaller portion of landowners/leaseholders within the designation where the designation impacts the dwelling or business and a portion of land that they had plans to develop for business, leisure, or living. This is dependent on individual circumstances.	All	Very low– less than 5% of local communities	Medium term. Until properties are acquired.	Moderate – does not change current living circumstances but may prohibit ability to change/develop in the future	Somewhat likely- depends on individual circumstances and plans and is subject to negotiation with the requiring authority	Unlikely	Moderate negative	This is largely mitigated by the s176 and PWA processes. May be an opportunity to provide flexibility where designation is required for more than 10 years.	Moderate negative
Fears & aspirations	Property owners' aspirations for the future and their property no longer be possible or made more uncertain due to the designation of property.	Designation constraints and uncertainty of timing of Project.	Property owners within the designation footprint where that owner had plans to develop for business, leisure or living.	All	A portion of the immediate community within the project/designation area.	Until properties are acquired. Medium term-up to 15 years	High - will be dependent on individual circumstance and response	Somewhat likely	Somewhat likely	Moderate	Communication and provision of clear information on what owners of designated properties are allowed to do on their property and what they need to seek approval for.	Low negative (dependent on level of mitigation available).

All local communities												
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating
Community - stability	Instability within sub-local communities due to the uncertainty of timing of projects and long-term nature of designation	Prolonged period of impending change	Owners and occupiers properties within the designation area and their family or friends.	All	Immediate to local community – People within the designation area or family and friends	Until the timing of property acquisition and construction is confirmed. Likely to worsen at first and settle over time.	Moderate	Unlikely	Somewhat likely	Low negative	Communication regarding timing of projects and advanced notice of requirements.	Very low negative
Community - cohesion	Disruption of existing community networks and relationships.	Early property acquisition and people leaving the community	Local communities where property owners choose to sell earlier rather than wait until closer to construction.	All	Small extent during this phase as largely only properties requesting early acquisition. Depends on individual response and role within the communities.	Medium term- up to 15 years until construction is started (will continue during property acquisition phase but this is considered under 'operation'	Low	Unlikely	Somewhat likely	Very low negative	Prolonged settlement dates to allow people to find property within same community if desired (largely addressed as part of PWA process)	Very low negative
Community character	Vacant businesses within local communities	Businesses withdrawing from premises due to future Project.	Local communities (more evident where more businesses are impacted)	All	Local community	Long term until operation	Moderate	Somewhat unlikely (length of designation, limited acquisition)	Somewhat likely	Low to moderate	Where properties are acquired AT can temporarily lease properties to ensure occupancy	Low to moderate negative
Health & wellbeing	Increased stress, anxiety and uncertainty for landowners/tenants and business owners/employees prior to acquisition given the long term designations without defined dates for projects.	Uncertainty of timing of Project	Individual property owners/tenants/business owners and employees of potentially affected properties – this will be dependent on individual circumstances and responses.	All	Immediate communities within the designation area. This will be dependent on individual circumstances and responses. Property owners.	Until properties are acquired. Medium term- up to 15 years	High – will be dependent on individual circumstances and response	Likely – dependent on individual circumstances and responses	Somewhat likely	Moderate - High	Communication and provision of information	Moderate to High negative
	Perceived reduction in safety of the area where properties/businesses remain vacant due to early acquisition or	Early acquisition and or businesses withdrawing due to future designation and properties remaining vacant	Landowners of directly affected properties and neighbours	All	Individual property and neighbours	Until operation – up to 15 years.	High	Somewhat likely	Somewhat likely	Moderate	Tenant/rent acquired properties	Low to moderate negative

All local communities												
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating
	businesses withdrawing. Vacant buildings can attract antisocial behaviour before they are removed for construction											

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

Manurewa local community												
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating
					population in this area.							
	Loss of shops and businesses that serve the community including local shops, petrol station, fast-food outlets that may not be able to relocate within the local community.	Property acquisition	Business owners and customers of local shops on the corner of Great South Rd and Brown Rd, and Great South Rd and Grand Vue Rd (dairy, Indian/Chinese takeaway/restaurant, Pacific food pantry, butcher and bakery) and on Claude Rd (Fish & chips, superette, bakery).	1A, 1B, 3	Local Manurewa community, in particular residents who use these services and are located a short walk / drive away	Semi permanent – permanent (some will relocate in community)	Moderate	Likely	Unlikely	Moderate	Assist local shops to identify and relocate to nearby location. Surplus land will be offered back to owner post-construction. For example, could consider rebuilding shops at the rear of 9 Great South Rd once construction is finished.	Moderate negative– depends on ability to relocate on or to other site within community.
	Loss of St John's community hall and impacts on tenants	Construction on site and acquisition	St Johns youth programme participants and other users of the hall	3	Local Manurewa community	Permanent (depending on mitigation)	High	Almost certain	Somewhat likely	High	Assist to temporary relocate service during construction and relocate on site post construction – include reinstatement of access	Moderate negative
	Loss of alternative education centre and impacts on tenants	Construction on site and acquisition	Staff and users of the Te Ara Poutama centre (Te Ara Poutama offer alternative education programmes for students aged 13-16 year old).	3	Local Manurewa community	Permanent (depending on mitigation)	High	Almost certain	Somewhat likely	High	Assist to temporary relocate service during construction and relocate on site post construction – include reinstatement of access	Moderate negative
	Loss of Oranga Tamariki office	Property acquisition	Clients and staff Oranga Tamariki offices.	3	Local Manurewa community	Permanent (depending on mitigation)	High	Almost certain	Somewhat likely	Moderate	Consultation with Oranga Tamariki to assist with relocation of services (primarily managed through the Public Works Act)	Low negative
	Disrupted access for emergency vehicles exiting Manurewa Fire Station	Construction activities on Great South Rd directly outside the station and also on surrounding roads	Fire station staff and the local communities they serve	3	Local Manurewa community	Throughout construction	Moderate	Somewhat unlikely	Very likely	Low	Construction and traffic management plan to require maintenance of access and contractors to work with staff to maintain access. Work with Fire Station to establish a site specific plan. Rely upon existing services within fire service to manage impacts.	Very low negative
Community character	Change in community character due to loss of local businesses and small shops	Property acquisition	Residents within the local community	1A, 1B, 3	Local Manurewa community	Permanent – depends if shops are able to relocate nearby	Moderate	Almost certain	Somewhat unlikely	Moderate negative	Assist local shops to identify options for relocation to a nearby location and explore community activation opportunities. Consider rebuilding shops on residual land once construction is finished.	Low to moderate negative (depends if relocation is possible)

Manurewa local community												
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating
Community cohesion	Loss of community connections due to property acquisition and residents moving out of the area.	Relocation due to property acquisition	Social connections of those leaving Manurewa due to relocating and those remaining losing neighbours/ or members of community groups.	3	Directly impacted and some local community	Permanent	Moderate – depends on community connections	Likely	Unlikely	Low	As part of acquisition process long settlements can be negotiated to give time to find alternative accommodation in same community (managed in PWA process)	Low negative
Health & wellbeing	More stress and anxiety due to noise and disruption. Potential for sleep disturbance.	Construction noise	Residents within the project area (particularly shift workers who may sleep during the day), residents of aged care home (Ultimate Care Manurewa) and children attending two early childhood centres (Nakakas Educare and TuiTui Educare).	1A, 1B, 1C	Residents and users of early childhood centres within the project area where noise levels are increased.	Throughout construction – only at specific times and temporary	Low to moderate				Construction Noise and Vibration Management Plan to manage effects	Low negative
	Loss of social housing	Property acquisition of Kainga Ora Housing	Loss of Kainga Ora Housing (approx. 10 houses)	3	Directly impacted tenants	Temporary (option to re-house or redevelop remainder of site)	High	Likely	High	Very high	In future it is possible that these sites will be redeveloped prior and can accommodate those within the designation on site – AT to work with Kāinga Ora for solution	Moderate negative
Socio-economic impacts	Loss of jobs due to business acquisition (particularly for McDonalds/KFC which typically employ a lot of young people) and also customers accessing local shops in particular may have to travel further afield	Property acquisition and business closures	Directly impacted employees and households of employees	3	Less than 1% of local employment	Semi-permanent – Permanent (Depends on relocation of businesses)	Very high	Moderate	Unlikely	Moderate	Information on job seekers support services provided in Project communications	Low to moderate negative depends on whether businesses relocate (will be industrial growth in area in future)
	Loss of rental accommodation and pressure on rental market in Manurewa	Property acquisition of houses used as rentals	Renters including tenants of homes acquired for the upgrades and also wider due to less availability in the market.	1B & 3	Local Manurewa community	Permanent	Moderate	Likely – dependent on redevelopment in the area and level of availability and affordability of rentals	Unlikely	Moderate	Project updates provided to tenants to allow future planning	Moderate negative
Operation												
Way of life	Increased connectivity for people without vehicles or with limited access to vehicles improving	Bus priority interventions and separated walking and cycling paths.	Public transport users, pedestrians and cyclists	1A, 1B, 1C, 3	Local and wider communities	Permanent	High	Almost certain	Very likely	High	N/A	High positive

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

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

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

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

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

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

Papakura local community												
Impact category	Impact Green text = positive impacts Red text = negative impacts	Cause	Affected members of the community	NoR	Extent	Duration	Significance/severity of consequence	Likelihood	Ability to avoid/manage or mitigate (negative impact) or Ability to enact (positive impact)	Rating without mitigation	Mitigation	Overall rating
Construction												
Way of life	Disrupted access to local shops and services	Construction activities and traffic management in front of accessways	Business owners and customers of local shops including Easyway, laundromat, Saveway supermarket, Punjab Express takeaways and Central Park bakery.	1F	Local community	Duration of construction of this intersection	Low	Likely	Likely	Low	Construction traffic and management plan to manage access.	Very low negative
	Disrupted access to/through the Papakura town centre.	Construction activities and traffic management (e.g. lane closures, stop and go, detours and traffic congestion)	Road and public transport users. Includes those travelling through the town centre and users of local shops, Old Central School Hall, Central park reserve and Papakura train station.	1F	Local community	Duration of construction of this intersection	Moderate	Likely	Somewhat likely	Moderate	Construction traffic and management plan to manage access.	Moderate negative
	Reduced parking capacity and access to Central Park and community facilities	Removal of approximately 25 on-street carparks along Wood Street.	Central park, school hall users and shoppers.	1F (includes outside the designation area)	Local community	Permanent	Low	Very likely	Likely	Low	This is within road corridor and public transport and active transport modes provide access to Park. Existing onsite park parking to remain.	Low negative
Socio-economic	Construction along the road frontage and impacting accessways reducing ease of access to local businesses. This may have an impact their function and may incur loss of customers.	Construction activities and traffic management including disrupted accessways.	Directly affected business owners	1E, 1F, 1G	Immediate community within the project area	During construction of this project	Moderate	Somewhat likely	Likely	Low negative	Contractors to work with businesses during construction to maintain access.	Low negative
Community service, values and character	Changes to the character of the park and play of Central Park	Removal of mature trees along frontage of Central Park along Great South Rd and Wood St.	Park and Old School Hall users within the local community	1E	Local Manurewa community	Depends on mitigation – may take several years for replanted trees to mature	Low	Unlikely	Likely	Low	Replacement with larger trees to reduce the amount of time taken for trees to mature.	Very low negative
	Potential impact to community heritage at the Papakura town centre	Removal / relocation of stone entranceway to	War Memorial, Central School Hall	1F	Local community	Can be repaired	Moderate	Somewhat – dependent on	Likely	Moderate	Historic Heritage Management Plan (HHMP) be prepared alongside other relevant	Low

		Central Park / Papakura Old School						detailed design			disciplines (e.g., urban design) and implemented during construction to guide works	
Health and wellbeing	More stress and anxiety due to noise and disruption. Potential for sleep disturbance.	Construction noise	Residents of remaining residential houses within the project area— particularly shift workers and families with young children who may sleep during the day. Or if night works are undertaken.	1G, 1H	Immediate community	Duration of construction of this intersection	Moderate	Likely – construction methodology including hours not yet determined.	Unlikely	Moderate-	Construction Noise and Vibration Management Plan to manage effects	Low
Operation												
Way of life	Improved frequency, efficiency and reliability of public transport reducing commute times through addition of northbound bus lane.	Bus priority interventions.	Public transport users within walking / cycling distance of Great South Road	1E, 1G, 1H	Local community	Permanent	High	Almost certain	Very likely	High	N/A	High positive
	Safer and improved access for cyclists to and through Papakura town centre and along Great South Rd which increases transport options.	Separated cycling path	Cyclists	1F, 1G, 1H	Local community	Permanent	High	Almost certain	Very likely	Low – small numbers of cyclists	N/A	Low positive
	Increase in travel times for people travelling to work, education or leisure activities by car.	Conversion of existing northbound vehicle lane to bus lane from Manse Rd to Nelson St	Private vehicle users	1G, 1H	Local community	Permanent however it is expected this will be less than 1 minute.	Very Low	Somewhat likely	Unlikely	Very low negative	N/A	Low negative
Aspirations	Provision of transport network and improved transport choice	Bus priority interventions and separated walking and cycling paths.	All community members who support improved transport choice	1E, 1G, 1H	Local community	Permanent	High	Almost certain	Very likely	High	N/A	High positive
Community Character	Improved vitality and vibrancy through provision/upgrade of active modes	Bus, walking and cycling improvements	All community members frequenting/using the local community centres	1E, 1F, 1G, 1H	Local community	Permanent	Moderate	Highly likely	Very likely	Moderate	N/A	Moderate positive
Health and wellbeing	Safer and improved access for cyclists to and through Papakura town centre which reduces deaths and serious injuries.	Separated cycling path	Cyclists	1F	Local community	Permanent	High	Almost certain	Very likely	Low – small numbers of cyclists	N/A	Low positive
Quality of living environment	Transport corridor particularly walking and cycling paths moving closer to residential houses which may reduce privacy and security and outlook (where front yards are reduced).	Road widening for intersection improvements, bus priority interventions and walking and cycling path and partial property acquisition.	Individual property owners and occupants, particularly on the western side of Great South Rd between Beach Rd and Manse Rd and between Parkhaven Drive and Magnolia Ave.	1G, 1H	Individual property owners and occupants within the project area.	Permanent	Low - moderate	Almost certain	Likely	Low	Provision of screening	Low negative

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

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

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

6 Appendix F – South Frequent Transit Network Routes Survey

Members of the community were invited to participate in a survey concerning the South Frequent Transit Network Routes as part of community engagement for the Project. The table below describes the questions that were asked:

Question number	Question	Response format
1	1. New frequent bus networks with dedicated bus lanes will be a good transport option because buses won't get caught up in as much congestion, and people will get where they want to go faster and more efficiently.	Participants were asked to indicate the degree to which they agreed with the statement on a scale of 1 to 5. 1 being they strongly agree, 5 being they strongly disagree
2	2. New frequent bus networks will help support the economy and improve social well-being in South Auckland.	Participants were asked to indicate the degree to which they agreed with the statement on a scale of 1 to 5. 1 being they strongly agree, 5 being they strongly disagree
3	3. I would like future generations of South Aucklanders to have: - Safer, more accessible, and sustainable transport choices - Dedicated bus lanes - Safer walking and cycling paths	Participants were asked to indicate whether they strongly agreed, agreed, were neutral, disagreed, or strongly agreed with each statement.
	Please give more details	Participants were asked to provide more details relating to their answers to question 3.
4	I support planning being done now so there will be better transport options as more and more people live, work and play in South Auckland	Participants were asked to indicate yes or no to this statement.
5	Email address	Participants were asked to supply their email address.