

North

Assessment of Social Impacts

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Glossary

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
CTMP	Construction Traffic Management Plans
DBC	Detailed Business Case
FDS	Auckland Future Development Strategy
FULSS	Future Urban Land Supply Strategy
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 .
IBC	Indicative Business Case
LTP	Auckland Long Term Plan
MDRS	Medium Density Residential Standards
NPS:UD	National Policy Statement on Urban Development
NoR	Notice of Requirement
North Projects	13 Notices of Requirement
PWA	Public Works Act 1981
RMA	Resource Management Act 1991
RTC	Rapid Transit Corridor

SA2	Statistical Area 2
SH1	State Highway 1
SIA	Social Impact Assessment
SLUS	Spatial Land Use Strategy
THAB	Terraced Housing and Apartment Buildings
The Projects	Te Tupu Ngātahi North Projects
WK	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

Executive Summary

This Social Impact Assessment (**SIA**) has been prepared for the Te Tupu Ngātahi Supporting Growth Alliance, North Notices of Requirement (**NoR**) for Auckland Transport (**AT**) and Waka Kotahi NZ Transport Agency (**WK**) as requiring authorities under the Resource Management Act 1991 (**RMA**).

The NoRs are to designate land for future strategic transport corridors to enable the future construction, operation, and maintenance of transport infrastructure in the North area of Auckland. The North area extends from Albany to Ōrewa and via the growth areas of Dairy Flat, Silverdale West / Milldale, Wainui East, and Redvale (refer Figure 1).

This report identifies and addresses the potential social impacts associated with the pre-construction (designation), construction, and operation of the North Projects (the “**Projects**”) on the existing and likely future environment, and recommends measures that may be implemented to avoid, remedy and/or mitigate these effects.

Assessment Methodology

The methodology for this SIA is guided by the International Association for Impact Assessment (IAIA) Guidelines¹, and Waka Kotahi Social Impact Assessment Guidelines². The methodology has been developed to identify the potential social impacts of the “Projects” during the pre-construction (designation), construction, and operation phases, assess the significance and severity of the impacts, and provide recommendations for potential mitigation measures. This has included the following steps:

1. Developing an understanding of the proposal, scope and context
2. Identifying a preliminary ‘social area of influence’ – a geographical extent within which social impacts are expected to be experienced.
3. Identifying and describing the stakeholders and communities (existing and future) likely to be impacted (both positively and negatively) by each Project, at a range of scales.
4. Impact identification and assessment -determining the nature and assessing the likely social impacts.
5. Recommending mitigation and management opportunities to avoid, reduce, remedy or enhance identified social impacts.

Results of Assessment and Recommended Measures

Overall, once operable the Projects will have high positive social impacts on the local and wider community through the provision of safe transport networks that provide more opportunities to connect across the community for all members of the community. The Projects support future growth and the development of future communities which will be connected and have access to public and active transport modes.

¹ https://www.iaia.org/uploads/pdf/SIA_Guidance_Document_IAIA.pdf .

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

Potential operable negative impacts can largely be prevented through detailed design to retain connectivity and management of any residual noise and visual impacts.

During the pre-design and construction phase the long-term designations and uncertainty of the timing and detailed design of the Projects mean that the immediate community (that is people who are directly impacted by the designation or adjacent) will overall be at least moderately impacted. This is mainly due to impacts on the ability for the plan for the future, autonomy over decision making on own properties and limitations to development of properties. In addition, the stress of a long designation and high degree of uncertainty will exacerbate this. It is acknowledged that these Projects are in the context of large-scale change planned for the local communities through the process of future urbanisation. So, whilst the designation will have property specific impacts, they are also part of wider ongoing changes as well. Whilst there are limited mitigation solutions, continued and updated communication, ease of access of information, ability to discuss and negotiate property development plans (including possible mechanisms to provide more flexibility for landowners regarding alterations and development on property pre-acquisition) and a point of contact during this period will go some way to mitigating these impacts.

During construction the impacts are anticipated to be similar to typical transport projects; however, it is acknowledged that there are multiple projects occurring within the background of a community undergoing a high level of development. This is likely to be disruptive in relation to traffic congestion, increased travel times, business disruption and impacts on community stability and cohesion. Community activation activities/events, active traffic management, co-ordination with key stakeholders and between Projects and regular communication are key mitigations. It is anticipated there will be some residual moderate social impacts, but most can be mitigated to a reasonable degree.

It is assessed that the operation of these Projects will be largely positive. Potential impacts on amenity and quality of living environment due to noise and visual changes can be managed through the mitigation recommended by the relevant specialists. The Urban Design Framework (discussed in the Urban Design Evaluation) provides principles to address potential connectivity and access issues in the future to form cohesive communities. With consideration of the available mitigation, potential negative social impacts will be very low to low.

1 Introduction

This Social Impact Assessment (**SIA**) has been prepared for the Te Tupu Ngātahi Supporting Growth Alliance North Auckland Projects to support 13 Notices of Requirement (NoRs) for Auckland Transport (**AT**) and Waka Kotahi NZ Transport Agency (**WK**) as requiring authorities under the Resource Management Act 1991 (**RMA**).

The notices are to designate land for future strategic transport corridors and two rapid transit corridor stations to enable the future construction, operation, and maintenance of transport infrastructure in the North area of Auckland. The North area extends from Albany to Ōrewa and via the growth areas of Dairy Flat, Silverdale West / Milldale, Wainui East, and Redvale (refer to Figure 1).

This report addresses the potential social impacts of the North Projects (the “**Projects**”) identified in section 2.

Refer to the main Assessment of Effects on the Environment (**AEE**) for a more detailed project description.

1.1 Purpose and Scope of this Report

This SIA forms part of the suite of technical reports prepared to support the assessment of effects (AEE) for the North Projects. Its purpose is to inform the AEE that accompanies the North NoRs for AT and WK.

The North Projects (the “**Projects**”) include the route protection of 13 future strategic transport corridors. These collectively create a future transport network to respond to planned growth in the area. The Projects range from new transport corridors to widen or alter existing networks (increasing capacity and/or active transport provisions). Refer to the North AEE for more detailed background. This report assesses the potential social impacts of these Projects collectively, but where appropriate highlights the individual Project effects as appropriate.

This report considers the actual and potential social impacts associated with the planning (route protection phase), construction, operation and maintenance of the North Projects on the existing and likely future environment. It recommends measures that may be implemented to avoid, remedy and/or mitigate these effects.

The key matters addressed in this report are as follows:

- Identify and describe the social context of the North Projects area.
- Identify and describe the actual and potential social impacts (negative and positive) of the Projects
- Recommend measures as appropriate to avoid, remedy or mitigate actual and potential social impacts (including any conditions/management plan required) for each Project corridor; and
- Present an overall conclusion of the level of actual and potential social impacts for Projects after recommended measures are implemented.

1.2 Report Structure

The report is structured as follows:

- Section 2: Project overview with a summary of the North Projects

- Section 3: Overview of the methodology used to undertake the assessment and identification of the assessment criteria and any relevant standards or guidelines
- Section 4: Identification and description of the existing and likely future social environment
- Section 5: Description of the actual and potential positive and adverse social impacts of the Projects and recommended mitigation and summary of impacts
- Section 6: Overall conclusion of the level of potential adverse social impacts of the Projects after recommended measures are implemented.

This report should be read alongside the AEE, which contains further details on the history and context of the Projects. The AEE also contains a detailed description of works to be authorised for each NoR and the Projects as a whole, and the typical, indicative 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 SIA. As such, they are not repeated here, unless a description of an activity is necessary to understand the potential effects, then it has been included in this report for clarity. The other relevant technical specialist reports have also been reviewed and considered as part of this assessment.

2 North Projects Overview

A map of the North Projects is provided in Figure 1 below, with a brief summary provided in Table 1.

The Projects have been developed to provide additional transport connections through the North area of Auckland, particularly to support and facilitate growth in this area.

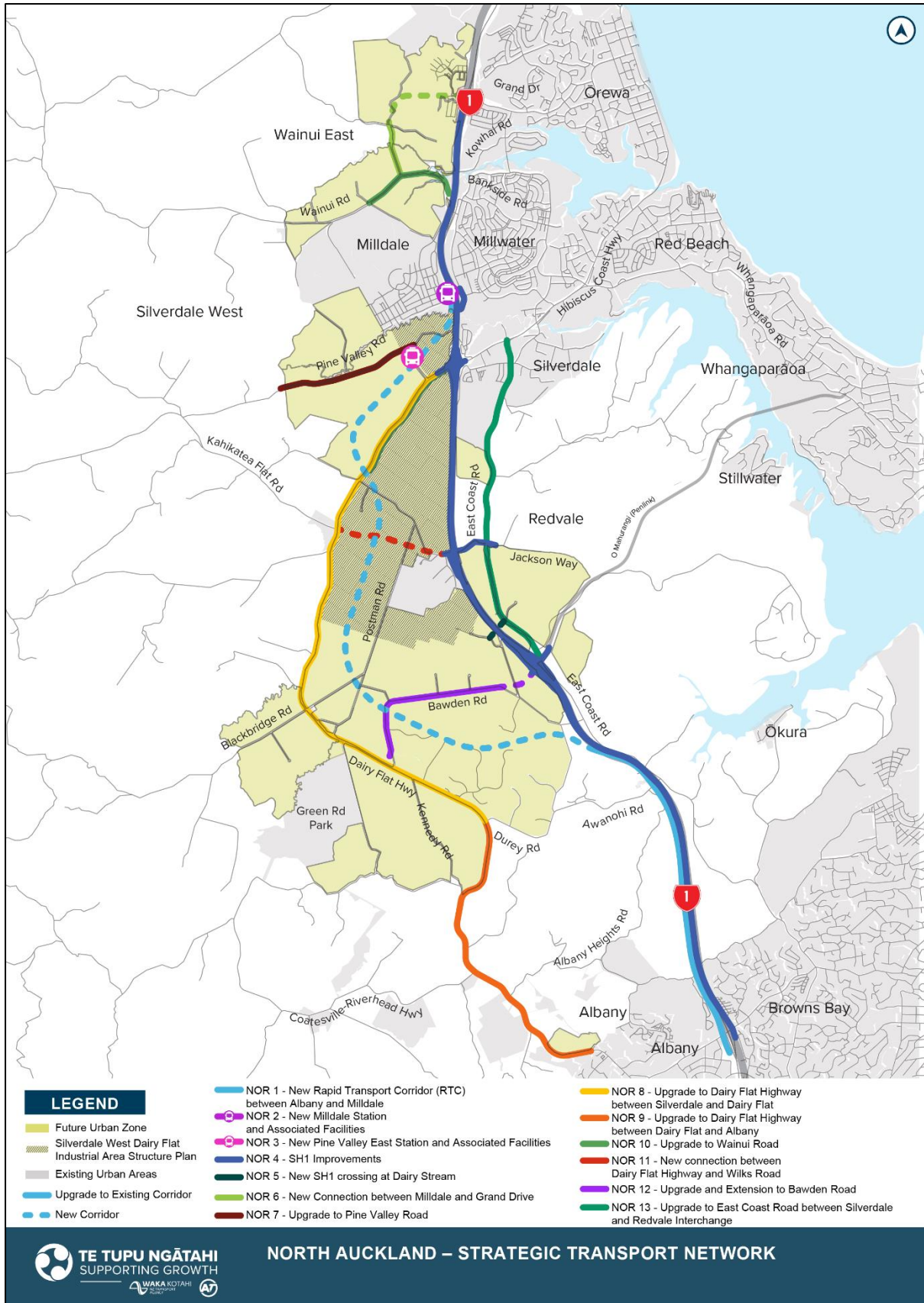


Figure 1: Map showing the location of each Project within the North growth area

Table 1: North Projects Summary

NoR	Project	Description	Requiring Authority
1	New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path between Bawden Road and Dairy Flat Highway	<ul style="list-style-type: none"> • A 16km-long RTC corridor for public transport and active mode purposes. • An 80km/hr operating speed (other than around stations). • Walking and cycling facilities along some of its length from Bawden Road to the point where the RTC crosses Dairy Flat Highway. • Grade separated crossings at intersections with other key transport corridors. • The NoR will overlap with the existing motorway designation and SH1 improvements project over some of the length (between Albany and around Bawden Road). 	WK
2	New Milldale Station and Associated Facilities	<ul style="list-style-type: none"> • A new rapid transit station and associated facilities, including: <ul style="list-style-type: none"> • Station building with associated station facilities • Cycle and shared mobility device parking provision • Local bus layover and stop provision • Taxi and ride share drop-off facilities. 	WK
3	New Pine Valley East Station and Associated Facilities	<ul style="list-style-type: none"> • A new rapid transit station and associated facilities, including: <ul style="list-style-type: none"> • Station building with associated station facilities on structure over New Pine Valley Road with associated stairs and lift towers • Cycle and shared mobility device parking provision • Local bus layover and stop provision • Layover facilities for bus based RTC mode • Taxi and ride share drop-off facilities • Park and ride facility (up to 500 car parking spaces) • Upgrade to Old Pine Valley Road along station frontage 	WK
4	SH1 Improvements (alteration to designations 6761, 6760, 6759, 6751)	<ul style="list-style-type: none"> • Widening the SH1 carriageway from two lanes to three lanes in each direction from the Lonely Track Road overbridge to the Silverdale interchange. • Upgraded Ō Mahurangi Penlink (Redvale) Interchange (upgrading this proposed interchange to add north facing ramps). • New Wilks Road interchange (south facing ramps only). • Silverdale interchange upgrade for east-west capacity. • New walking and cycling path along SH1 - an approximately 16 km long active mode corridor along one side of SH1 from Albany to Grand Drive (starts on east of SH1 at Oteha Valley Road, crosses to west of SH1 around Bawden Road and then back to east around Silverdale interchange.) • Silverdale to Highgate Active mode connection - connection from the strategic active mode corridor at Silverdale to Highgate Parkway. 	WK

NoR	Project	Description	Requiring Authority
		<ul style="list-style-type: none"> Wainui interchange upgrade for active modes – new bridge for active modes across SH1 	
5	New SH1 crossing at Dairy Stream	<ul style="list-style-type: none"> A new two-lane urban arterial connection and SH1 motorway overbridge between Top Road and East Coast Road near Huruhuru (Dairy Stream). Active mode facilities on both sides of the carriageway. The overbridge would cross six lanes of motorway, a two-lane link road to the motorway service centre and the new walking and cycling path on SH1 (refer to NoR 4 - SH1 Improvements above). 	AT
6	New Connection between Milldale and Grand Drive	<ul style="list-style-type: none"> A new two-lane urban arterial with separated walking and cycling facilities on both sides between Wainui Road (Milldale) and the western edge of the Ara Hills development in Ōrewa. This will connect through to Grand Drive at SH1 via a new 30m road corridor to be vested by the Ara Hills developer. 	AT
7	Upgrade to Pine Valley Road	<ul style="list-style-type: none"> An upgrade to Pine Valley Road (FUZ section) between Poynter Lane and Argent Lane to a two-lane urban arterial with separated walking and cycling facilities on both sides. 	AT
8	Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat	<ul style="list-style-type: none"> An upgrade to a 4-lane urban arterial on sections where FUZ land is located both sides of the road (between Silverdale interchange and Wilks Road and between Richards Road and Durey Road), with separated walking and cycling paths on both sides of the corridor. Upgrade to a 2-lane rural arterial between Wilks Road and Richards Road – with a swale on the west and separated walking and cycling on the east. Upgraded bridge over Huruhuru (Dairy Stream). 	AT
9	Upgrade to Dairy Flat Highway between Dairy Flat and Albany	<ul style="list-style-type: none"> An upgrade to Dairy Flat Highway between Dairy Flat and Albany for active mode and safety improvements including a central wire rope barrier and wide barriers. The widened Road corridor will retain two lanes (one in each direction) and will also retain crawler lanes as currently located. Cycle path added on the western side of the carriageway between Durey Road and the Coatesville Riverhead Highway Roundabout and on the eastern side between the Roundabout and Te Wharau (Albany Village). 	AT
10	Upgrade to Wainui Road	<ul style="list-style-type: none"> Upgrade to Wainui Road to a 2-lane urban arterial between Lysnar Road and the new Argent Lane. Separate, dedicated, walking, and cycling facilities on both sides of the carriageway. Upgraded bridge over Waterloo Creek (tributary to Ōrewa River). 	AT
11	New connection between Dairy Flat Highway and Wilks Road	<ul style="list-style-type: none"> Segment 1 (Kahikatea Flat Road to Postman Road Segment) will feature a 2-lane urban arterial (24 m wide corridor) with separated walking and cycling facilities on both sides. Segment 2 (Postman Road to SH1) features a 4-lane urban arterial (30 m wide corridor) with separated cycling 	AT

NoR	Project	Description	Requiring Authority
		and walking facilities, two lanes of general traffic and two lanes where priority may be given to freight traffic.	
12	Upgrade and Extension to Bawden Road	<ul style="list-style-type: none"> • Upgrade and extension to Bawden Road. This will include a 30m four-lane road corridor with walking and cycling facilities on both sides. Two lanes for general traffic and two lanes for a frequent transit network (likely bus lanes). • Road intersects with the RTC. The road is likely to go under the RTC (grade separated crossing). 	AT
13	Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange	<ul style="list-style-type: none"> • Upgrade to the footpath on the west side and new footpath on east side between Hibiscus Coast Highway and Silverwater Drive. • Segment 1 (from Silverwater Drive to Newman Road) features a two-lane urban arterial upgrade (24 m) with separated walking and cycling facilities on both sides. • Segment 2 (from Newman Road to Jackson Way, where one or both sides is rural) has a shared path to the west only, with no works to the existing carriageway and no swales. • Segment 3 (from Jackson Way to the end of the FUZ) features a 24 m wide cross section with walking and cycling facilities on both sides. 	AT

3 Assessment Methodology

The International Association for Impact Assessment (IAIA) Guidelines 2015 state that a Social Impact Assessment (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*”. 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.

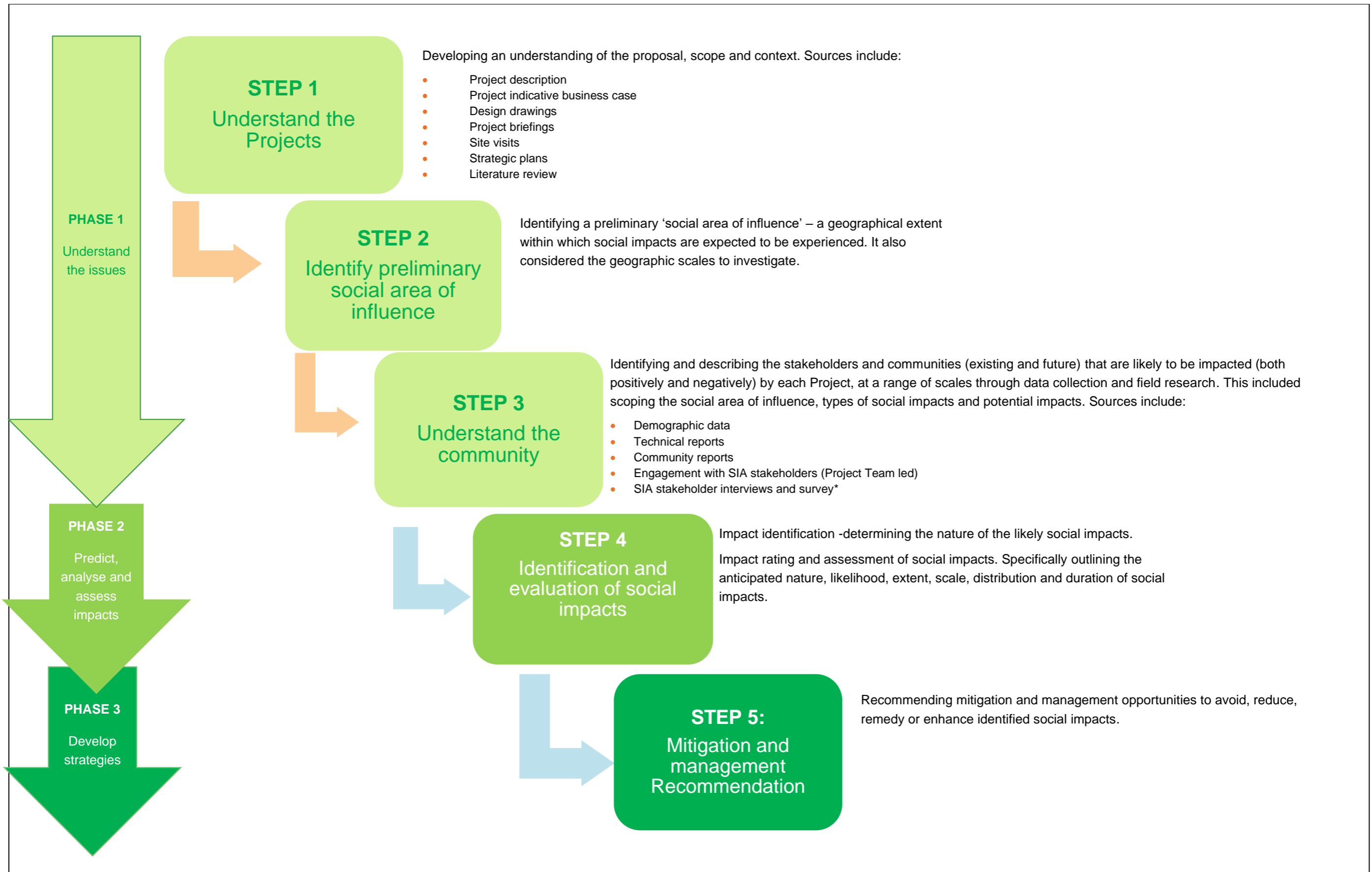
The methodology used for this SIA is guided by the International Association for Impact Assessment (IAIA) Guidelines³, and Waka Kotahi Social Impact Assessment Guidelines⁴. The methodology has been developed to identify and predict the key social impacts of the designation, construction, and operation phases of the Projects.

3.1 Methodological Process

The process to complete this assessment is shown in the steps described below. Information sources for the Projects’ context and understanding the existing and planned future environments is provided in Appendix A: Literature Review, Appendix B: References and Appendix H: Summary of the Businesses and Residents Survey.

³ https://www.iaia.org/uploads/pdf/SIA_Guidance_Document_IAIA.pdf .

⁴ <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>



3.2 Phase One – Understand the issues

3.2.1 Step One – Understand the projects

Developing an understanding of the proposal, scope and context. This step included the following actions:

- Review of Project descriptions (see AEE) – to understand the scope and purpose of the Projects
- Review of indicative business case – to understand the context of the Projects in terms of objectives
- Review of design drawings for each Project – process of reviewing drawings with team and identifying potential social risks and opportunities where relevant
- Attendance at Project briefings to understand context of Projects and designation process
- Site visits – 16/06/2020 and 21/09/2022
- Review of strategic plans – to understand the strategic context of the Projects – of particular relevance is the planned growth of the area.
- Literature review – to review relevant case studies and literature to identify potential social consequence of similar Projects.

3.2.2 Step Two – Define social areas of influence

The SIA has established a 'social area of influence' within which social impacts (positive and negative) are likely to be experienced. For this SIA, the social area of influence considers the communities both existing (at present) and those planned for the future, when it is anticipated the Projects will be constructed and operational within the same geographical footprint.

Within the spatial extent of the Projects 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 2 below illustrates these geographic scales. Section 4 provides a more detailed overview of the existing and future social environment at each of these scales.

Each of the 13 NoR considered in this SIA occur within a large geographical area North of Auckland. As such, a 'Wider' Community has been determined to encompass all 13 NoR. The 'Local' Communities and 'Immediate' Community will differ slightly for each NoR, reflecting the fact that each NoR will traverse through different areas of land (although there will be some overlap between the NoR).

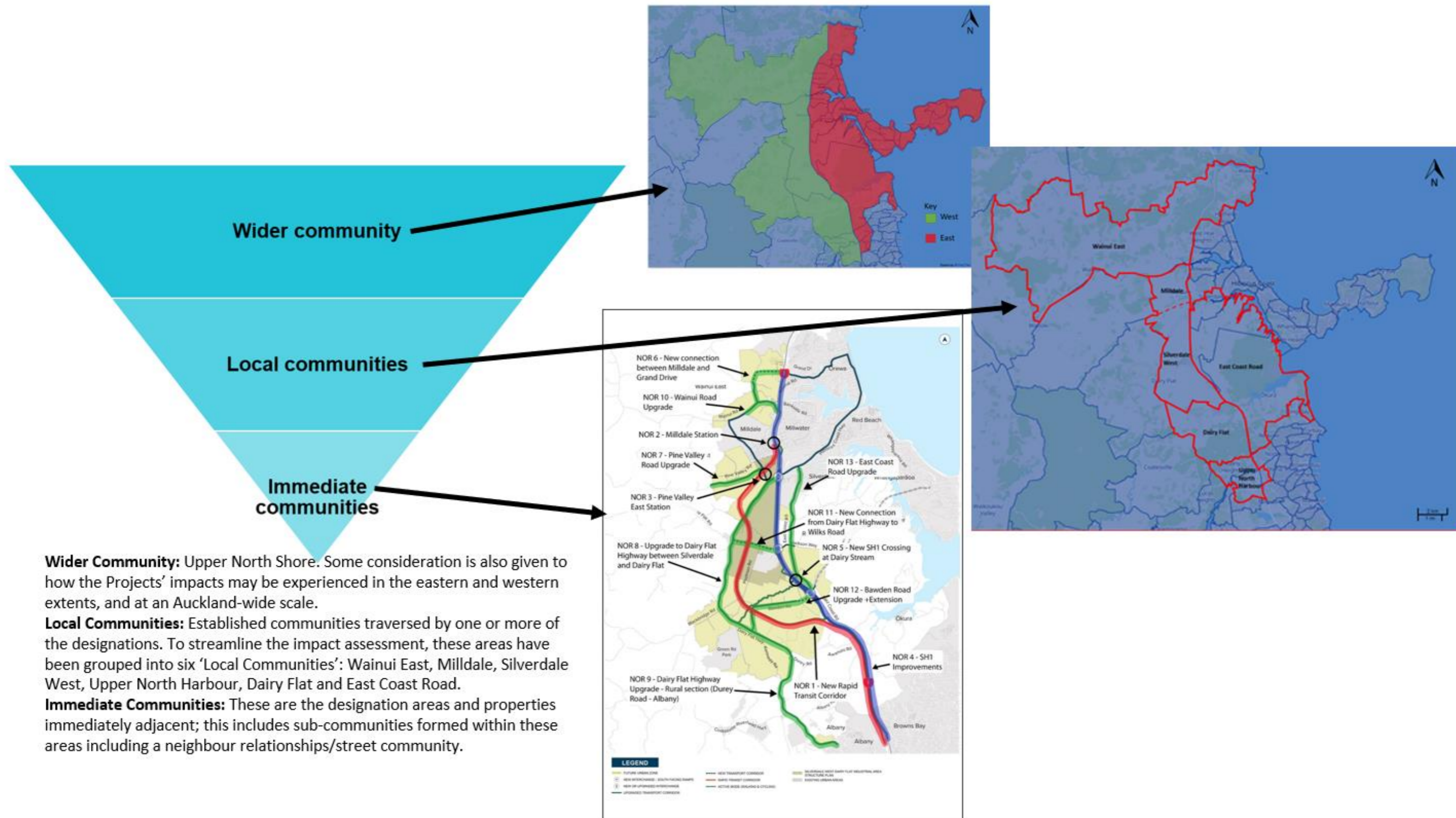


Figure 2: Social Areas of Influence

3.2.3 Step Three: Understand the communities

This step included identifying and describing the social baseline, stakeholders and communities (existing and future) that are likely to be impacted (both positively and negatively) by each Project, at a range of scales through data collection and field research. This included scoping the social area of influence, types of social impacts and potential impacts. Sources include:

- Demographic data
- Technical reports
- Community reports
- Engagement with SIA stakeholders (led by Project Team)
- SIA business and resident survey (refer to Appendix H: Summary of businesses and residents survey for more information about the survey).
- Review of landowner and stakeholder interviews (briefing from engagement team)
- Meeting with Dairy Flat Tennis Club

For the context of these Projects this will describe both the existing social environment as of the time of lodgement and the anticipated social environment in the future in which the detailed design, construction (including the bulk of required property acquisition) and operation will likely take place.

3.3 Phase Two - Predict, analyse and assess impacts

3.3.1 Step Four (a): Impact identification

Based on the definition of Social Impact Assessment, understanding of the Projects, the social areas of influence, and social baseline information, the categories of likely social impacts that this report will analyse and assess are:

- **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
- **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 Projects within the context of this planned social change

3.3.2 Step Four (b): Assessment of social impacts

3.3.2.1 Assessment

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

- Pre-construction
- Construction
- Operation and maintenance.

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

The potential social impacts will be described and assessed using the following criteria:

- **Impact** – the social consequence occurring
- **Cause** – the aspect of the Projects 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
- **Ability to avoid/remedy/manage or mitigate** – how easy is it to reduce the impact.

3.3.2.2 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)
- **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.

3.4 Phase Three - 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
- Recommended actions to ensure positive impacts are achieved.

3.5 Assumptions

For clarification the following outlines the assumptions that have been made in the process of this assessment and reporting.

3.5.1 Growth and Development

The existing community is a mix of rural, semi-rural, and urban development. It is assumed that areas live zoned will maintain the current character facilitated by the zoning (noting that this does not mean that no change will occur just that the likely form is defined by the current zone). Areas zoned 'Future Urban Zone' (FUZ) are anticipated to transition into more urban forms. The assumptions of the character of these future communities are reliant upon information provided in the Future Urban Land Supply Strategy 2017 (FULSS). It is anticipated that land zoned FUZ will not be live zoned until after structure planning of the area occurs, followed by plan changes. It is acknowledged that out of sequence development could occur through private plan changes. For the purposes of this assessment, the future community and potential impacts on that future community will be based on the likely form indicated by the FULSS unless more detailed structure plans/plan changes are available (refer to Section 4 for more information on the high-level thinking for land uses in these areas).

3.5.2 Impacted communities

It is assumed that social impacts of the initial route protection phase (i.e., the process of obtaining a designation) will largely be experienced by the existing community. However, the social impacts of the later pre-construction phase (when the designation is live, but construction has not commenced) will be a mix of the existing and future environment (as discussed in section 4). Construction and operation will largely be experienced by a future community yet to be formed (with pockets of the existing community). Therefore, assumptions made regarding this community and impacts are high level and based on indicators of future development. Where there is live zoning or anticipation of preservation of the current existing community, the social impacts on this community will be considered.

3.5.3 Project timing

Whilst route protection via designation is being sought now it is assumed that the Projects will not be constructed and operational until such time growth and development indicates the requirement of this infrastructure. The timing of these is uncertain but the designations are being sought for up to 30 years (noting some are up to 20 years). It is assumed that the Projects will not all be constructed in parallel and will be activated at different times in response to development requirements.

3.5.4 Project details

The Projects are route protection projects that seek to protect land for the use of future transport networks, that will be part of future growth and development. The Projects provide certainty for where the transport network will be located and flexibility for them to be constructed at the appropriate time. This SIA is therefore a high-level assessment in some respects, based on the identified designation envelopes and subject to certain conditions. A number of specific details for each NoR have not yet been confirmed, and as such these have not been considered in the SIA. The SIA therefore gives a high-level indication of the types of social impacts that the NoR may give rise to. It also considers provisions for consideration at a future detailed design and construction phase to consult with the community and confirm design with these considerations in mind. This will be covered in the outline plan and any future management plans, to ensure the Projects are integrated with the community.

4 Existing and Future Receiving Environment

4.1 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 Projects 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.

4.2 Regional and local planning context

The Resource Management Act (RMA) 1991 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.

4.2.1 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.
- **Belonging and participation:** All Aucklanders will be part of and contribute to society, access opportunities, and have the chance to develop to their full potential.

4.2.1.1 Auckland Development Strategy 2018 (Future Development Strategy)

The Auckland Development Strategy 2018 sets out how Auckland will grow and change over the next 30 years to become a place that Aucklanders love and are proud of, a place they want to stay in or return to, and a place that others want to visit, move to, or invest in.

The Strategy sets out how Auckland will take a quality compact approach to growth and development. A compact Auckland means future development will be focused in existing and new urban areas within Auckland's urban footprint, limiting expansion into the rural hinterland.

By 2050, most growth will have occurred within this urban footprint, particularly focused in and around the main nodes of Auckland's city centre, Albany, Westgate and Manukau, as well as identified development areas and future urban areas.

Albany will play a growing strategic role as a “key node” for the North. It will also help to accommodate growth and improve employment choice for the future urban areas of Wainui East, Silverdale West and Dairy Flat as they develop.⁵

4.2.2 Auckland 10-year Budget 2021-2031 (Long Term Plan)

The Auckland Long Term Plan (LTP) 2021-2031 was adopted in May 2021. The LTP outlines four focus points or “lenses” through which council will address these critical issues and achieve the longer-term outcomes sought; namely, recovery, Māori outcomes, Climate change and development.⁶

In early 2021, council sought feedback from the community on their key proposals for the 10-year LTP. The key feedback on the proposals of relevance to the North Projects included:

- The need for more infrastructure and affordable housing
- The vast majority of those identified as living in areas indicated for change, did not support the proposed changes to farm and lifestyle properties in the Urban Rating Area, and highlighted a lack of services in their area⁷.

4.2.3 Auckland Future Urban Land Supply Strategy 2017

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

4.2.4 Local Board Plans

The wider community in which the Projects are proposed traverse three Local Board areas: Rodney, Hibiscus and Bays and Upper Harbour. Each of these Local Boards released a Local Board Plan in 2020 which sets out the key issues and opportunities for the area over the next three years. While the Projects will not be built within the next three years, the Local Board Plans are useful in providing an indication of the direction that the community is heading in, and the key aspirations for each Local Board area. Table 2 below sets out the key ‘aspirations’ listed in each Plan:

Table 2: Local Board Plan Aspirations

Local Board	Aspirations
Rodney	<ul style="list-style-type: none"> • Safe, improved transport options connect our communities • Our natural environment is healthy and protected • Infrastructure and development meet the needs of our growing communities

⁵ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/about-the-auckland-plan/docsprintdocuments/section-8-development-strategy.pdf>

⁶ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/budget-plans/The-10-year-budget-2021-2031/10yearbudgetfull/10-year-budget-2021-2031-volume-1.pdf>

⁷ <https://www.aucklandcouncil.govt.nz/externalcontentdelivery/consultations/budgets/10-year-budget-2021-2023/summary-feedback-purpose-executive-summary.pdf>

Local Board	Aspirations
	<ul style="list-style-type: none"> • Our communities are resilient and have access to what they need • Our local parks and recreation facilities meet the needs of our growing community
Hibiscus and Bays	<ul style="list-style-type: none"> • A connected community • A strong local economy • A protected and enhanced environment • Open spaces to enjoy • Transport choices
Upper Harbour	<ul style="list-style-type: none"> • Empowered, connected and resilient Upper Harbour communities • An efficient and accessible travel network • Healthy and active communities • Our unique natural environment is protected and enhanced • A resilient local economy

4.3 Planning and Land Use Context Summary

The SIA needs to consider both the existing environment and the likely future receiving environment at the time at which effects will likely occur. It is anticipated the North Projects will be constructed between 10 – 30+ years from now, meaning the receiving environment will differ significantly from what is present today.

There are existing rural and urban zonings in the study area, as well as large areas of future urban zoning (FUZ) which will influence the likely receiving environment for assessment purposes. The majority of the North Projects will be constructed and will operate within (or immediately adjacent to) areas currently zoned as FUZ. The remainder will be constructed and operated within the existing urban environment or planned environment (i.e., what can be built under the existing AUP:OP live zones). However, greater intensification is anticipated in the residential zones, centre zones (and future centres), and land adjacent to the proposed RTC stations, in line with the National Policy Statement on Urban Development (NPS:UD) and Medium Density Residential Standards (MDRS) - noting that the policy context may shift prior to construction.

The adopted Silverdale West - Dairy Flat Industrial Area Structure Plan anticipates the development of a large industrial area within an area of FUZ predominantly between Dairy Flat Highway and SH1.

The remaining areas of FUZ, including Upper Ōrewa, Pine Valley and Dairy Flat have not yet been structure planned by Auckland Council. Auckland Council has, however, released some high-level thinking on future land uses in a draft Spatial Land Use Strategy, which broadly suggests:

- A metropolitan/ town centre in Dairy Flat, located adjacent to the Rapid Transit Corridor
- The potential for Terraced Housing and Apartment Buildings (THAB) zoning for 800m surrounding this metropolitan / town centre
- Potential for two local centres in the Pine Valley area.

All areas of FUZ have a high likelihood of change in planning and land use context. It is anticipated that the likelihood of change in the following areas / zones is low overall, although Plan Change 78

will enable greater densities within the existing urban areas in the North with the predominant change being a shift from residential single house zone and mixed housing suburban zone changing to the mixed housing urban zone:

- Current residential areas/zones, including Single House, Mixed Housing Suburban, Mixed Housing Urban, Terrace and Apartment Buildings, and Large Lot zones
- Current business areas/zones, including Light Industry, Mixed Use, General Business, Neighbourhood Centre, Local Centre, Town Centre, Heavy Industrial zones
- Current open space areas/zones, including Informal Recreation, Community, Sport and Active Recreation, Conservation zones
- Current rural areas which are not FUZ zoned, including Countryside Living zone
- Other areas currently within the Special Purpose zone including Special Purpose – Cemetery, Special Purpose – School, and Special Purpose – North Shore Airport.

Future urban areas once lived zoned will enable greater density, particularly around the RTC corridor primarily as a result of the NPS:UD. Please refer to the AEE for further information on the planning and land use context.

4.4 Existing and Future Environment – Social Impact

In relation to these Projects, the social environment that is likely to exist or be transitioning to when this infrastructure is constructed and operated is largely unformed (excluding current land within the Projects footprints outside the FUZ). It is assumed that significant development will take place in Silverdale, Dairy Flat over the next 10-30 years, however the exact timing of development is uncertain.

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

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

- Wider Community
- Local Community
- Immediate Community

Recognising that these areas are overlapping, people can be a part of all three community scales considered. At each level there is a different focus in terms of the social environment and how it interacts with proposed Projects.

More detail about the existing and future communities at each of these scales has been included in Appendix D, E and F (Appendix D: Wider Community Profiles; Appendix E: Local Community Profiles; Appendix F: Immediate Community Profiles).

Appendix G includes a table that summarises each of the existing and future communities at these three scales, as well as the NoRs that traverse them. Consideration is also given to the NoRs adjacent to each Local Community.

4.4.1 Wider Community

The Wider Community is defined as Upper North Shore (Auckland). This area stretches from Albany Central in the south to Waiwera in the north and extends west to the boundaries of Wainui and Dairy Flat, and east to the Hibiscus Coast, as shown in Figure 3 below.

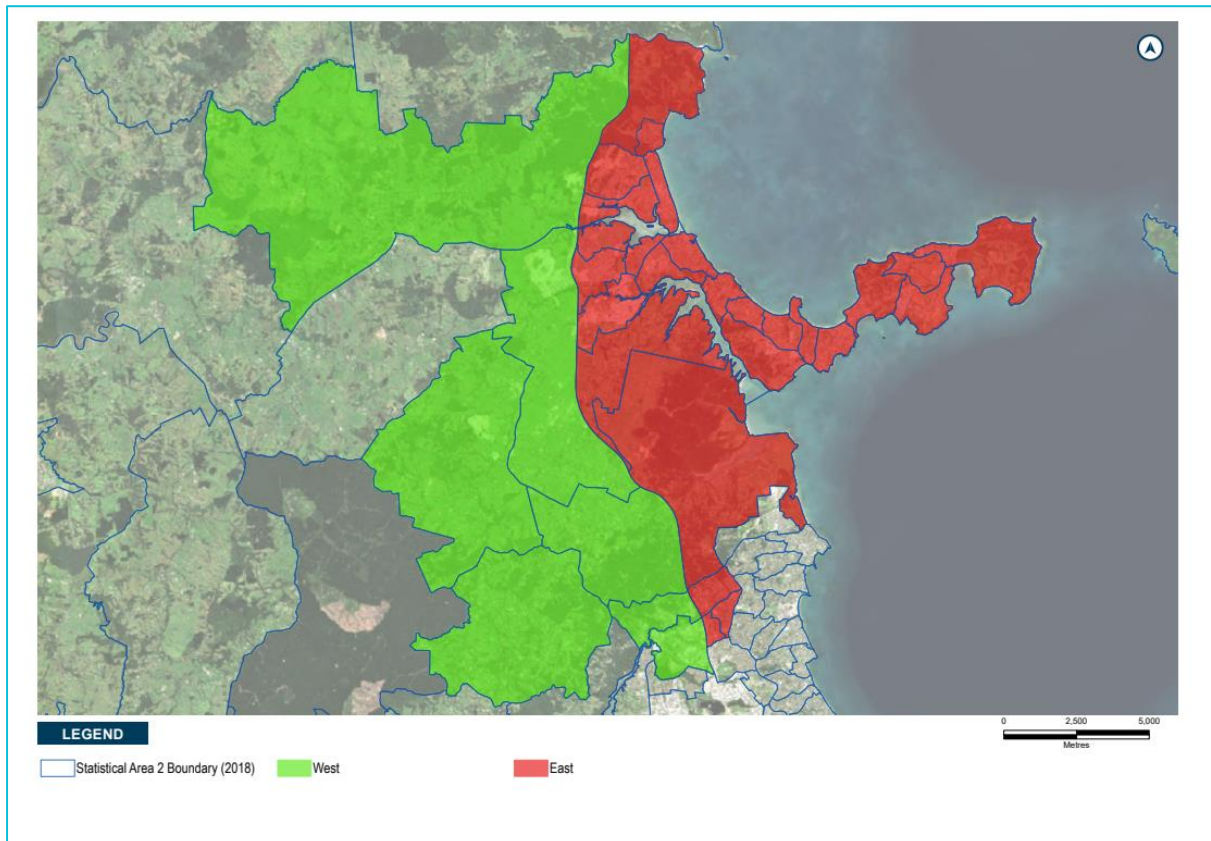


Figure 3: Wider Community Extent

Relative to Auckland, this area is the northern extent of what is commonly understood as the “North Shore”. SH1 forms the central spine with the Hibiscus Coast forming a natural border for the eastern extent and the western border of the Pukeatua (Albany Heights), Dairy Flat and Wainui-Waiwera Statistical Area 2 (SA2) forming the western extent.

This section provides a summary of the Wider Community Profile for Upper North Shore (included in Appendix D). The Wider Community Profile considers the social context of both the existing and future environment in which the Projects will likely take place, including a detailed overview of the following features/characteristics of the existing and future likely Wider Community:

- Residential environment
- Transport infrastructure
- Travel patterns
- Development
- Commercial centres
- Employment centres
- Recreation
- Community services and facilities
- Governance
- Demographics (drawing on Statistical Area 2 units in the 2018 Census)

Appendix C summarises the key demographic statistics for the Wider Community (drawing on Statistical Area 2 units in the 2018 Census).

4.4.1.1 Existing community

Between 2013 and 2018, the Upper North Shore population increased 23%, from approximately 62,460 people in 2013, to 76,809 people in 2018. Of these people, 78.2% identified as European, 6.8% as Māori, 2.2% as Pacifica, and 18.3% as Asian. People aged 40 – 64 were the largest population group, accounting for 45.1% of the population.

The Upper North Shore has a mix of rural-residential lifestyle blocks, urban-residential standalone homes, and multi-unit dwellings. The community has historically been characterised by large rural areas and less development than other parts of the region; however, this has been changing, with significant amounts of urban-residential development occurring in the last 25 years. The number of dwellings in the community increased 40.5% over the period 2006-2018 and from observation there has been significant development in the last 5 years, therefore there is a mix of residents who have lived in the area for a long time and residents who have moved to the area more recently and may have moved in with an expectation that the area will continue to urbanise.

Active transport infrastructure in Upper North Shore is limited, particularly in the more rural-residential areas in the west and east. The more built-up urban-residential areas in the south-western extent (e.g., Albany) and north-eastern extent (e.g., Silverdale, Millwater and Ōrewa) contain some dedicated active mode infrastructure, such as shared paths, cycleways, on-road cycle lanes and protected/separated on-road cycle lanes (see Figure 4 below).

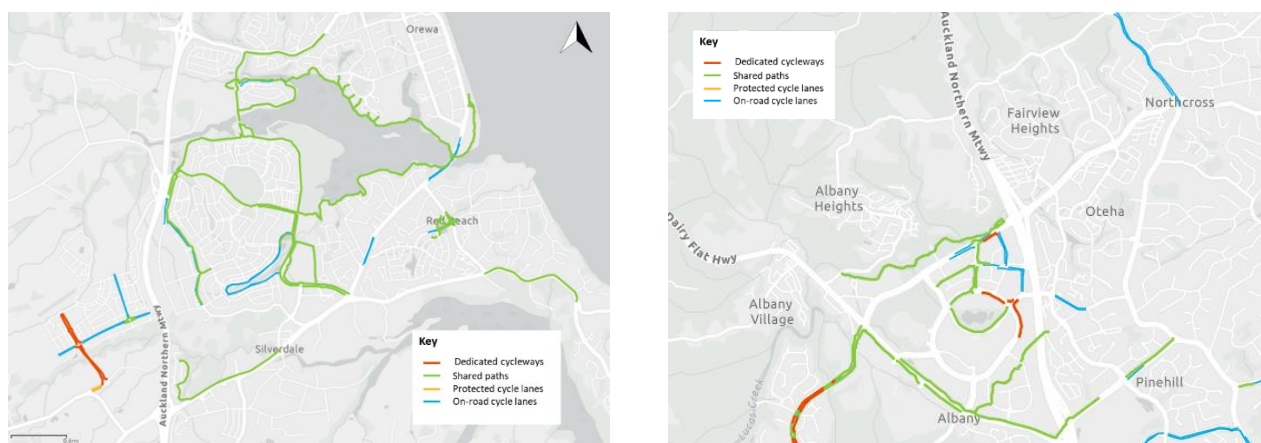


Figure 4: Wider Community Extent

The Northern Busway forms the backbone of public transport services, connecting communities in Upper North Shore with the Auckland CBD via SH1 and vice versa. Since its inception in February 2008, the Northern Busway has been very successful, with ridership increasing more rapidly than was originally forecast during the project's investigation. It is so popular and effective that many services are becoming overcrowded.⁸ Key public transport hubs in Upper North Shore include Hibiscus Coast Bus Station and Albany Bus Station. The Northern Motorway (SH1) is the dominant arterial, providing a critical north-south route for people and freight.

⁸ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/transport-access/Pages/the-northern-busway.aspx>

Cars are the dominant mode of transport throughout Upper North Shore. At the time of the 2018 Census, approximately 70% of respondents drove to work in either a private or company vehicle. Interestingly, a larger proportion of Upper North Shore residents worked from home (18%), compared to 9% across the wider Auckland Region.

Upper North Shore's main commercial and employment centres are located in Albany and Silverdale. In 2022, Albany Central and Silverdale Central contained the highest employment counts in the Region (32.5% and 19.3% respectively). Key employment hubs in Upper North Shore include Highgate Business Park, Silverdale Industrial Centre, Silverdale Retail Centre and Westfield Albany shopping centre.

People are drawn to the Upper North Shore's east coast beaches, parks, bush, and reserves. Community engagement on the North Projects to date also suggests that residents value the peacefulness and rural views/outlook of rural lifestyle communities.

Community services and facilities (e.g., libraries, sports centres, parks and reserves) are focused around the more built up urban-residential areas and commercial centres in the north-east and south-west, with relatively few community services and facilities located in between (refer to Figure 5 below). Key community services and facilities include two Police Stations, three Fire Stations and 15 Schools.⁹

⁹ A closer look at the key community facilities and services within or directly adjacent to a NoR corridor are provided in the Local Community Profiles in Appendix E.

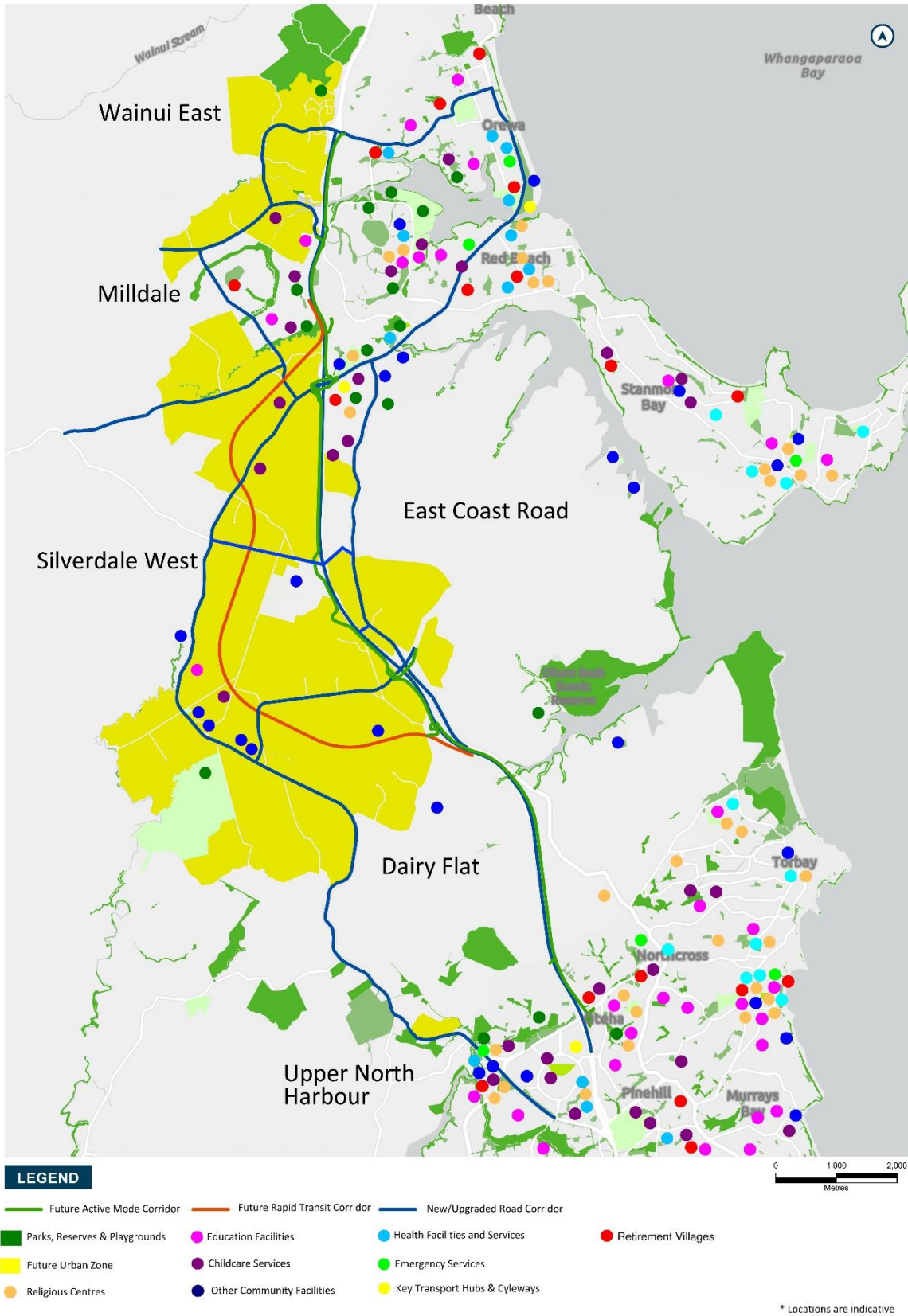


Figure 5: Community services and facilities map¹⁰

4.4.1.2 Future likely community

By 2048, the Upper North Shore population is projected to increase 70% (2018 base - under a medium growth scenario), reaching a total of 130,570 people¹¹. Comparatively, the population in the wider Auckland Region is projected to increase 33% over the same period (2018 – 2048) under a medium growth scenario. In line with projections for the wider Auckland Region, people aged 65+ are projected to make up a larger proportion of the Upper North Shore population (20.7% in 2048 compared to 11.3% in 2018). However, people aged 40 – 65 are still projected to make up the largest proportion of the population (31.0%).¹²

In the future, the Upper North Shore residential environment is likely to be more ‘urban’ than ‘rural’, with a greater proportion and mix of urban-residential dwellings. The areas zoned ‘Future Urban Zone’ (FUZ) in the Auckland Unitary Plan are anticipated to undergo significant housing and business growth to help accommodate Auckland’s growing population over the next 10-30+ years. Greater intensification is also likely in existing and future urban-residential areas, and adjacent to rapid transit stations, in line with the NPS:UD and MDRS.

As outlined in Auckland’s Future Development Strategy (FDS), Auckland is expected to take a quality compact approach to accommodating business growth in the future. This means making the best use of existing business land (e.g., in Silverdale and Albany), as well as creating new business land in greenfield areas (refer to the ‘*Planning and Land Use Context Summary*’ section for more information about future business land locations and timings).

4.4.2 Local Communities

The ‘Local Communities’ have been determined as those areas containing an established community traversed by one or more NoR. These are considered to be the areas in which people will experience direct and indirect impacts of planning, construction and/or operation (in respect to changes in the environment). To streamline the impact assessment, these areas have been grouped into six ‘Local Communities’ (see Figure 6 below):

- **Wainui East** – includes the established community of Wainui East. Within the context of the Projects, this Community is directly impacted by NoRs 6 - New Connection between Milldale and Grand Drive and 10 – Upgrade to Wainui Road.
- **Milldale** – includes the establishing community of Milldale. Within the context of the Projects, this Community is directly impacted by NoRs 1 - New Rapid Transit Corridor between Albany and Milldale, 2 - New Milldale Station and Associated Facilities, 3 - New Pine Valley East Station and Associated Facilities, 6 - New Connection between Milldale and Grand Drive, 7 - Upgrade to Pine Valley Road and 10 – Upgrade to Wainui Road.
- **Silverdale West** – includes the established communities of North Dairy Flat and Pine Valley. Within the context of the Projects, this Community is directly impacted by NoRs 1 - New Rapid Transit Corridor between Albany and Milldale, 3 - New Pine Valley East Station and Associated Facilities, 4 - SH1 Improvements, 5 - New SH1 crossing at Dairy Stream, 7 - Upgrade to Pine

¹⁰ The Wider Community facilities and services map provides a snapshot of the existing community facilities and services within the Wider Community. These may not all exist in the future, there is also likely to be new community services and facilities in the Wider Community in the future.

¹¹ The latest land use model i11.6 growth projections for the North growth area show a slower take up of growth in the Northern Growth area compared with previous forecasts (i11.4). By the 2048 year, only 30% of growth is assumed to have occurred with the remaining growth forecast to occur post 2048. This represents growth occurring around 2 years later than the i11.4 scenario assumed in the IBC.

¹² These growth assumptions are based on the Stats NZ 2018 base population projections.

Valley Road, 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat and 11 - New connection between Dairy Flat Highway and Wilks Road.

- **East Coast Road** - combines the communities of east Redvale and Silverdale. Within the context of the Projects, this community is directly impacted by NoRs 1 - New Rapid Transit Corridor between Albany and Milldale, 4 – SH1 Improvements, 5 – New SH1 Crossing at Dairy Stream and 13 - Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange.
- **Dairy Flat** – combines the communities of South Dairy Flat and west Redvale. Within the context of the Projects, this Community is directly impacted by NoRs 1 - New Rapid Transit Corridor between Albany and Milldale, 3 - New Pine Valley East Station and Associated Facilities, 4 – SH1 Improvements, 5, 7 - Upgrade to Pine Valley Road, 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat, 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany and 11 - New connection between Dairy Flat Highway and Wilks Road.
- **Upper North Harbour** – combines the communities of Central Albany, Pukeatua (Albany Heights), Fairview Heights and Oteha. Within the context of the Projects, this Community is directly impacted by NoRs 1 - New Rapid Transit Corridor between Albany and Milldale, 4 – SH1 Improvements and 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany.

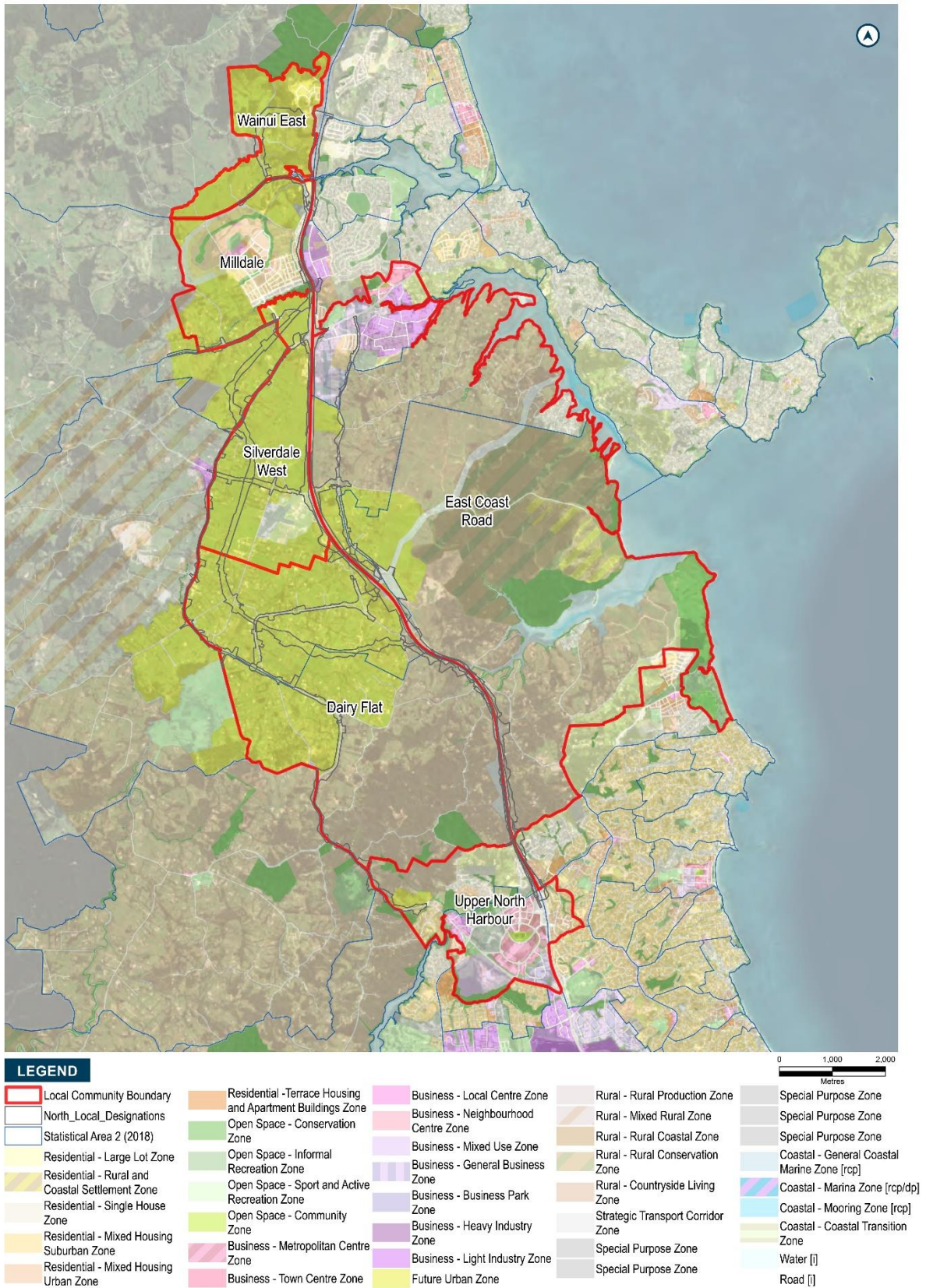


Figure 6: Local Community extents

This section provides a summary of Local Community Profiles for Upper North Shore (full profiles of each Local Community are provided in Appendix E). These Profiles consider the social context of both the existing and future environment in which the relevant Projects will likely take place, including a detailed overview of the following features/characteristics of the existing and future likely Local Community:

- Demographics
- Residential environment
- Travel patterns
- Development
- Commercial centres
- Employment centres
- Community services and facilities.

Appendix C also outlines some key demographic statistics for each of the Local Communities (drawing on Statistical Area 2 units in the 2018 Census). For clarity and data reporting purposes, Appendix C specifies the SA2¹³ that each Local Community falls within.

4.4.2.1 Existing environment

Between 2013 and 2018, population growth across the Local Communities ranged from 5.1% - 43.2%. The rate of growth was highest in Upper North Harbour (43.2%) and lowest in Dairy Flat (5.1%). Growth in the Local Community of Upper North Harbour was significant, relative to the wider Auckland Region (+11%) over the same period.

European was the most common ethnicity that people identified as, across all of the Local Communities. While the median age ranged from 28.4 – 45.6 across the SA2s that make up the Local Communities, the median age was highest in Wainui East (Wainui-Waiwera SA2), and lowest in Upper North Harbour (Albany Central SA2).

The Local Communities are currently a mix of ‘urban’, ‘rural’, and ‘future urban’ land. In Wainui-East, Silverdale-West, Dairy Flat and East Coast Road, land is predominantly rural, with a mix of working farms and rural-residential lifestyle blocks. These Local Communities have historically been characterised by large rural areas; however, this has been changing, with some urban-residential development occurring in the last 10 years, particularly in Wainui East (Ara Hills subdivision) and at the northern end of East Coast Road (East Coast Heights subdivision). In Upper North Harbour and Milldale, land is predominantly urban, with a mix of urban-residential typologies (e.g., apartments, terraced houses, standalone homes). Milldale was confirmed as a Special Housing Area in 2016 and “live zoned” in the AUP:OP.

The Local Communities overlap with several “future development areas” identified in the FULSS 2017. These areas are zoned ‘Future Urban’ in the AUP:OP and are expected to undergo significant housing and business growth over the next several decades.

In 2018, cars were the dominant means of travel to work and education across each of the Local Communities. This highlights the importance of roading infrastructure in these Local Communities, particularly:

- SH1, Dairy Flat Highway, East Coast Road, and Postman Road, which provide critical north-south connections to and through the Local Communities

¹³ Note ‘Statistical Areas’ are aggregated meshblocks as defined by Statistics NZ.

- Oteha Valley Road, Bawden Road, Wilks Road, Pine Valley Road, Twin Coast Discovery Highway, Wainui Road, and Grand Drive, which provide critical east-west connections to and through the Local Communities.

Most of the Local Communities rely on accessing commercial centres in Silverdale (e.g., Silverdale Centre and surrounds) and Albany (e.g., Westfield Albany and surrounds). For residents in Wainui East, Milldale, Silverdale-West, Dairy Flat and the southern end of East Coast Road, this requires travelling outside their community to access essential goods and services. Silverdale and Albany provide a large mix of large box retail (e.g., the Warehouse, Mitre 10, Bunnings Warehouse, Countdown, New World), hospitality, services (e.g., medical centres, hairdressers, mechanics) and smaller-scale retail and services (e.g., clothing, gift shops). Similarly, most of the Local Communities rely on accessing employment in Silverdale (e.g., Silverdale Centre, Silverdale Industrial Centre, Highgate Business Park), Albany (e.g., Westfield Albany and surrounds), and further afield (e.g. Takapuna, Auckland CBD).

Community facilities and services are also focused around the established urban areas of Silverdale and Albany, and more limited in rural / developing areas (see Figure 8 in 'Wider Community' section above). Therefore, residents in Wainui East, Milldale, Silverdale-West, Dairy Flat and the southern end of East Coast Road travel outside their communities to access a wider range of community facilities and services.

4.4.2.2 Future likely environment

Each of the Local Communities are projected to grow significantly in the future, relative to the wider Auckland Region (+33% over the period 2018-2048, under a medium growth scenario). The population of Silverdale West is projected to increase the most under a medium growth (2018 base) scenario (+877.4%) from 1,770 people in 2018, to 17,300 people in 2048. The population of Wainui East is also projected to increase significantly (+327.6%).¹⁴

The population in each of the Local Communities is also projected to be older, with the proportion of people aged 65+ projected to increase in each. The Upper North Harbour is projected to be the youngest, with people aged 15-39 expected to make up the largest proportion of the population (38.72%). While the population in East Coast Road is projected to be the oldest, with people aged 65+ expected to make up the largest proportion of the population (32.36%).

In the future, the Local Communities are likely to be more "urban" than "rural". Particularly, Wainui-East, Silverdale-West, Dairy Flat and the northern extent of East Coast Road are likely to have undergone extensive urbanisation (i.e. within the Silverdale Dairy Flat, Upper Ōrewa / Wainui East and Te Wharau (Albany Village) FUZ areas). Urban intensification, including a greater mix and density of urban dwellings is also anticipated, particularly around RTC Stations (e.g., Albany Bus Station, Hibiscus Coast Station) and commercial centres (e.g., Silverdale Central and Albany Central).

A large section of the Silverdale West Dairy Flat FUZ has been structure planned and will become the focus for light industry growth. The remaining areas of FUZ in the Silverdale Dairy Flat, Upper Ōrewa / Wainui East and Te Wharau (Albany Village) future development areas are yet to be structure planned but will likely contain a mix of urban-residential dwellings (approximately 20,400, 7,400, and 450 new dwellings are anticipated respectively). The southern extent of East Coast Road is likely to remain predominantly "rural", as this land is outside of Auckland's Rural Urban Boundary and this boundary is assumed not to be changing.

¹⁴ These growth assumptions are based on the StatsNZ 2018 base population projections.

In the future, Milldale will contain a Neighbourhood Centre, which will provide the growing population with local convenience and essential services. The Ara Hills Masterplan in Wainui East also indicates there will be some commercial development in the subdivision in the future. In addition, the draft SLUS for Silverdale Dairy Flat suggests there will be two new Local Centre's¹⁵ in the Pine Valley area, and a new Metropolitan or Town Centre¹⁶ in Dairy Flat, which will service the future Local Communities in and around Silverdale West and Dairy Flat respectively. However, the Local Communities are likely to continue to rely on accessing larger-scale commercial activities (e.g., large box retail) in Silverdale (e.g., Silverdale Centre and surrounds) and Albany (e.g., Westfield Albany and surrounds) in the future.

Similarly, the new Silverdale West Dairy Flat Industrial Area is anticipated to create a large number of new jobs (approximately 604 acres of employment), which will be supplemented by new employment opportunities in the proposed/planned commercial centres in Wainui East, Milldale, Silverdale West and Dairy Flat. However the future Local Communities are likely to continue accessing employment in the existing employment centres located in Albany (e.g. Albany Central), Silverdale (e.g. Silverdale Retail Centre, Silverdale Industrial Centre, Highgate Business Park) and further afield (e.g. Takapuna, Auckland CBD).

A new reserve (named Waterloo Reserve) has been planned for Milldale. The plan includes a number of amenities such as natural areas, sports courts, walkways and a playground. The Ministry of Education also has a large land holding on the corner of Wainui and Upper Ōrewa Roads in Wainui, which it is planning to develop into a school (this is not yet designated). However, no other community services or facilities are currently planned for the Local Communities.

4.4.3 Immediate Communities

The Immediate Community has been defined for each NoR, as those areas traversed by a NoR corridor. The Immediate Community is considered as the area within which people will experience the most direct impacts of planning, construction and/or operation of the Projects (in respect to changes in the environment).

This section provides a summary of Immediate Community Profiles for Upper North Shore (included in Appendix F). These consider the social context of both the existing and future environment in which the relevant NoR Corridor will likely take place, including a detailed overview of the following features/characteristics of the existing and future community. Some consideration is also given to the existing and future environment adjacent to the NoR Corridor:

- Residential environment
- Business environment
- Land use/way of life
- Community connections
- Community concerns, values, and aspirations
- Community services and facilities.

4.4.3.1 Existing environment

The existing Immediate Communities are predominantly rural, made up of working farms, rural-residential lifestyle blocks and large standalone homes on large sections. However, at the northern

¹⁵ Under the Unitary Plan, a Local Centre Zone primarily provides for the local convenience needs of surrounding residential areas, including local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets

¹⁶ Under the Unitary Plan, the Town Centre Zone provides for a wide range of activities including commercial, leisure, residential, tourist, cultural, community and civic services, providing a focus for commercial activities and growth.

and southern ends of NoR 1 - New Rapid Transit Corridor between Albany and Milldale and 4 – SH1 Improvements, the southern end of NoR 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany, and the northern end of NoR 13 - Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange, the Immediate Communities are predominantly urban, and contain a mix of urban-residential dwellings. 45% of respondents to the resident's survey indicated they were a couple with no children living at home, while 17% indicated they were a couple with children living at home.

There are a number of at-home businesses scattered throughout the Immediate Communities. In addition, there are business areas located within or adjacent to the Immediate Communities. These are mainly located:

- at the northern ends of NoR 13 - Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange and NoR 4 - SH1 Improvements (e.g., Silverdale) and,
- in the light industrial area adjacent to NoR 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat in Dairy Flat (at the intersection of Dairy Flat Highway and Kahikatea Flat Road). Businesses in this area include Dairy Flat Bakery, which is a popular pie shop.

In addition, there are singular businesses such as petrol stations/service centres located along the corridors.

Most respondents to the resident's survey (80%) had a household member that worked from home once a week (17%), several days a week (35%) or ran a business from home (16%). 25% of respondents indicated that their property generated a part of their household income.

The majority of the Immediate Communities to the west of SH1 are zoned Future Urban under the AUP:OP, indicating a period of urbanisation in the future. The majority of the Immediate Community traversed by NoR 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany, however, is located outside Auckland's Rural-Urban Boundary (which is presumed not to be changing) and zoned Countryside Living under the AUP:OP. The Immediate Communities to the east of SH1 are zoned a combination of Future Urban, Countryside Living, Large Lot, Mixed Housing Urban, Mixed Housing Suburban, Single Housing, Light Industry, and General Business Zone.

Most respondents to the resident's survey have a good understanding of what a FUZ is and what it means for their household, however, some respondents expressed little or no understanding. 63% of respondents expect their local community to change in the future, an additional 15% were not sure. Anticipated changes cited by the survey respondents include increased density, housing, traffic, pollution, and crime, and loss of green spaces and rural character. Respondents also anticipate more commercial and public services, including public transport options, and improvements to local infrastructure. These changes are described in more detail in Appendix H.

Property sales records suggest that the Immediate Communities are home to a mix of residents that have lived in their homes for a long time (i.e., since the early 1990s and early 2000s), and those who have recently moved to the area (i.e., in the last 10 years). Of those that responded to the resident's survey, 31% have lived in the area for 1-5 years, 20% for 5-10 years, and 47% for 10 years or more (see Appendix H). Several respondents noted that they had recently bought in the area (implying they are new to the area), while others implied that they had lived in the area for a long time. There is therefore varying degrees of established neighbour connections and informal sub-communities across the Immediate Communities.

The Immediate Community traversed by NoR 1 - New Rapid Transit Corridor between Albany and Milldale includes a more formalised community known as Grace Hills. Grace Hill Drive is a country estate located on a private road off Bawden Road in Dairy Flat. The estate is made up of 13 large lifestyle properties and the community operates as an incorporated society with restrictive covenants that prevent intensification, and communal fees to maintain the upkeep of properties. There are a mix of long term and newer residents in the estate and the community is described by residents as close knit with strong levels of neighbourhood connection.

The Immediate Community traversed by NoR 1 - New Rapid Transit Corridor between Albany and Milldale also includes Goodland Country Estate, which is another formalised community made up of approximately 63 large properties. Residents have a share of a tennis court, community centre, and paddocks with sheep and cattle.

The Immediate Community traversed by NoR 1 - New Rapid Transit Corridor between Albany and Milldale is located adjacent to Wēiti Stream / Kathy's Thicket, which is an area of native bush reserve with the stream running through it. This borders the new Milldale development providing natural amenity for many residences but is fenced off and unable to be accessed by the public. Prior community engagement on the Projects suggests that Kathy's Thicket is valued by the Local Community for its native bush, and the natural outlook this provides for nearby residents.

The Immediate Community traversed by NoR 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat contains Dairy Flat Tennis Club. This was not mentioned by any respondents to the resident's survey. However, two respondents to the resident's survey mentioned "the community hall" as something they valued about the area, they live in.

The Immediate Community traversed by NoR 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat is adjacent to Matea Trust. The Trust is a registered charitable trust which was set up in 1992 to provide a residential service and support for people with intellectual disabilities. The 'Homestead' provides for up to 8 permanent residents and has a transitional respite care programme as a trial for suitability purposes. Matea Trust also provides employment opportunities through their Vocational Service and has two Vocational Supervisors who assist in the supervision and guidance of the clients in the service.

The Immediate Community traversed by NoR 12 Upgrade and Extension to Bawden Road contains the Southstar Equestrian Facility. Whilst this is a private business, it is currently used by members of the community for recreational purposes.

There are several other community services and facilities located on the periphery of Immediate Communities (refer to the Immediate Community Profiles in Appendix F). Namely:

- Albany Bus Station (adjacent to NoR 1 - New Rapid Transit Corridor between Albany and Milldale and 4)
- the North Shore Airport (adjacent to NoR 11 - New connection between Dairy Flat Highway and Wilks Road)
- Dairy Flat Community Hall, Matea Trust and Dairy Flat School (all adjacent to NoR 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat)
- Auckland Memorial Park and Cemetery (adjacent to NoR 13 - Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange)
- several childcare centres (adjacent to NoR 1 - New Rapid Transit Corridor between Albany and Milldale, 4 – SH1 Improvements, 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat, 10 – Upgrade to Wainui Road and 13 - Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange), and

- several parks and reserves (NoR 1 - New Rapid Transit Corridor between Albany and Milldale, 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat, 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany and 13 - Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale Interchange)).

Proximity/convenience to amenities (e.g., shops, open spaces, recreation) was commonly cited as something respondents valued about the area, they live in. Results from the resident's survey suggest the most common community resources that household's access/participate in are shops (44% of respondents to the resident's survey), commercial services (24% of respondents), and public recreation facilities including parks and reserves (20% of respondents). 17% of respondents to the resident's survey indicated that they access/participate in community clubs/organisations/groups, 15% in community facilities (e.g., community halls), 9% in church and 5% in other community services.

Of transport modes, most respondents (76%) used a car most frequently to access work or education. 84% of respondents used a car in an average week to move around the community (i.e., to go to work, visit family and friends, access recreation etc.), 29% took the bus, 17% walked, and 9% biked.

4.4.3.2 Future likely environment

In the future, the sections of the Immediate Communities zoned Future Urban are likely to be more "urban" than "rural", and contain a larger number, mix and density of urban-residential dwellings (excluding those in the future industrial area as noted below). However, the Immediate Communities currently located within existing urban areas or areas zoned "Countryside Living" are likely to remain the same. Specifically:

- The Immediate Communities currently located within existing urban areas are likely to remain "urban" in the future, with greater urban intensification anticipated around RTC stations (e.g., the Immediate Communities traversed by NoR 1 - New Rapid Transit Corridor between Albany and Milldale, 4 – SH1 Improvements and 13 - Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale Interchange) in line with the National Policy Statement on Urban Development (NPS-UD) and MDRS.
- The Immediate Communities currently zoned Countryside Living (e.g., the Immediate Communities traversed by NoR 1 - New Rapid Transit Corridor between Albany and Milldale, 4 – SH1 Improvements, 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany and 13 - Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale Interchange) are located within Auckland's Rural-Urban Boundary, which is presumed not to be changing, and are therefore likely to remain "rural".

The FUZ area in Silverdale West has been structure planned and will become the focus for light and heavy industry growth. This area includes the Immediate Community traversed by NoR 11 - New connection between Dairy Flat Highway and Wilks Road, and parts of the Immediate Communities traversed by NoR 1, 3, 4 and 8. The remaining areas of FUZ in Silverdale Dairy Flat, Upper Ōrewa / Wainui East, and Te Wharau (Albany Village) have not been subject to structure planning, which limits the certainty around what the Immediate Communities in this area will look like (all the Immediate Communities traversed by an NoR except for NoR 13), however it is likely that they will undergo urban-residential development and be home to new residents and businesses.

No new community services or facilities are currently planned for the Immediate Communities. However, several commercial centres are planned/proposed on the periphery of some Immediate Communities. Namely, a new Local Centre in the area of FUZ located between Pine Valley Road and Dairy Flat Highway (e.g., adjacent to NoR 1 - New Rapid Transit Corridor between Albany and Milldale and 7), a new Metropolitan or Town Centre in Dairy Flat (adjacent to NoR 1, and within close proximity to NoR 12), and a small commercial area in the Ara Hills Development (adjacent to NoR 6). As mentioned in the 'Local Community' section, the Ministry of Education also has a large landholding

on the corner of Wainui and Upper Ōrewa Roads (adjacent to NoR 6 - New Connection between Milldale and Grand Drive and 10), which it is proposing to designate for a school.

5 Assessment of Potential Social Impacts and recommended management strategies

A summary of the potential social impacts (positive and negative) is provided below for pre-construction, construction, and operation stages of the Projects. A detailed assessment has been provided in the summary in Section 5.8. The detailed assessment specifies whether the impact relates to all NoRs or a specific NoR. This is a summary of all impacts but will specify if required where it relates to a specific NoR.

5.1 Pre-design and construction: potential social impacts

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 pre-design and construction 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 20-30 years.

Overall, the proposed designation boundaries for the Projects will directly affect approximately 917 properties (noting that this number is based on the number of property titles impacted and includes properties counted more than once due to being impacted by multiple designations – the numbers of individual properties is 772)¹⁷. Based on a manual review¹⁸ of land uses of designated parcels (noting that properties may contain more than one parcel of land and be involved in more than one designation) using aerial photography (as at June 2023), these are made up of residential (approximately 3% of total affected parcels), rural residential land (more than one paddock with house – approximately 69%), farmland (approximately 16%), vacant parcels (approximately 4%), business/commercial (approximately 7%) and community facilities (approximately less than 1%). Appendix I has a breakdown of the designations including land use of parcels within the designations and the primary use of the land directly affected.

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 (PWA) process.

5.1.1 Potential Positive Social Impacts

5.1.1.1 Fears and aspirations

The resident's survey (Appendix H) identified that some members of the community were fearful that future intensification would exacerbate current traffic issues such as congestion and create new congestion issues. Route protection provides the footprint of transport infrastructure required to

¹⁷ The property figures cited do not include road parcels, hydro parcels.

¹⁸ Note that this is an approximation only to indicate types of land use based on aerial imagery and a manual review (subject to mis-categorisation and some parcels double counted as involved in more than one designation), this information is for the purpose of social impact analysis but should not be relied upon for any other purposes.

support future growth. It signals to the community that future growth will be supported by the required transport infrastructure to accommodate the anticipated population growth.

For people attracted to the area or planning future development it provides an indication of where these assets will be located and how they can plan their developments or future lifestyles in accordance with this. Those purchasing in the future will have a 'no surprises' approach and can build to accommodate this infrastructure in the future.

Approximately 41% of survey respondents indicated that there are transport modes they do not currently use but aspire to use in the future. The transport modes most commonly mentioned in response to this question were biking, walking and taking public transport (e.g., buses and trains). The Projects include provision for walking and cycling and public transport networks. Therefore, route protection of these Projects will provide a degree of certainty regarding meeting these aspirations in the future.

Overall early route protection is a low positive social impact for the wider, local and immediate communities, considering that planning for the future to meet growth demands should allay some fears associated with population increase, and give a degree of certainty regarding future provisions of active and public transport options that are aspired by the community.

This is applicable to all Projects (as all provide for new walking/cycling facilities), but in particular NOR 1 – New Rapid Transit Corridor, NOR 2 Milldale Station, NOR 3 Pine Valley East Station, which provide public transport infrastructure that respond to growth and new ways to move around the area.

5.1.1.2 Community cohesion

The Projects plan for a future community. Whilst it is recognised that they potentially disrupt the existing community it is noted that the majority of the local community will be transitioning into different built forms and establishing new neighbourhoods and communities in the future. Route protection provides for this future community and, by indicating and providing space for future required infrastructure, the NoRs allow communities to establish around this, including placement of community facilities near planned transport nodes. Route protection also prevents future disruption when this environment is more densely populated and allows future form to build in a way that is cognisant of this infrastructure.

Therefore, the Projects enable formation of community cohesion of the future environment and minimise future disruption. Overall, this has potentially moderate positive social impacts on the future local communities.

5.1.2 Potential Negative Social Impacts

5.1.2.1 Way of life

The designating of properties has the potential to restrict how people live, work or recreate in the future. Whilst it does not change their current way of life it places potential restrictions or conditions on future plans of how people live work or play on their property (prior to acquisition). For the timeframe they have the designation on their property, there are restrictions pertaining to building of new or extension of existing permanent structures (of significance) within the designation footprint. This could result in a negative social impact depending on the location and the extent of the designation on someone's property (i.e., how much of the property is within the designation (such as a sliver of the front of the property versus full or large partial land requirement) and what is located within the

designation (such as existing dwellings or future building sites)) and their future plans. Future plans include how people plan to do work on site (e.g., building plans in relation to a business), live (e.g., significant house extensions or new builds) or recreate (e.g. to build structures in relation to hobbies). This will be dependent on an individual property owner's circumstances and plans.

This impact extends only to the immediate community and within that only those with a designation on their property. Furthermore, it would only apply to a small portion of directly impacted landowners dependent on individual circumstances and the extent of the designation on the property. That is those where the designation is on the house or a significant portion of land and who have plans to further build on their property or do work that would result in significant value uplift of existing structures. Given the potential extended period of time proposed for these designations (up to 30 years) this could result in moderate negative impacts.

There are existing provisions and processes for landowners to make applications to the requiring authority to build/alter built structures within the designation, possibly allowing them to respond to their property needs; however this is subject to an approval process (s176 of RMA). Further mitigation that provides further flexibility and autonomy (such as additional provisions on top of the s176 process for affected landowners) could help to address these potential impacts.

5.1.2.2 Community stability

Community stability is defined as how much change a formed community experiences and how much this impacts its core form and function. The Project designations affect approximately 772 properties, which are spread across all local communities (noting only approximately 3% are currently urban residential, similar to the future urban form and therefore less likely to change in the future unless indicated for future industrial development). Within the Project areas most of the land is within the FUZ which will be subject to future change when it is live zoned and so this change (intensification/urbanisation) is anticipated to be part of the expected future environment. Feedback from the social impact survey indicated that community members have already noted change with regards to people starting to leave in anticipation of future urbanisation and associated projects such as this one. A few also noted that properties were being purchased and 'land banked' by future developers in anticipation of future development opportunities, this was further confirmed at a greater scale during the landowner meetings for the project. Whilst there is a lot of development (currently and anticipated in the future) and movement into these communities, a screen of sale patterns¹⁹ within the footprints of the Projects indicates little movement (to date) in terms of sales and people leaving the area from more established rural/lifestyle properties. At this stage it appears the change being experienced is more from the perspective of people moving into the area and population growth. All current and anticipated future changes as a result of zoning form part of the existing and future environment. Changes to the community as a result of the Project will occur in addition to those already anticipated as described previously.

During this phase it is anticipated that there will be limited property acquisition and it will largely be initiated by the property owner seeking early acquisition (if approved by the requiring authority) as most acquisition will take place in the next phase. Therefore, change from the movement of people may be limited. It is recognised that anticipation of the Projects may prompt people to sell; however, it is equally likely that the anticipation of future urbanisation may also act as a motivator.

¹⁹ A review of property histories was undertaken for approximately 75% of all properties within the designation footprints. This only indicates sales it does not indicate where people moved to or how many properties have been built in this time.

It is acknowledged that this sense of community instability is likely to be exacerbated by the uncertainty of the timing of the Projects and subsequently the timing of land requirements and consequential movements within the community (acknowledging that this is within the backdrop of the wider FUZ changes occurring). The Projects' effects on community instability are in relation to acquisition and needing to move rather than wider environmental changes in relation to FUZ and how properties respond/change as a result of those processes. This may be more acutely felt where there are clusters of properties impacted (such as cul-de-sacs) both for those leaving and those remaining, with much fewer members of their immediate sub-community remaining. It may be difficult for these neighbourhoods to develop a sense of stability and security when they know they will need to leave the community but are unsure of the timing of this. An inability to plan long term with regards to their affected property is likely to impact this. There is some ability to mitigate this with regular progress communication and as much advanced notice of NoRs as possible.

The extent of this impact will be on the immediate community and those in the local community connected to the affected landowners. It has been observed in other areas that initially post-designation there may be an increased amount of movement as people sell or request to be acquired, due to those not wanting to live within the designation, but this settles to a more normal pattern of movement over time. After the initial response to designation, movement is likely to be staggered over a long time and spread across many local communities, therefore the impact of route protection on community stability (noting connections/networks is discussed below) should be low overall, especially given the expectation of future change within the existing/future environment.

5.1.2.3 Community cohesion

Community cohesion relates to the relationships/ networks and shared vision within a community. Sub networks of relationships, that may be long-established, such as neighbours and family may be severed by the designation and acquisition process. Within more rural communities it is common to have family members living within close proximity on neighbouring farms or on the same road. Also, many of these properties have been established for decades and residents have formed strong relationships with neighbours. In some cases, this is more formalised, such as the Grace Hill gated community and Goodlands Estate, or where people live within close proximity in cul-de-sacs. Due to the anticipated urbanisation where designated properties are located within the FUZ it is reasonable to consider this level of change will occur with or without the Projects. However where the Projects are not within the FUZ the impact on community cohesion is likely to be a result of the Projects. Property owners may be able to remain within the same community, but this will be dependent on the nature of the acquisition (i.e., whether they can remain on the property) or the availability of properties within the same community. It is noted that with regard to affected properties approximately 72% have a house on the property and of that approximately 42% of houses are within the designation (noting this is subject to detailed design and will also depend on whether it is a full or partial acquisition). In addition, the NoRs are spread across multiple communities particularly the larger linear designations. There are few mitigation options that can be provided to alleviate this, other than giving property owners long settlement periods to enable them to find properties within the same locality if they wish to do so, or negotiations as part of the PWA process allowing owners to develop other parts of their property to remain in situ. Given the anticipated change within these local communities due to future urbanisation it is anticipated that the Projects may have a potential low negative impact.

5.1.2.4 Fears and aspirations

A large portion of the Projects are proposed within the FUZ. By definition this zone is applied to greenfield land that has been identified as suitable for urbanisation. The urbanisation process

commences when the land is rezoned for urban purposes. Until then rural activities and services are provided for to support the rural community. Whilst this zoning has been in place since 2016 and signals to the community that the area will undergo significant change in the future, this remains largely at a conceptual level (unless live zoning has happened or is scheduled). In some local communities it has been accompanied by area specific strategic plans and indicative timing.

Survey respondents commented on the Projects potentially impacting aspirations for their property. Most survey respondents within the FUZ anticipated future change via urbanisation but many also expressed disapproval of the anticipated urbanisation of the area. Given the level of change anticipated through urbanisation, this impact more specifically relates to those within live zoned areas who reasonably did not anticipate any changes in the future.

The process of route protection may challenge future aspirations for individuals and the immediate community. This includes things like properties being their 'forever home', retiring at this property and raising future generations. It may be anxiety provoking (creating uncertain futures) for many members of the immediate communities and to a lesser extent the local communities of these Projects. It also materialises the potential impacts of future urbanisation in a way that had not been anticipated (e.g., impacts from the provision of infrastructure as part of future urbanisation). This both invokes fears that people will not be able to remain in their community, but also that they will not be able to realise the aspirations they had for their future pertaining to their property. This will be dependent on the extent of the designation on individual properties and individual circumstances in relation to aspirations for their property.

For current landowners within live zoned areas this has a potentially moderate negative impact on fears and aspirations (noting anticipated changes within the existing community in relation to future growth) for their community. For communities and current landowners within the FUZ areas where urbanisation (and consequential change) has been signalled for some time via this zoning (noting community members understanding of this will vary), it is anticipated that route protection will have a lesser impact on fears and aspirations of the existing community. There is limited mitigation available to address this but the uncertainty on the situation can be addressed by communication and the individual property aspirations can be negotiated through the s176 and PWA processes.

5.1.2.5 Health and wellbeing

The process of designation imposes changes on the property owner that is not within their control. Whilst the route protection process provides certainty of where the corridor will be, it does not provide details of timing, detailed design, and detailed mitigation. Therefore, people will be living with an impending change without understanding when or specifically how (in detail) it may impact them. This may cause stress, anxiety, and a sense of loss amongst both directly impacted property owners and their families and to a lesser extent those within close proximity to these projects. This will be prolonged as certainty around timing and details will most likely not be in the immediate future. It is recognised that the response to this process and the uncertainty will be different per individual and based on individual circumstances; however, without mitigation there is the potential for this to have a moderate impact on wellbeing. It is anticipated that there is a degree of mitigation that can be provided in the form of communication and information that may lessen this impact.

5.2 Recommended Measures to Avoid, Remedy or Mitigate Pre- Design and Construction Impacts

Social impacts of the designation of properties before detailed design and construction are largely limited to directly impacted landowners. Unless 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, which is exacerbated due to the length of time proposed. It will also be dependent on individual circumstances and where and how much of the property the designation impacts. Response to individual property requirements will largely be dealt with by the PWA process and the section 176 process. 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 due to the long time frames of the designation that an additional mechanism be provided that allows more permitted activities to increase flexibility of development and management of designated land pre-purchase .
- Information to be provided to directly impacted landowners on the relevant Project Updates (recommend a regular programme of updates prior to commencement of detailed design). 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.
- 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 Condition to allow for queries to be answered in this time period.
- 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 a 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.
- AT and Waka Kotahi to take responsibility to maintain upkeep and security of acquired properties.
- 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.

5.3 Assessment of Potential Social Impacts of Design and Construction

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

The Projects may not be constructed for several decades as relatively long lapse periods are being sought for the NoR (up to 30 years). The NoR will authorise each Project's footprint to construct, operate and maintain it in terms of a designation boundary, and high-level details of infrastructure to be provided. It is anticipated that preliminary designs will need to be revised and reconfirmed prior to construction and construction details confirmed. It is also noted that this will take place in the future, and it is very likely that the social receiving environment will be changing concurrently.

The following assessment is based on the “Supporting Growth – Programme Wide Construction Method” (Technical Note 606/05/2022), as well as advice from Alta Consulting on likely Project construction lengths. Works will include land acquisition, temporary works (such as access roads), earth works, stormwater treatment, construction of the transport infrastructure and landscaping. The sequencing and timing of the Projects is not confirmed but it is anticipated that projects will take between 1 and 6 years, averaging around 3 years. The longest is anticipated to be NoR 1 - New rapid transit corridor and NoR 4 - SH1 improvements, with the shortest being smaller existing road upgrades.

5.3.1 Potential positive social impacts

5.3.1.1 Way of life

During construction there will be opportunity for employment for people from the local and wider communities (and wider Auckland). Localised jobs mean shorter commutes and greater time for out of work activities. There also may be opportunity for education and training such as local apprenticeships and partnering with local training providers. There also may be opportunity for education around environmental protection for local school groups. Construction will also generate more 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 pertaining to the Projects. Depending on the scale of opportunities enacted, the construction of these Projects could have low to moderate positive social impacts.

5.3.2 Potential negative social impacts

5.3.2.1 Way of life

Access

Due to construction and/or operation requirements some private/business accesses will need to be relocated or there may be temporary restrictions. In addition, there may be road diversions or temporary road closures. This may change how people move around the area, causing delays to travel. With regards to private access, relocation will need to be discussed with property owners to meet the functional requirements they have in terms of maintaining the functions of their property and access to the community. In terms of road closures and diversions these can be mitigated to a degree through communication and allowing access to the immediate community, and by negotiating the timing of these activities, which are provided for in the proposed Construction Traffic Management Plan condition. In addition, there are several childcare facilities and schools adjacent to the proposed construction. Noise and access may disrupt their operations. It is anticipated the construction noise and vibration management plan and the construction traffic management plan will be able to mitigate this to maintain operations. Without mitigation this could have a moderate impact on properties and local road users.

Travel Patterns

Several of the Projects involve upgrades to major arterials: Dairy Flat Highway, SH1 and East Coast Road. Construction on these roads could lead to major disruption and increased time spent commuting. It could also lead to difficulty accessing community facilities such as local shops and schools (like Dairy Flat Primary School). It is noted that these Projects will take years to complete and collectively may disrupt the community for some time. Timing of the most disruptive works may be

advised to be scheduled for outside of peak commute times to minimise commuter disruption. As noted in the Transport Impact Assessment, Construction Traffic Management Plans (CTMPs) will need to consider the suitability and effects prior to the use of arterials, and may require specific mitigation, such as restrictions on the number or time of day / week that construction vehicles could utilise those corridors.

. During preparation for construction and finalisation of detailed CTMPs, it is recommended that consultation with key stakeholders and community services along the corridors (or directly off the corridors) should be undertaken to minimise potential disruption to these services. Without mitigation there are potentially moderate to high negative social impacts.

Business Disruption

During construction there may be removal of parking on the roads outside business and changes to accesses. This is most likely to occur during the construction of NoR 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat, NoR 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany, NoR11 – New Connection between Dairy Flat Highway and Wilks Road and NoR 13 - Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange where businesses are located along these corridor and road widening is occurring. This has the potential to disrupt how businesses operate and customers access businesses, which in turn could impact productivity. Whilst works are progressive, and this would be temporary it has the potential to cause moderate to high negative social impacts without mitigation. With regards to NoR 8 and NoR 11 these will potentially disrupt the Dairy Flat Village at the corner of Kahikatea Flat Road and Dairy Flat Highway, which currently functions as a hub for the local area. Whilst this will likely change in the future, at the time of construction it is anticipated that this will still be a local area for the Dairy Flat community if not a more local sub community of Dairy Flat. It is anticipated this can be managed through traffic management and consultation with the local business area.

5.3.2.2 Community character

It is recognised that in general the area (particularly at the time design and construction occurs) will be undergoing change. With regards to the Projects, they will not be implemented all at the same time and the scale of the Projects differ. In the time prior to active construction active property acquisition will occur. Where there is already live zoning or existing neighbours are likely to remain, there may be a change in the community character. If properties remain empty for long periods of time post property acquisition and are not maintained there is potential for a negative impact on the character of the community. Also, if clusters of properties in more dense residential environments remain empty this may change the character in terms of living in an active and thriving community. This has the potential to have a low impact on community character.

5.3.2.3 Community Services

It has been identified that the local Dairy Flat tennis club (on Dairy Flat Reserve) in an Open Space Sport and Recreation Zone will be impacted (affecting three courts during construction as well as the clubhouse), due to NoR 8 - Upgrade to Dairy Flat Highway. Depending on availability of directly adjacent land this is likely to require relocation of the club. At the moment it is located within the community hub next to the community hall (noting a development of a Dairy Flat town centre in the future elsewhere). It is anticipated that the club can be retained either at this location or supported to relocate (noting that the Dairy Flat town centre development may provide opportunity for relocation) as part of the PWA process. To avoid impact this would need to take place prior to construction.

Without mitigation this would have a high impact on this community resource (if unable to continue or there is a significant reduction in capacity), as the club would not be able to remain functional. With mitigation if the services are maintained elsewhere on the Dairy Flat Reserve site or in another location that is central to the Dairy Flat community (where it is or in relation to future development) it is anticipated that this could have a low to moderate impact on the community depending on disruption and suitability of remaining in situ or new location.

The South Star Equestrian Facility is likely to be impacted by the project. This facility is leasing land within the FUZ area and therefore may be subject to land change prior to the commencement of this project and is subject to the decisions of the landowner. Given the likely urbanisation of the area, a facility like this will likely need to relocate to a more rural area; however it is noted that if the facility is not relocated within the Dairy Flat area, it will be a loss of a community asset for those within the equestrian community. The Matea Trust will have some disruption to the front of their property but it is anticipated that the service can continue and residents remain on site. Communication and co-ordination with this service can mitigate any anticipated impacts.

5.3.2.4 Community cohesion and stability

This is the period of active property acquisition and overall, there will be a lot of change in the community with multiple construction Projects coupled with the overall process of urbanisation and subsequent development and building. There will be a lot of reforming of communities and most likely a period of community instability due to all the changes occurring particularly to the West of SH1.

It is difficult to separate the impacts of the Projects from the impacts of urbanisation. The Projects will have concentrated areas of people moving out (temporarily or permanently), disrupting existing connections. Where these are in areas that are live zoned and were not anticipated to change this will have a greater impact.

Overall, it is anticipated that the Projects on their own have a moderate to high impact on community cohesion and stability without mitigation.

5.3.2.5 Quality of living environment and amenity

Landscape changes, noise and dust have the potential to negatively impact the quality and amenity of the living environment. It is anticipated in the future that there may be higher density housing in closer proximity to the construction works. Due to the close proximity of Projects to each other, some members of the community could be subject to construction impacts for a prolonged period of time. Due to the potential prolonged disruption and the number of Projects (coupled with other urbanisation construction being undertaken) it is anticipated that overall, this could have moderate impacts on the quality of the amenity of the living environment without mitigation. It is anticipated that mitigation could minimise these potential cumulative impacts.

5.3.2.6 Health and wellbeing

This construction period will be both the period of active acquisition and construction of multiple Projects. This is coupled with the urbanisation and subsequent development that will be occurring within the same community. Prolonged disruption has the potential to be stressful and anxiety provoking for the local community. For those particularly sensitive to noise or with requirements to sleep during the day there may be long periods of disruption.

In the survey and consultation people raised the concern of both the noise and safety concerns of increased construction traffic particularly trucks on local roads and in particular near local schools (such as Dairy Flat Primary School). In addition, there was safety concerns with regards to acquisition of properties that would then remain vacant for prolonged periods of time potentially attracting crime to the area.

A review of the specialist reports (Transport, Noise and Vibration) indicates that with appropriate management (i.e., noise and traffic), the health and wellbeing of the community can be adequately managed. Active management of acquired properties by Waka Kotahi/AT policies including the management of vacant properties which in part provides mitigation for safety concerns, including concerns of increased crime.

Without mitigation this could be moderate and with mitigation it is anticipated that this could be low negative.

5.4 Recommended Measures to Avoid, Remedy or Mitigate Construction Effects

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.

- It is anticipated that the receiving environment for construction impacts may be quite different from the existing environment. In accordance with the proposed Stakeholder Communication and Engagement Management plan Condition, 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.
- In accordance with the conditioned Construction Traffic Management Plan and Stakeholder Communication and Engagement Management Plan meetings 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 properties where access is impacted in accordance with the proposed Construction Traffic Management Plan.
- To address potential cumulative effects of multiple construction projects occurring simultaneously within the community it is recommended that AT and/or Waka Kotahi consider setting up a construction group that collectively co-ordinates construction activity in the area.
- Consider opportunities to create temporary hubs, for example, coffee vans and food trucks (sourced locally) for local community and construction workers that minimise the amount of construction traffic and promote community culture and cohesion during this time.
- 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 Construction Traffic Management Plan and proposed Construction Noise and Vibration Plan condition).
- Consider opportunities for community initiatives within the local communities during construction to maintain a thriving community.
- 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 Stakeholder Communication and Engagement Plan.
- 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.

- Construction traffic management plans; visual, traffic, noise and vibration and dust management – the recommendations of the relevant specialists have been reviewed and are endorsed to minimise the potential social impacts.

5.5 Assessment of Operational Effects

The operation of the Projects will take place largely within a future social environment both in terms of form and community members. The following assessment speaks to the high-level impacts of the proposed network.

5.5.1 Potential positive social impacts

5.5.1.1 Way of life

The Projects will provide transport choice, providing safe and efficient modes for public transport and active transport modes in addition to private transport modes. People will have an 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.

The Projects will provide more options and more efficient ways to access both the local and wider community through improvements to existing roads and new networks. This includes connections across the motorway connecting the western and eastern portions of the wider community. Also, north and south connections will be provided via the SH1 improvements, improvements to Dairy Flat Highway and East Coast Road and the new RTC. As well as providing greater access within and in/out of this area the Projects will also provide more efficient travel potentially reducing people's commute times and allowing more time to work or participate in other activities. This will also impact the efficiency of freight in the area improving the way businesses operate providing potential economic benefits to the region.

Collectively these Projects will have a potentially high positive impact on the way the local and wider community move around and have access to the area.

5.5.1.2 Aspirations

These Projects will contribute to the aspirations of the community to have improved and increased public transport connections. It will achieve the aspiration to have improved commutes and connection to the wider community and wider Auckland. It also allays the fears of the impacts of population growth in the area by providing more efficient transport networks. The provision of walking and cycling facilities will meet the community aspiration to be a more active and vibrant community and provide for all members of the community. These Projects will support the aspirations to provide future growth areas and housing options for Aucklanders whilst remaining connected to wider Auckland. Overall, these Projects will have a high positive impact on aspirations of the community.

5.5.1.3 Community cohesion and connectivity

These Projects provide increased options for people to connect between and within local communities and within the wider community and beyond. This includes connecting people to both existing and future community hubs such as Dairy Flat Village (this currently has both employment, services, retails and community services for the local community) and Dairy Flat town centre in the future. People will be able to walk/cycle to work/education and other activities within the community in the future. Active transport modes and public transport provide more opportunities for people to connect within the community as there is more opportunity for interactions. 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. In addition, the Projects are addressing existing severance issues by providing walking and cycling connections across SH1 at Silverdale, Wainui, Redvale, near Dairy Stream and at Wilks Road, and also providing for all modes at interchanges. Collectively these Projects will have a high positive impact on community cohesion and connectivity.

5.5.1.4 Health and wellbeing

The Projects will provide a safer transport network, considering all Projects have a focus on safety including adoption of Road to Zero safety principles. This includes fully separated cycling facilities, improved intersections and sufficient space for all modes to interact safely. In addition, separated walking and cycling provisions and formalised pedestrian crossings will provide a safer environment for the community including children and young people, older persons, and people with disabilities by reducing the likelihood and exposure to potential crashes. Appropriate urban speeds (e.g., 50-60km/hr) for arterials are also proposed, and NoR 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany includes safety improvements in the form of wire rope barriers and side barriers. Overall, these improvements will result in consequential reductions in Deaths and Serious Injuries (DSIs).

In addition, the provision for active transport modes will encourage more activity within the community and people will experience the health benefits of walking and cycling. The provision of active transport networks promotes people to move, which in turn generates a healthier community. Overall, these Projects will have a high positive impact on the health and wellbeing of local communities.

5.5.2 Potential negative social impacts

5.5.2.1 Way of Life

Access

Once operational these Projects have the potential to permanently change how people move around their community due to changes to people's accesses or realignment of local roads/streets and removing some public parking. This may change patterns of access to work, education and other activities such as recreation and socialising. This is a provisional impact, however, as it is dependent on how the local communities develop and what additional roading is available to these affected parties, noting that most of the Projects are located in future urban areas that will be subject to urbanisation by the time the Projects are operational. All corridors within the North Projects are anticipated to be limited access corridors in the future. In terms of existing properties, the overarching design philosophy for the North Projects has been to maintain driveway access where practicable and minimise impacting land for access purposes other than where necessary to re-instate driveways.

Where access cannot be maintained, properties have generally been included within the designation footprint, unless they are FUZ zoned where property boundaries and access requirements are likely to change as land urbanises. Specific access issues are identified in the transport report and summarised in section 10.3 of the AEE (Part B), specific mitigation has been identified to address this. On review of the Transport Impact Assessment it anticipates additional journey time (approximately 2 minutes – conservative estimate) at the Wilks Road interchange however this is to be determined at detailed design and is a minimal detour with a small portion of the community impacted. Access and connectivity issues can be mitigated at detailed design when further detail of the surrounding developments and more local transport networks are known. All accesses and local road connections will be provided for. The negative impact may be the changes to the access and travel patterns of affected residents, which is likely to have a very low negative impact (in some cases this may be temporary but in others there may be permanent increases in travel time). Way of life/ sustain themselves

Land requirements may result in changes to how people use their property once the Projects are operational - in particular if through partial acquisition properties become significantly smaller. In terms of lifestyle, this may be impacted if people are no longer able to carry out recreational activities. This could include keeping horses on the property and rearing animals. For properties that are reliant on an income from the land a significantly smaller property could make this unfeasible. This would be particularly relevant to live zoned rural areas (this is likely to be only a few properties) as it is anticipated that in urban zoned areas property changes (in particular smaller plots of land) will occur separately through that process. It is anticipated that this will be largely dealt with in the property negotiation process pre-construction. It is recommended that consideration be given to ways to help people maintain lifestyles or industry on properties within currently live zoned areas where possible, this will be managed as part of the PWA process. This impact will be for a very small portion of the directly impacted immediate community. It may result in a high negative impact for those impacted, but the majority of those impacted within the FUZ will also be subject to lifestyle changes through future urbanisation and therefore in those areas are more likely to have a low impact.

5.5.2.2 Community severance

Both the widening (not SH1) and construction of new links/roads could sever both existing and future communities if they are not permeable. This applies both in terms of the ability of the community to safely cross by passive and active transport modes (both as a pedestrian/cyclist) and in some cases vehicle access restrictions and having a new road through an existing local community (New RTC – NOR1 and road extensions/connections NOR 5, 6, 11 and 12). Specifically, the RTC (NoR 1) will have limited crossing points and is a new corridor through established areas (noting they are subject to change as part of the FUZ), and some arterials will have access restrictions and Dairy Flat Highway rural section (NoR 9) will have some median barriers. In addition extensions to existing corridors and new connections across SH1 (NOR 5,6,11 and 12) will create severance through the existing environment (noting these are within FUZ and will be dependent on future urban form). This could cause severance in relation to access to future/existing community infrastructure and social connectivity and could impact local communities. At detailed design it is recommended that provisions be made for safe pedestrian crossings/ traffic crossings at regular intervals or as it relates to established community infrastructure. This is also supported by the Urban Design Evaluation that recommends appropriate connections across the corridors be provided, particularly where it relates to community facilities or community connections. In addition, where vehicle access/crossing is restricted, it is recommended that alternative routes are provided that efficiently connect the community to key community resources. Without these provisions it is anticipated impacts could be

moderately negative subject to how the FUZ is developed in the future. It is anticipated that detailed design can mitigate these impacts in accordance with the Urban Design Framework.

5.5.2.3 Quality of amenity and living environment

For existing properties that remain in the cases where roads are widened the road may come closer to existing dwellings. In most cases, widening is for the provision of active transport and therefore is not anticipated to have major changes to the amenity and quality of the living environment. Where the road does get particularly close there may be opportunity for landscaping and screening (see the Landscape Report for further details). It is anticipated in these areas the impacts without mitigation will be low and with mitigation very low.

With regards to NoR 1 – New Rapid Transit Corridor between Albany and Milldale, NoR 6 - New Connection between Milldale and Grand Drive and NoR 11 - New connection between Dairy Flat Highway and Wilks Road where there are new connections being created, it is more likely that people will experience a change to the quality and amenity of their living environment due to a new transport corridor being constructed in close proximity to their property. This would impact only those that are currently located within the existing environment and remaining post construction. Whilst it is acknowledged that in most cases (not all) this in the context of an urbanising environment that may also change the living environment, it is recommended that the appropriate noise and visual mitigation measures as recommended by the relevant experts be undertaken to minimise potential impacts. Without mitigation these could be moderate.

5.5.3 Recommended Measures to Avoid, Remedy or Mitigate Operational Effects

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:

- Provision of controlled pedestrian crossings at regular intervals where it is assessed it is unsafe to cross independently. This is a matter for detailed design and the inclusion of this as an urban design principle (prioritised safe crossings for active modes at intersections) is endorsed.
- Provision of safe and efficient alternate routes where the Projects prevent turning or crossing and this is endorsed by the traffic report.
- Provision of ability to cross the corridors where community services are located on or just off the corridor. As the location of these are unknown at this stage, this could be addressed at detailed design and the inclusion of this as an urban design principle is endorsed. This includes the Urban Design recommendation to include a Universal Access audit, to ensure inclusive access to community services. Properties developed prior to operation of the corridors should be designed in a way that responds to the proposed infrastructure, so they are not subject to future noise and visual impacts. In this regard, there may be an opportunity for the requiring authorities (WK/AT) to be involved in plan changes for rezoning and seek some plan provisions on noise, setbacks, and interface to enable this to occur.

5.6 Summary of Social Impacts

The following is a detailed description of the assessment of impacts at each phase of the Projects and provides a summary of the anticipated pre and post mitigation impacts. Red represents potential negative social impacts and green represents potential positive social impacts.

Pre–design and construction											
Impact	Cause	Affected members of the community	NoRs	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
Way of Life											
Restricting how people live, work or recreate on their property in the future	A designation may restrict future development/alteration of a property prior to acquisition.	A smaller portion of landowners/leaseholders within the immediate community within the designation footprint where the designation impacts the dwelling/business and a large portion of land that the owner had plans to develop for business, leisure or living. This will be dependent on individual circumstances.	All	Immediate community – a smaller portion of landowners/leaseholders within the designation (this is dependent on extent of designation and individual circumstances)	Long term – up to 30 years	High – 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. In addition: <ul style="list-style-type: none"> Alternate mechanisms (in addition to s176) to provide more autonomy, flexibility and assurances to property owners. 	Low to moderate negative (dependent on level of mitigation available)
Community											
<i>Cohesion:</i> Stability and cohesion of future community enabled by live zoning of FUZ zones	Designating transport infrastructure prior to development	Future residents and businesses	All	Local communities	Long-term until operation	Moderate – avoids future community disruption and facilitates formation of cohesive communities	Certain	Very likely	Moderate	Nil required	Moderate positive
<i>Stability</i> Prolonged period of impending change creating instability within sub-local communities	Uncertainty of timing of projects and long-term nature of designation	Immediate to local community	All (largely the local communities to the west of SH1)	Will be dependent on individual response and role within community	Long term – up to 30 years	Low – is likely to settle over time and is dependent on the landowner’s response and formed sub-communities or role in local community (in the background of community transition to urbanisation)	Somewhat likely	Somewhat likely	Low	Communication re timing of projects and advanced notice of requirements.	Low negative
<i>Cohesion</i> Disruption of existing community networks and relationships	Acquisition of properties disrupting existing networks	Neighbourhood level communities, primarily in the live zoned areas of new corridors and extensions. It is anticipated that movement and transition will be occurring as part of the existing environment and urbanisation of the FUZ.	1, 5, 6, 11, 12 (to a lesser extent road upgrades – 10, 7, 13, 4, 8, 9)	Small extent during this phase as largely only properties requesting early acquisition	Long-term until Projects are activated	Low – likely to occur in existing environment and opportunity to still maintain relationships	Likely	Somewhat likely	Low	Advanced notice of acquisition to allow people to find property within same community if desired (largely addressed as part of PWA process)	Low negative
Health and wellbeing											
Increased stress, anxiety and uncertainty for landowners/tenants and business owners/employees prior to acquisition	Long term route protection without defined dates for projects	Individual property owners/tenants/business owners and employees of potentially affected properties – this will be dependent on individual circumstances and responses	All	Immediate communities. This will be dependent on individual circumstances and responses.	Until properties are acquired – up to 30 years	High – will be dependent on individual circumstance and response	Likely – dependent on individual circumstances and responses	Somewhat likely	High	Communication and provision of information	Moderate negative
Fear and Aspirations											
Aspirations for future and property	Designation of property	Property owners within the live zoned areas. . This will be dependent on individual circumstances.	All	Immediate communities within the designation footprint within live zoned area. . This will be dependent on individual circumstances.	Until properties are acquired – up to 30 years	High - will be dependent on individual circumstance and response	Somewhat Likely	Somewhat likely	Moderate	Communication, information and - mechanisms to allow more certainty and flexibility regarding alterations/development of property	Low to Moderate negative (dependent on level of mitigation available)
Helps address fear of current transport network and planned growth	Route protection for additional transport options	Residents and businesses of Wider community (including local and immediate)	All	Immediate, wider and local	Permanent	Moderate	Likely	Somewhat likely	Low	Nil required	Low positive

Design and Construction											
Impact	Cause	Affected members of the community	NORs	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
Way of Life											
Changes to daily living routines / travel patterns	Lane closures, stop and go, detours and traffic congestion	Road users	All - in particular NOR 4, 8, 9 and 13	Immediate (property access), local and wider community.	Duration of construction up to 5-6 years for SH1; however, disruptions at each location will be short-term	Moderate – increased congestion particularly around commutes making it difficult to move around area and longer times spent commuting to and from work, education etc.	Almost certain	Likely	Moderate to high	Traffic management and communication	Moderate negative impact
Access restrictions	Road closure and changes to private access	Road users and public transport users	All - in particular NOR 1,6 8, 9, 11 and 13	Immediate and local community	Duration of construction up to 4 years however disruptions at each location will be short-term	Moderate – increased travel times depending on diversions and access changes	Somewhat likely	Likely	Moderate	Detailed design Communication with landowners Traffic management	Low negative impact
Business disruption including changes to access and parking	Removal of parking and access changes to local businesses	Businesses and business users particularly on East Coast Road and Dairy Flat Highway	NoR 8, 9 and 13	Business owners within immediate community and business users within local and wider community	Duration of 2-3 years although should be shorter assuming Projects are staged.	High – potential impacts on productivity and efficiency of businesses.	Somewhat likely	Somewhat likely	Moderate to high	Traffic management and communication	Low to moderate negative impact
Potential localised employment opportunities	Staff to construct Projects	Future -Employees	All	Eligible members of the local and wider communities	Up to 10 years of construction over multiple projects	High	Somewhat	Somewhat likely	Moderate	-	Low to moderate positive impact
Community Impacts											
Change in community character	Construction impacts and people leaving due to property acquisition	Immediate community, neighbours and those adjacent to Projects	All	Immediate communities	Duration of construction – up to 10 years of construction projects but will shift to different communities	Low – some changes to the character of the community but will also be occurring due to urbanisation	Somewhat likely	Somewhat likely	Low	Community projects such as forming temporary hubs and events Maintenance of empty properties Communication	Low negative impact
Impact on Dairy Flat Tennis Club	Land requirements impacting up to three courts	Local Dairy Flat community and tennis club members	NoR 8	Local communities	Possibly permanent or temporary	Moderate to high – loss of community asset (depend on extent of requirement)	Unlikely – Project to ensure it is either retained on site or relocated	Likely – whilst may not be able to stay on site can relocate under PWA process in collaboration with landowner	High – without mitigation club will not be able to remain functional	Support to remain or relocate in community hub area prior to commencement of construction	Low to moderate negative impact depending on timing and extent of mitigation
Loss of community members and changes to community dynamics / cohesion and stability	Property acquisition	Immediate and local communities	All	Local communities	Temporary - communities will reform although loss of some members permanent	Moderate – loss of community members (noting changes due to urbanisation also occurring)	Likely	Unlikely	Moderate to high	Community projects such as forming temporary hubs and events. Communication	Moderate negative impact
Quality of living environment and amenity											
More noise, loss of views and traffic congestion	Construction works	Those within designation remaining or adjacent to construction activities	All	Immediate community)	Short term – month as construction moves	Moderate	Likely	Likely	Moderate	Construction management	Low negative impacts
Health and wellbeing											
Increased stress and anxiety due to noise and disruption	Construction activities	Those within designation remaining or adjacent to construction activities	All	Immediate community)	Short term – month as construction moves	Moderate	Likely	Likely	Moderate	Construction management Communication	Low negative impacts

Operation											
Impact	Cause	Affected members of the community	NORs	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
Way of Life											
Increased connectivity for people without/limited access to vehicles.	Provision of new public transport routes and increased frequency of existing routes, two new transport stations and walking and cycling facilities.	Public transport users and pedestrians and cyclists who will use the public transport and walking and cycling facilities	All	Public transport users and pedestrian and cyclists of immediate, local and wider community members	Permanent	High	Almost certain	Very likely	High	-	High positive social impacts
Increased access to employment, education, and recreation opportunities particularly for those without/limited access to private vehicles.	Provision of new public transport routes and increased frequency of existing routes, two new transport stations and walking and cycling facilities.	Public transport users and pedestrians and cyclists who will use the public transport and walking and cycling facilities	All	Public transport users and pedestrian and cyclists of immediate, local and wider community members	Permanent	High	Almost certain	Very likely	High	-	High positive social impacts
Improved equity of access	Transport options for those with financial hardships and mobility limitations due to provision of more public transport options and active transport	Those with financial hardships (i.e. do not have access to private vehicles) and mobility limitations	All	Wider and local communities	Permanent	High	Almost certain	Very likely	High	-	High positive social impacts
Improved business processes through improved movement of vehicles included freight through the network.	New connections and removal of traffic from increased provision of public transport and walking and cycling facilities.	Business vehicles – including freight	NoR 4, 5 6, 11	Businesses in the wider and local communities	Permanent	Moderate	Likely	Very likely	Moderate	-	Moderate positive social impacts
Improved efficiency of public transport and the road network reducing commute times	Provision of rapid transit corridor and two new transport stations and road upgrades	Public transport users and road users within the network	All	Public transport users and road users in the local and wider communities	Permanent	High	Likely	Very likely	High	-	High positive social impacts
Increased travel times due to changes to private access	Reconfiguration of local roads and/or private accesses	Landowners of directly affected properties	All	Immediate community—landowners of directly affected properties	Permanent	Low	Somewhat likely	Very likely	Low	-- Likely resolved through the PWA process and detailed design Consult with landowners during detailed design	Very low negative impacts
Changes to how people use their property	Partial property acquisition changing operations of property	Landowners of directly affected properties	All	Immediate landowners affected by partial property acquisition	Permanent (could be alternative if solutions provided)	Moderate	Somewhat likely	Very likely	Low to high	Likely resolved through the PWA process and detailed design Consult with landowners during detailed design	Low negative impact
Community											
Severance	Inability to cross RTC separating community	Local community	New RTC— NoR 1	Local community	Permanent	Low	Somewhat likely	Likely	Moderate	Pedestrian crossings at regular intervals and alternate connections to be addressed at	Low negative impacts

											detailed design and via urban design principles	
Severance	Community separated due to new roads/connections	Immediate community (neighbour/sub community relations). Local community – will be dependent on formation of new community, new connections are mainly in area zoned FUZ	New RTC – NOR 1 and new connections/extensions of NOR 5, 6, 11 12.	Immediate and local community	Permanent – noting communities will re-form as part of urbanisation	Low to moderate (low to local community could be moderate for some smaller neighborhoods)	Somewhat likely – dependent on urbanisation and urban form of area	Likely	Moderate	Largely dependent on how urbanisation and urban form takes place.	Low negative impacts	
More vibrant character	Provision of walking and cycling facilities	Local community	All	Local communities	Permanent	Low	Somewhat likely	Likely	Low		Low	
Cohesion and connectivity	Increased options for people to connect within and between local communities	Users of the new transport network	All	Immediate, local and wider communities	Permanent	High	Almost certain	Likely	High	-	High positive impact	
Quality of living environment and amenity												
Changes of the living environment	New corridors or roads closer to residences	Those within designation remaining or adjacent to construction activities who remain	All	Immediate community -that are in situ before route protection and stay	Permanent – but likely to adjust	Moderate	Likely	Likely	Low	Noise and landscaping management	Very low negative impacts	
Health and wellbeing												
Increased physical activity	Public transport and walking and cycling	Active transport users	Walking and cycling on projects	Local and wider community	Permanent	High	Likely	Likely	Moderate	-	Moderate positive social impacts	
Improved safety	Road upgrades, safety measures such as speed reduction, intersection improvements, road barriers and separated cycling	All road users	All	Local and wider communities	Permanent	High	Almost certain	Very likely	High	-	High positive social impacts	
Aspirations												
Provision of transport network and supporting future urban growth	Building of transport infrastructure	All community members	All	Local and wider communities	Permanent	High	Almost certain	Very likely	High	-	High positive impacts	

6 Conclusion

Overall, once operable the Projects will have high positive social impacts on the local and wider community through the provision of safe transport networks that provide more opportunities to connect across the community for all members of the community. The Projects support future growth and the development of future communities which will be connected and have access to public and active transport modes.

Potential operable negative impacts can largely be prevented through detailed design to retain connectivity and management of any residual noise and visual impacts.

During the pre-design and construction phase the long-term designations and uncertainty of the timing and detailed design of the Projects mean that the immediate community (that is people who are directly impacted by the designation or adjacent) will overall be at least moderately impacted. This is mainly due to impacts on the ability to plan for the future, autonomy over decision making on their own properties and limitations to development of properties. In addition, the stress of a long designation and high degree of uncertainty will exacerbate this. It is acknowledged that these Projects are in the context of large-scale change planned for the local communities through the process of future urbanisation. So, whilst the designations will have property specific impacts, they are also part of wider ongoing changes as well. Whilst there are limited mitigation solutions, continued and updated communication, ease of access of information, ability to discuss and negotiate property development plans (including the provision of alternate mechanisms to provide greater certainty and flexibility for landowners re alterations and development on property pre-acquisition) and a point of contact during this period will go some way to mitigating these impacts.

During construction the impacts are anticipated to be similar to typical transport projects; however, it is acknowledged that there are multiple projects occurring within the background of a community undergoing a high level of development. This is likely to be disruptive in relation to traffic congestion, increased travel times, business disruption and impacts on community stability and cohesion. Community activation activities/events, active traffic management, co-ordination with key stakeholders and between Projects and regular communication are key mitigations. It is anticipated there will be some residual moderate social impacts during construction, but most can be mitigated to a reasonable degree.

It is assessed that the operation of these Projects will be largely positive. Potential impacts on amenity and quality of living environment due to noise and visual changes can be managed through the proposed mitigation by the relevant specialists. The Urban design framework provides principles to address potential connectivity and access issues in the future to form cohesive communities. With consideration of the available mitigation, potential negative social impacts during operation will be very low to low.

A

Appendix A – Literature Review

Appendix A: Literature Review

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

This section summarises the literature that was reviewed to inform the methodology for this SIA. The literature review consisted of a review of case studies and SIAs for similar infrastructure projects in New Zealand, Australia, the United States and South Africa relating to:

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

Appendix A provides a complete list of the case studies and literature that was reviewed. Below, a summary of the main social impacts identified is provided alongside mitigations, grouped by 'route protection impacts' and 'impacts of transport projects' (including rapid transit, active modes and roading) during the construction and operation phases of projects. Footnotes are provided where singular or specific projects or resources are referenced.

The purpose of this literature review is to:

- review the impacts that have been experienced in similar infrastructure projects in New Zealand, Australia, the United States, and South Africa, and;
- provide an overview of *potential* impacts that could be experienced in the Projects assessed in this report.

It is important to note that the case studies summarised below are each of differing scales and contexts and will not be directly comparable to the Projects assessed in this report. The fact that a particular impact has occurred in one of the Projects described below does not guarantee that it will also be experienced for any of the Projects assessed in this report, or that it will be experienced to the same extent.

Impacts of route protection

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 development²⁰. 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

²⁰ <https://www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf>

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^{21,22}.

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 rise elsewhere as a result of expectations that the project will be constructed).²³ 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)²⁴.

Construction phase impacts

Regardless of the type of transport project (i.e., active mode, road, rapid transit), 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).

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 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 construction²⁵.

²¹ <https://www.nzta.govt.nz/assets/projects/east-west-link-application-to-the-environmental-protection-authority-epa/Technical-Report-11-Social-Impact-Assessment.pdf>

²² <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>

²³ <https://www.nzta.govt.nz/resources/planning-policy-manual/>

²⁴ <https://www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf>

²⁵ <https://www.cityrailink.co.nz/targetedhardshipfund>

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.

Community connectivity

New transport links can enhance community connectivity by providing new 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) enabled all people to move around an area rather than just those who have access to a car. Rapid transit systems can also contribute to more vibrant urban environments by bringing more people and activity into the area. On the other hand, new transport connections can create a sense of community severance if they are perceived as 'dividing' existing communities or large properties.

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. In addition, new roads can sometimes relieve pressure on the existing transport network and facilitate growth in the area. 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 a rapid transit network cuts down commuting time) this can also free up time for people to enjoy other activities.

Health and wellbeing

Rapid transit can increase community connectivity, reduce car dependence, and encourage the uptake of walking, cycling and public transport (walking and cycling often occurs at either end of a rapid transit trip). This can have positive health and wellbeing benefits as a result of increased physical activity. Rapid transit users also have a reduced risk of traffic accidents (compared to driving a private vehicle) and experience health benefits from this. 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 environments²⁶. 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 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.

Quality of environment

²⁶ [Research Report 669 Transport impacts on wellbeing and liveability \(regexcellence.nz\)](#)

As discussed in the 'community connectivity' section, rapid 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 constructed roads or railways, 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.

Gentrification

Rapid transit can attract businesses and investment to communities that improves the quality of the local environment. However, some case studies suggest that the sustained growth of high-quality public transit systems have triggered or accelerated gentrification in some metropolitan areas. Gentrification is a term used to describe "*the process and changes that commonly occur in lower-income and/or minority neighbourhoods with the influx of more affluent residents who are more likely to be white, increases in property values, the renovation of housing, the upscaling of local commercial and retail properties, and potentially, the displacement of current residents.*"²⁷ This mirrors concerns expressed about the potential for Auckland Light Rail to trigger and/or accelerate gentrification and displacement of communities along the rapid transit route. Some members of the Mangere community are concerned that the project will be "done *to* their community, not *with* their community" and have called for social procurement to help address these concerns.²⁸

The identification of neighbourhoods/communities with higher probability of gentrification, such as the neighbourhoods with lower incomes and higher poverty rates can enable policymakers and urban planners to target policies such as affordable housing and rent ceilings to assist the most vulnerable areas and residents.²⁹

Job creation

Construction, operation and maintenance of new transport infrastructure and services can create jobs. 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.³⁰ To help mitigate gentrification (discussed in the 'gentrification' section above), there is an opportunity to upskill and engage local people in paid employment through each

²⁷ [https://conservancy.umn.edu/handle/11299/217777#:~:text=Some%20studies%20in%20the%20past,Induced%20Gentrification%E2%80%9D%20\(TIG\).](https://conservancy.umn.edu/handle/11299/217777#:~:text=Some%20studies%20in%20the%20past,Induced%20Gentrification%E2%80%9D%20(TIG).)
[https://conservancy.umn.edu/handle/11299/217777#:~:text=Some%20studies%20in%20the%20past,Induced%20Gentrification%E2%80%9D%20\(TIG\).](https://conservancy.umn.edu/handle/11299/217777#:~:text=Some%20studies%20in%20the%20past,Induced%20Gentrification%E2%80%9D%20(TIG).)

²⁸ <https://thespinoff.co.nz/politics/14-12-2021/this-is-for-us-mangere-sends-strong-message-on-light-rail>

²⁹ [https://conservancy.umn.edu/handle/11299/217777#:~:text=Some%20studies%20in%20the%20past,Induced%20Gentrification%E2%80%9D%20\(TIG\).](https://conservancy.umn.edu/handle/11299/217777#:~:text=Some%20studies%20in%20the%20past,Induced%20Gentrification%E2%80%9D%20(TIG).)
[https://conservancy.umn.edu/handle/11299/217777#:~:text=Some%20studies%20in%20the%20past,Induced%20Gentrification%E2%80%9D%20\(TIG\).](https://conservancy.umn.edu/handle/11299/217777#:~:text=Some%20studies%20in%20the%20past,Induced%20Gentrification%E2%80%9D%20(TIG).)

³⁰ <https://www.wrirosscities.org/sites/default/files/Social-Environmental-Economic-Impacts-BRT-Bus-Rapid-Transit-EMBARQ.pdf>

phase of the project life cycle (e.g., planning, construction and operation). This can create community benefits and help to lift people out of poverty³¹.

³¹ https://conservancy.umn.edu/bitstream/handle/11299/217777/Qi_umn_0130E_21881.pdf?sequence=1&isAllowed=y
https://conservancy.umn.edu/bitstream/handle/11299/217777/Qi_umn_0130E_21881.pdf?sequence=1&isAllowed=y

B

Appendix B – References

Appendix B: References

Type of project	Project/case study	Location	Link / Reference
Rapid transit	City Rail Link	Auckland, New Zealand	<ul style="list-style-type: none"> https://at.govt.nz/media/1168704/pm68crlsocialimpactassessment.pdf https://www.cityraillink.co.nz/targetedhardshipfund https://www.rnz.co.nz/news/national/450715/city-rail-link-impact-on-businesses-hardship-fund-to-provide-payments
	Auckland Light Rail	Auckland, New Zealand	<ul style="list-style-type: none"> https://thespinoff.co.nz/politics/14-12-2021/this-is-for-us-mangere-sends-strong-message-on-light-rail
	Light Rail Network	Hamilton, Ohio, USA	<ul style="list-style-type: none"> City of Hamilton Rapid Transit Office (2008). Community Impact and Economic Analysis of Light Rail Transit
	Sydney Metro network	Sydney, Australia	<ul style="list-style-type: none"> https://www.sydneymetro.info/sites/default/files/document-library/Sydenham%20to%20Bankstown%20Environmental%20Impact%20Statement%20Volume%204%20Technical%20Paper%205%20-%20Social%20impact%20assessment.pdf
	Gold Coast Rapid Transit	Gold Coast, Australia	<ul style="list-style-type: none"> https://assets.website-files.com/5fe233fb8f19d976ab4a9215/6063d4ff3b83947bdc66a166_ch12-social-impacts-4cd890de.pdf
	Various bus rapid transit projects (literature review)	South Africa	<ul style="list-style-type: none"> https://wriosscities.org/sites/default/files/Social-Environmental-Economic-Impacts-BRT-Bus-Rapid-Transit-EMBARQ.pdf
	Transit-Induced Gentrification (literature review)	United States	<ul style="list-style-type: none"> https://conservancy.umn.edu/handle/11299/217777#:~:text=Some%20studies%20in%20the%20past,Induced%20Gentrification%E2%80%9D%20(TIG).
Active mode infrastructure	Te Whau Pathway	Auckland, New Zealand	<ul style="list-style-type: none"> https://www.aucklandcouncil.govt.nz/ResourceConsentDocuments/56BUN60337530AppxNSocial%20Impact%20Assessment.pdf
	Various shared use paths	Massachusetts, USA	<ul style="list-style-type: none"> https://www.mass.gov/doc/masstrails-shared-use-path-impacts-study/download
	Research on transport impacts on wellbeing and liveability	N.A.	<ul style="list-style-type: none"> Research Report 669 Transport impacts on wellbeing and liveability (regexcellence.nz)
Roading	Transmission Gully	Wellington, New Zealand	<ul style="list-style-type: none"> https://www.nzta.govt.nz/assets/projects/transmission-gully-application/docs/technical-report-17.pdf
	East West Link	Auckland, New Zealand	<ul style="list-style-type: none"> https://www.nzta.govt.nz/assets/projects/east-west-link-application-to-the-environmental-protection-authority-epa/Technical-Report-11-Social-Impact-Assessment.pdf
	Te Rapa Bypass	Waikato, New Zealand	<ul style="list-style-type: none"> https://www.hamilton.govt.nz/our-council/council-publications/operativedistrictplan/Documents/Designations/Te%20Rapa%20NOR%20App%20L.pdf
	Lincoln Road upgrades	Auckland, New Zealand	<ul style="list-style-type: none"> http://www.aucklandcity.govt.nz/council/documents/districtplanwaitakere/changes/54/pa54app15socialimpactassessment.pdf
	The social impact of road (academic article)	Australia	<ul style="list-style-type: none"> Bridget Cramphorn & Ruth Davies (2004) The social impact of roads, Australian Planner, 41:3, 46-47, DOI: 10.1080/07293682.2004.9982372
Route protection	Infrastructure Australia: Corridor Protection	Australia	<ul style="list-style-type: none"> https://www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf
	Waka Kotahi integrated planning and policy guidance on land and route protection	New Zealand	<ul style="list-style-type: none"> https://www.nzta.govt.nz/resources/planning-policy-manual/ https://www.nzta.govt.nz/resources/planning-policy-manual/

C

Appendix C – Community Statistics

Appendix C: Community Statistics

Community	Statistical Area 2 (2018)	Population (2013)	Population (2018)	Population changes 2013 – 2018 (%)	Same as usual residence five years ago (%)	Total occupied private dwellings - 2018 (% = increase in dwellings since 2013)	Ethnicity	Median age	Disability ³²	Median income	Means of travel to work	Means of travel to education	Population projection (2048) – 2018 base (medium growth scenario)
Auckland Region	-	1,438,446	1,590,261	+11%	33%	498,789 (+13.8%)	53.5% European 11.5% Māori 15.5% Pacifica 28.2% Asian 2.3% MELAA 1.1% Other	34.7 years 12.2% aged 65+	5.5%	\$34,400 19.8% earn over \$70,000	59.5% private vehicle 10.3% company vehicle 4.1% passenger in vehicle 5.3% walk, jog or cycle 10.7% bus, train, ferry 8.7% work from home	11.4% private vehicle - 38.6% passenger in vehicle 29.2% walk, jog or cycle 15.6% bus, train, ferry 3.9% study at home	2,114,000 (+32.9%)
Eastern Extent		50859	62397	+22.7%	30.7%	22,746 (+37.6%)	81.5% European 7.2% Māori 2.3% Pacifica 15.0% Asian 1.3% MELAA 1.3% Other	N.D. 20.1% aged 65+	2.8 – 12.1%	22% earn over \$70,000	54.9% private vehicle 12.2% company vehicle 3.6% passenger in vehicle 3.3% walk, jog or cycle 2.9% bus, train, ferry	N.D.	81,160 (+30.1%)

³² StatsNZ Activity Limitations Indicator [Activity limitations \(information about this variable and its quality\) - Stats NZ DataInfo+](#)

Community	Statistical Area 2 (2018)	Population (2013)	Population (2018)	Population changes 2013 – 2018 (%)	Same as usual residence five years ago (%)	Total occupied private dwellings - 2018 (% = increase in dwellings since 2013)	Ethnicity	Median age	Disability ³²	Median income	Means of travel to work	Means of travel to education	Population projection (2048) – 2018 base (medium growth scenario)
											22.6% work from home		
Western Extent		11601	14412	+24.2%	26.8%	4,515 (58.4%)	64.0% European 5.0% Māori 1.6% Pacifica 32.4% Asian 2.2% MELAA 1.1% Other	N.D. 11.3% aged 65+	2.5 – 6%	21.9% earn over \$70,000	66.4% private vehicle 7.5% company vehicle 4.7% passenger in vehicle 2.8% walk, jog or cycle 6.9% bus, train, ferry 11.0% work from home	N.D.	49,410 (+242.8%)
Upper North Shore (TOTAL)	-	62,460	76,809	23%	30%	27,261 (40.5% increase since 2006)	78.2% European 6.8% Māori 2.2% Pacifica 18.3% Asian 1.5% MELAA 1.2% Other	-	2.5% – 12.1%	- 22% earn over \$70,000	59.0% private vehicle 10.5% company vehicle 4.0% passenger in vehicle 3.1% walk, jog or cycle 4.3% bus, train, ferry	-	130,570 (+70%)

Community	Statistical Area 2 (2018)	Population (2013)	Population (2018)	Population changes 2013 – 2018 (%)	Same as usual residence five years ago (%)	Total occupied private dwellings - 2018 (% = increase in dwellings since 2013)	Ethnicity	Median age	Disability ³²	Median income	Means of travel to work	Means of travel to education	Population projection (2048) – 2018 base (medium growth scenario)
											18.4% work from home		
Wainui East	Wainui-Waiwera	1,440	1,665	15.6%	39% (654)	615	93% European 8.8% Māori 2% Pacific 3.8% Asian 0.9% MELAA 0.5% Other	45.6 years	6%	\$37,400 23.4% earn over \$70,000	59.2% private vehicle 14.7% company vehicle 2.4% passenger in a vehicle 3.3% bus, train, ferry 0.9% walk, jog or cycle 18.6% work from home	10.6% private vehicle - 47.2% passenger in a vehicle 34.9% bus, train 0% walk, jog or cycle 5.7% study at home	7,120 (+327.6%)
Silverdale West	Dairy Flat North	1,623	1,770	9.1%	30% (534)	555	80.7% European 6.9% Māori 1.2% Pacific 16.6% Asian 0.3% MELAA 1.2% Other	39.0 years	4.8%	\$35,000 22.1% earn over \$70,000	54.6% private vehicle 15.7% company vehicle 3.9% passenger in a vehicle 5% bus, train, ferry 0.9% work from home	12.5% private vehicle - 42.1% passenger in a vehicle 33.5% bus, train 2% walk, jog or cycle 7.9% study at home	17,300 (+877.4%)

Community	Statistical Area 2 (2018)	Population (2013)	Population (2018)	Population changes 2013 – 2018 (%)	Same as usual residence five years ago (%)	Total occupied private dwellings - 2018 (% = increase in dwellings since 2013)	Ethnicity	Median age	Disability ³²	Median income	Means of travel to work	Means of travel to education	Population projection (2048) – 2018 base (medium growth scenario)
											19% work from home		
Dairy Flat	Dairy Flat South	1524	1602	5.1%	39% (630)	525	84.8% European 4.5% Māori 1.3% Pacific 13.5% Asian 1.1% MELAA 0.7% Other	41.3 years	3.4%	\$41,400 30.2% over \$70,000	56.1% private vehicle 14.3 company vehicle 2.5% passenger in a vehicle 8% bus, train, ferry 0.3% walk, jog or cycle 16.6% work from home	19.1% private vehicle - 47.1% passenger in a vehicle 26.5% bus, train 1.4% walk, jog or cycle 3.7% study at home	3,700 (+131.0%)
Upper North Harbour	Pukeatua (Albany Heights)	2310	3198	38.4%	17% (543)	1056 (79.6% increase since 2006)	50.6% European 3.5% Māori 1.4% Pacific 45% Asian 3.1% MELAA 1.7% Other	32.4	7.9%	\$36,700 22.7% earn over \$70,000	61.8% private vehicle 10.7% company vehicle 4.1% passenger in a vehicle 10.9% bus, train, ferry 1.9% walk, jog, cycle	26.5% private vehicle - 41.1% passenger in a vehicle 22% bus, train 4.8% walk, jog, cycle 4.5% study form home	5,490 (+71.7%)

Community	Statistical Area 2 (2018)	Population (2013)	Population (2018)	Population changes 2013 – 2018 (%)	Same as usual residence five years ago (%)	Total occupied private dwellings - 2018 (% = increase in dwellings since 2013)	Ethnicity	Median age	Disability ³²	Median income	Means of travel to work	Means of travel to education	Population projection (2048) – 2018 base (medium growth scenario)
											9.5% work from home		
	Albany Central	384	828	115.6%	5% (24)	162 (107.4% increase since 2006)	56% European 7.4% Māori 2.3% Pacific 39.4% Asian 4% MELAA 0.6% Other	28.4	3.6%	\$17,400 11% earn over \$70,000	57.7% private vehicle 6.2% company vehicle 3.1% passenger in a vehicle 14.4% bus, train, ferry 9.3% walk, jog, cycle 7.2% work from home	13.7% private vehicle - 9.6% passenger in a vehicle 12.3% bus, train 58.9% walk, jog, cycle 4.1% study from home	7,700 (+830.0%)
	Oteha West	1470	1938	31.8%	17% (324)	570 (160.3% increase since 2006)	20.0% European 0.9% Māori 1.1% Pacific 75.2% Asian 3.9% MELAA 1.4% Other		3.5	13.7% earn over \$70,000	30.8% private vehicle 7.7% company vehicle 3.9% passenger in a vehicle 3.9% bus, train, ferry 1.9% walk, jog or cycle	-	2,280 (+17.7%)

Community	Statistical Area 2 (2018)	Population (2013)	Population (2018)	Population changes 2013 – 2018 (%)	Same as usual residence five years ago (%)	Total occupied private dwellings - 2018 (% = increase in dwellings since 2013)	Ethnicity	Median age	Disability ³²	Median income	Means of travel to work	Means of travel to education	Population projection (2048) – 2018 base (medium growth scenario)
											52.0% work from home		
	TOTAL	4164	5964	+43.2%	16.0% (891)	1,794 (+102.0%)	41.5% European 3.3% Māori 1.6% Pacific 53.6% Asian 3.5% MELAA 1.4% Other	N.D. 6.8% aged 65+	2.5 – 3.6%	N.D. 18.5% earn over \$70,000	73.5% private vehicle 5.9% company vehicle 5.3% passenger in a vehicle 8.0% bus, train, ferry 2.8% walk, jog or cycle 3.6% work from home	-	15,470 (+159.4%)
East Coast Road	Silverdale Central	276	267	-3.26%	60 (21.3%)	93 (-13.9%)	64.9% European 11.7% Māori 4.3% Pacific 25.5% Asian 0.0% MELAA 2.1% Other	38.1	9.1%	\$35,500 9.6% earn over \$70,000	43.5% private vehicle 21% company vehicle 3.2% passenger in a vehicle 1.6% bus, train, ferry 11.3% walk, jog or cycle	14.3% private vehicle - 64.3% passenger in a vehicle 14.3% bus, train 7.1% walk, jog or cycle 7.1% study at home	1680 (+529.2%)

Community	Statistical Area 2 (2018)	Population (2013)	Population (2018)	Population changes 2013 – 2018 (%)	Same as usual residence five years ago (%)	Total occupied private dwellings - 2018 (% = increase in dwellings since 2013)	Ethnicity	Median age	Disability ³²	Median income	Means of travel to work	Means of travel to education	Population projection (2048) – 2018 base (medium growth scenario)
											17.7% work from home		
	Silverdale South	1821	1989	9.23%	789 (39.4%)	672 (+24.4%)	89.7% European 7.2% Māori 1.0% Pacific 7.2% Asian 0.7% MELAA 1.6% Other	42.2	3.7%	\$44,900 25.7% earn over \$70,000	57.7% private vehicle 18.8% company vehicle 2.4% passenger in a vehicle 4.4% bus, train, ferry 0.7% walk, jog or cycle 14.9% work from home	10.7% private vehicle - 35.2% passenger in a vehicle 45.3% bus, train 1.3% walk, jog or cycle 6.3% study at home	2670 (+34.2%)
	Ōkura Bush	1284	1341	4.44%	498 (37.4%)	435 (+15.1%)	83.8% European 5.9% Māori 1.8% Pacific 14% Asian 0.2% MELAA 1.6% Other	39.7	4.1%	\$40,200 25.2% earn over \$70,000	60.2% private vehicle 15% company vehicle 2.0% passenger in a vehicle 0.4% bus, train, ferry 14.6% walk, jog, cycle	15.1% private vehicle - 44.3% passenger in a vehicle 0.0% bus, train 2.8% walk, jog, cycle	2480 (+84.9%)

Community	Statistical Area 2 (2018)	Population (2013)	Population (2018)	Population changes 2013 – 2018 (%)	Same as usual residence five years ago (%)	Total occupied private dwellings - 2018 (% = increase in dwellings since 2013)	Ethnicity	Median age	Disability ³²	Median income	Means of travel to work	Means of travel to education	Population projection (2048) – 2018 base (medium growth scenario)
											4.5% work from home		
	TOTAL	3381	3597	6.39%	37.3%	1200 (+17.0%)	85.5% European 6.8% Māori 1.5% Pacific 11.3% Asian 0.5% MELAA 1.6% Other	N.D. 11.9% aged 65+	4.1- - 9.1%	N.D. 24.1% earn over \$70,000	73.5% private vehicle 5.9% company vehicle 5.3% passenger in a vehicle 7.9% bus, train, ferry 2.8% walk, jog, cycle 3.6% work from home	-	6,830 (+89.9%)

D

Appendix D: Wider Community Profiles

Appendix D: Wider Community Profile

Feature/characteristics	Existing community	Future community
Demographics (2018)	<ul style="list-style-type: none"> Between 2013 and 2018, the population increased 23%, from approximately 62,460 people in 2013, to 76,809 people in 2018. This growth was significant compared to the wider Auckland Region (+11%) Whilst the eastern extent of the Upper North Shore gained more people, the western extent experienced a higher rate of growth (+24.2% compared to +22.7% in the eastern extent). 78.2% of the population identified as European, 6.8% as Māori, 2.2% as Pacifica, and 18.3% as Asian People aged 65 or older were the largest age group, accounting for 18.5% of the population. The proportion of people that reported one or more activity limitations ranged from 2.5% – 12.1% (compared to 5.5% in the wider Auckland Region). The highest rates were reported in the eastern extent, which could also be explained by the age structure and number of retirement villages in the area. 22% of the population had a personal income over \$70,000 in 2018. 	<ul style="list-style-type: none"> By 2048, the Upper North Shore population is expected to reach 130,570 (under a medium growth scenario). This represents a 70.0% increase between 2018 and 2048. People aged 65+ are projected to make up a larger proportion of the population in 2048 (27.0% compared to 11.3% in 2018).
Residential environment	<ul style="list-style-type: none"> Mix of rural-residential lifestyle blocks, urban-residential standalone homes, and multi-unit dwellings The western extent of Upper North Shore is mainly rural-residential, with some urban-residential to the south (i.e., in Albany) and in the north (i.e., in the establishing areas in Milldale and Wainui). The eastern extent is mainly urban-residential, with some rural-residential in south of Silverdale. The number of dwellings increased 40.5% over the period 2006-2018. Respondents to the residents' survey identified a large number of things that they value about their community, however rural character, open space, peace and quiet, safety, convenience and/or access to amenities, parks and reserves were commonly cited. 	<ul style="list-style-type: none"> Significant housing and business development planned to occur at the fringes of existing urban areas over the next 30+ years. The environment is likely to be more 'urban' than 'rural', with a greater proportion and mix of urban-residential dwellings, particularly in areas of FUZ. Greater intensification is likely in existing and future urban-residential areas, and adjacent to rapid transit stations, in line with the NPS:UD and MDRS. However, this policy direction could change over the next several decades. Most respondents to the resident's survey have a good understanding of what a FUZ is and what it means for their household, however some respondents expressed little or no understanding. 63% of respondents expect their local community to change in the future, an additional 15% weren't sure. Anticipated changes include increased density, housing, traffic, pollution, and crime, and loss of green spaces and rural character. People also anticipate more commercial and public services, including public transport options, and improvements to local infrastructure. These changes are described in more detail in Appendix H.
Transport infrastructure	<ul style="list-style-type: none"> Limited active transport infrastructure in the more rural-residential areas in the west and east. Some dedicated active mode infrastructure in the more built-up urban-residential areas in the south-west and north-east. Te Ara Tahuna Pathway at Ōrewa Estuary provides a dedicated shared path along the entirety of the estuary's water edge. However, this is mainly used for recreational purposes. Hibiscus Coast Bus Station and Albany Bus Station are they key public transport hubs. The Northern Busway connects communities in Upper North Shore with the Auckland CBD via SH1 and vice versa. The Northern Motorway (SH1) is the dominant arterial, providing a critical north-south route for people and freight travelling to regional destinations. Dairy Flat Highway and East Coast Road provide resilience within the wider Upper North Island Road network as an alternative to SH1. Dairy Flat Highway has historically been a dangerous stretch of road. In 2018, the former State Highway was ranked within the top one percent of roads recommended for investment due to the high-risk intersections and roadside hazards. The road has had a number of fatalities and serious crashes – between 2008 and 2017 there were nine deaths and 55 serious injuries. A number of safety improvements to the former state highway were made in 2020, including major work on Dairy Flat Highway/Coatesville-Riverhead Highway roundabout.³³ 	<ul style="list-style-type: none"> The implementation of the Project forms part of the future transport infrastructure (see Transport assessment for details on future transport environment).
Travel patterns	<ul style="list-style-type: none"> Cars are the dominant mode of transport in the Wider Community. Of transport modes, most respondents to the residents' survey (76%) use a car most frequently to access work or education. 84% of respondents use a car in an average week to move around the community (i.e., to go to work, visit family and friends, access recreation etc.), 29% take the bus, 17% walk, and 9% bike. At the time of the 2018 Census, approximately 70% of respondents drove to work in either a private or company vehicle. 4% of respondents took the public bus to work, less than 1% used a train and 3% either walked or cycled. 	<ul style="list-style-type: none"> 41% of respondents to the residents' survey indicated that there is a transport mode they don't currently use but would like to use in the future. The transport modes most mentioned in response to this question were biking, walking and taking public transport (e.g., buses and trains). Common reasons for not currently using these modes included: <ul style="list-style-type: none"> No safe footpaths/cycle paths Lack of local amenities within walking distance No trains available No public buses along East Coast Road.

³³ <https://at.govt.nz/projects-roadworks/dairy-flat-highway-safety-improvements/>

Feature/characteristics	Existing community	Future community
	<ul style="list-style-type: none"> 18% of residents worked from home compared to 9% across the wider Auckland Region. This proportion is likely to be higher in 2023, following the COVID-19 pandemic and the subsequent escalation in “working from home” arrangements. Results from the resident’s survey suggest that the most common community resources that household’s access/participate in are shops (44% of respondents to the residents’ survey), commercial services (24% of respondents) and public recreation facilities including parks and reserves (20% of respondents), 17% of respondents access/participate in community clubs/organisations/groups, 15% in community facilities (e.g., community halls), 9% in church and 5% in other community services. 	<ul style="list-style-type: none"> Frequency of public transport “Bus timetable from and to our area is not good to get to work at a certain time” Reliability of public transport Park and ride is full by 6:30am (not enough car parks) Efficiency/ bus stops too far away or don’t take you close enough to your destination Safety.
Development	<ul style="list-style-type: none"> Upper North Shore has historically been characterised by large rural areas and less development than other parts of the region, however this has been changing, with significant amounts of urban-residential development occurring in the last 25 years, particularly in the north-west, north-east, and south-west. The extension of the Northern Motorway in the 1990s, coupled with the opening of the Northern Busway and the associated park and ride facility in Albany in 2008 reduced travel times between Albany and central Auckland, unlocking urban development in the Upper North Shore, and enabling more people to work, study and shop closer to home.³⁴ Existing townships have subsequently expanded to service larger populations, with new community facilities, and increased commercial development occurring in the south-western and north-eastern extents This has significantly changed the character of the Upper North Shore, from a rural-settlement area to a peri-urban area. Housing development is currently underway in existing “live zoned’ urban areas, and in Special Housing Areas located in the north-east and north-west. 	<ul style="list-style-type: none"> The FULSS 2017 identifies several “future development areas” in the Upper North Shore. These areas are expected to undergo significant housing and business growth over the next several decades to help accommodate Auckland’s growing population. The future development areas have been zoned in the AUP:OP as FUZ and are anticipated to accommodate between approximately 33,000 to 42,000 dwellings and 604 ha of business (industrial) land over the next 30+ years.
Commercial centres	<ul style="list-style-type: none"> Upper North Shore’s main commercial centres are located in Albany (e.g., Westfield Albany and Albany Mega Centre) and Silverdale (e.g., Silverdale Retail Centre, Silverdale Mall). These commercial centres provide a mix of large box retail (e.g., the Warehouse, Mitre 10, Bunnings Warehouse, New World, Countdown etc.), hospitality, services (e.g., medical centres, hairdressers, mechanics) and smaller-scale retail and services (e.g., clothing, gift shops). 	<ul style="list-style-type: none"> As outlined in Auckland’s Future Development Strategy (FDS), Auckland will take a quality compact approach to accommodating business growth in the future. This means making the best use of existing business land, as well as creating new business land in greenfield areas. The FDS identifies indicative locations for the provision of business land and centres, however the exact location and quantity required will be confirmed through structure planning and serviced in line with the sequence of the FULSS 2017, however these timings are uncertain and subject to change. The draft SLUS for Silverdale Dairy Flat also suggests there will be a new Metropolitan or Town Centre in Dairy Flat and a new local Centre in the Pine Valley area.
Employment centres	<ul style="list-style-type: none"> In 2022, Albany Central and Silverdale Central contained the highest employment counts in the Upper North Shore (32.5% and 19.3% respectively). Key employment hubs include Highgate Business Park, Silverdale Industrial Centre, Central Silverdale and Central Albany. The western extent contained 42.3% (12,530) of the Upper North Shore’s employment count, despite only accounting for 18.8% (14,412 people) of the Upper North Shore’s population. This suggests a number of people commute into the area for employment. The response to the residents’ survey suggests that a large portion of the Wider Community work from home. 80% of respondents indicated that a member of their household worked from home or ran a business from their home. 25% of respondents indicated that their property generates a part of their household income (i.e., from farming, horticulture etc.). 	<ul style="list-style-type: none"> As outlined in the adopted Silverdale West – Dairy Flat Industrial Area Structure Plan, a large industrial area within an area of FUZ predominantly between Dairy Flat Highway and SH1 in the western extent is anticipated in the future and is expected to provide a large number of jobs. As set out in the Auckland’s FDS (Auckland 2050), Albany (located in the south-western extent) will also play a growing strategic role as a “key node” in the wider Auckland area, helping to accommodate growth and improve employment choice for the future urban areas in the Upper North Shore.
Recreation	<ul style="list-style-type: none"> People are drawn to the Upper North Shore’s spectacular east coast beaches, parks, bush and reserves. Ōkura Scenic Reserve, Long-Bay Ōkura Marine Reserve, Shakespear Regional Park, Ōrewa Beach, Ōrewa Estuary (home of the Te Ara Tahuna Estuary Cycleway and Walkway) and the many beaches and bays located on Whangaparaoa Peninsula are key recreational destinations. Snow Planet and the Auckland Adventure Park are also popular attractions As above, 20% of respondents to the resident’s survey access/participate in public recreation facilities including parks and reserves. 	<ul style="list-style-type: none"> No information. See Local Community Profiles for local plans to enhance recreation opportunities.
Community services and facilities	<ul style="list-style-type: none"> Community services and facilities are focused around the more built up urban-residential areas and commercial centres in the north-east and south-west, with relatively few community services and facilities located in between 	<ul style="list-style-type: none"> The Ministry of Education has a large land holding on the corner of Wainui and Upper Ōrewa Roads in Wainui, which it is planning to develop into a school (this is not yet designated). However, no other community services or facilities are currently planned for the Local Communities.

³⁴ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/development-strategy/future-auckland/Pages/what-albany-look-like-future.aspx>

Feature/characteristics	Existing community	Future community
	<ul style="list-style-type: none"> • This includes two Police Stations³⁵, three Fire Stations³⁶ and 18 Schools³⁷ • There are 15 schools located in the eastern extent, three of which are secondary or combined primary and secondary schools. In the western extent, there are just three schools, of which one is a secondary school.³⁸ 	
Governance.	<ul style="list-style-type: none"> • The Upper North Shore traverses two Auckland Wards: Albany and Rodney. 	<ul style="list-style-type: none"> • No information.

³⁵ <https://www.police.govt.nz/contact-us/stations>
³⁶ <https://www.fireandemergency.nz/find-a-station/>
³⁷ <https://www.educationcounts.govt.nz/find-school>
³⁸ <https://www.educationcounts.govt.nz/find-school>

E

Appendix E – Local Community Profile

Appendix E: Local Community Profiles

Wainui East

Wainui East is situated in the western extent of the Wider Community, directly west of Ōrewa (see Figure 7). It is bordered (approximately) by SH1 to the east, Weranui Road to the west, Wainui Road to the south and Nukumea Reserve and Weranui Road to the north. Wainui East falls within the Wainui-Waiwera SA2.

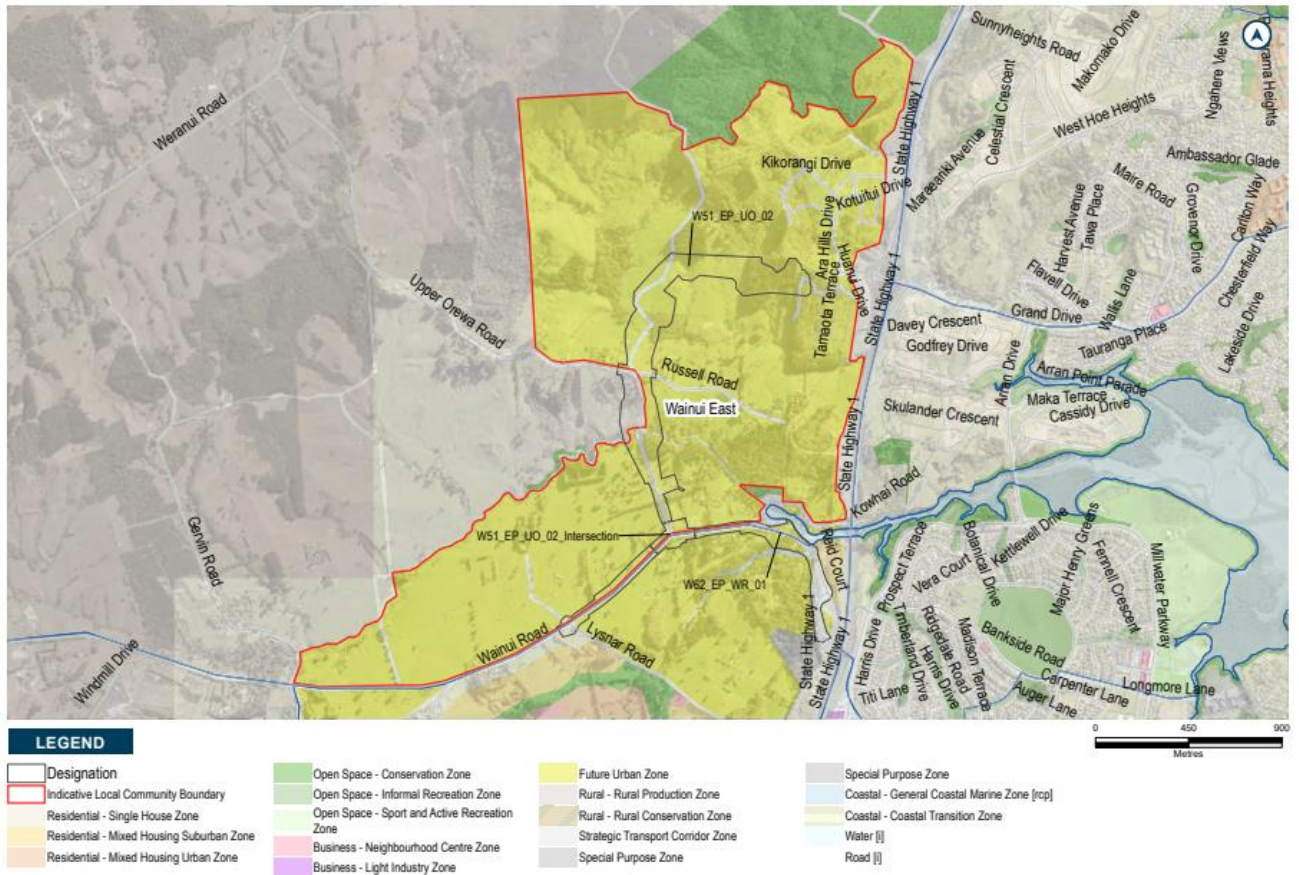
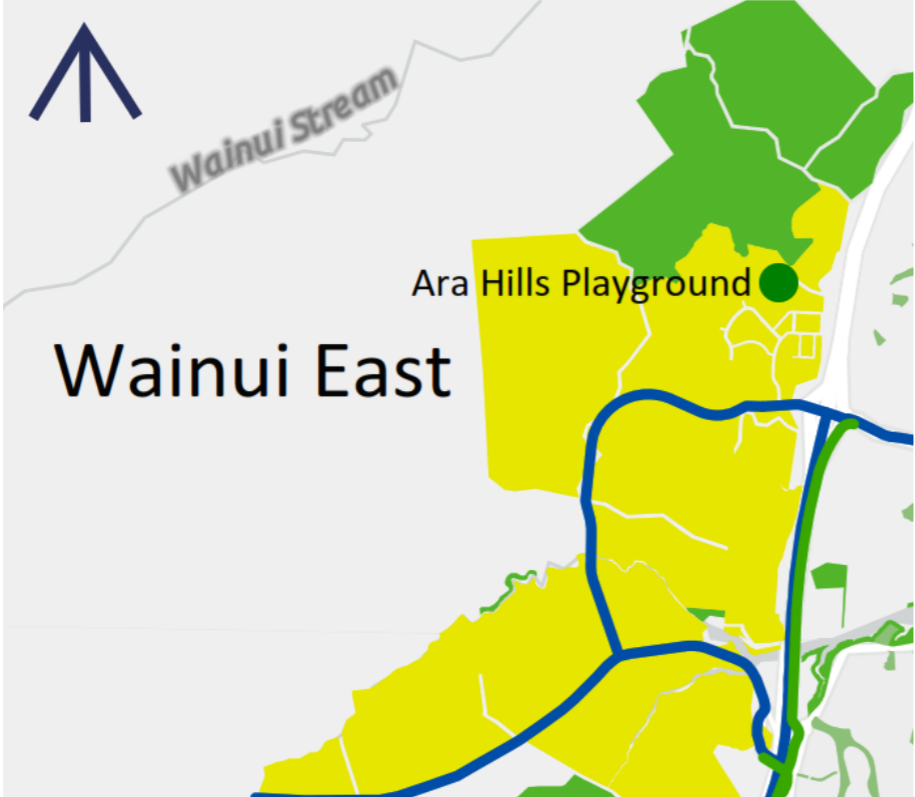


Figure 7: Wainui East – Local Community extent

Feature/characteristics	Existing community	Future likely community
Demographics (2018)	<ul style="list-style-type: none"> Please note we do not have accurate demographic data for Wainui East, as the Wainui-Waiwera SA2 covers a much larger area than what has been defined as the Local Community The Wainui-Waiwera population increased 18.5% over the period 2013-2018, which was a higher rate of population growth than the Auckland region (+11%). In 2018, the median age was 45.6 years. 23.7% of the population were aged 65 or older. 93% of the population identified as European, compared to 53.5% in the wider Auckland Region As well, only 16% of the population identified as another ethnicity compared to 58.6% of the population in the wider Auckland Region. Wainui residents that responded to the resident’s survey cited beaches, farmlands, trees and open space as things the valued about their community. 	<ul style="list-style-type: none"> The Wainui-Waiwera population is projected to increase 327.6%, from 1665 people in 2018, to 7,120 people by 2048 (under a medium growth scenario). This projected growth is significant when compared to the wider Auckland Region, which is projected to increase 32.9% over the same period. A larger proportion of the Wainui-Waiwera population is projected to be aged 65+ in 2048 (23.7% in 2048, compared to 17.5% in 2018).
Residential environment	<ul style="list-style-type: none"> Wainui East is currently a mix of rural, urban and ‘future urban’ land. Land is predominantly rural, with a mix of working farms and rural-residential lifestyle blocks A new subdivision in the northern extent of the community (Ara Hills) is underway, offering “a range of housing types including apartments, terraced houses, and standalone homes on compact or large sections”. 	<ul style="list-style-type: none"> In the future, Wainui East is likely to be a more “urban” than “rural” community. The remaining area of FUZ in Wainui East is yet to be structure planned, but is likely to contain a larger number, density and mix of urban-residential homes.
Travel patterns	<ul style="list-style-type: none"> Cars are the dominant mode of transport. On the day of the 2018 Census, 76.6% of the Wainui-Waiwera population either drove a private vehicle, company vehicle or were a passenger in a vehicle as their main means of travel to work. Cars were also the main means of travel to education (57.8%), however 34.9% of the population took a bus. 	<ul style="list-style-type: none"> No information.
Development	<ul style="list-style-type: none"> Development has commenced in the Ara Hills subdivision; a new residential area bordering Nukumea Reserve at the northern boundary of the Community. The Ara Hills website markets the subdivision as “a balanced life by the bush and beach” offering “walkways, pocket parks and nature reserves”, a “neighbourhood retail centre with café” and “sweeping views of the Hauraki Gulf”. 	<ul style="list-style-type: none"> The remaining area of FUZ in Wainui East (referred to as Upper Ōrewa / Wainui East in the FULSS) is expected to undergo significant housing and business growth over the next 30 years (+7,400 new dwellings anticipated in the remaining area of FUZ in Wainui East and Milldale) This area is anticipated to be development ready in the second half of Decade 2 (2033 – 2037). Development of the Ara Hills subdivision is also likely to be complete, which will yield 700 new urban-residential homes.
Commercial centres	<ul style="list-style-type: none"> Wainui East currently relies on accessing commercial centres in the Wider Community (e.g., Ōrewa, Silverdale). 	<ul style="list-style-type: none"> The Ara Hills Masterplan indicates there will be some commercial development in the subdivision in the future. This will provide the community with some local convenience and essential services. The community is likely to depend on accessing larger scale commercial activity in commercial centres such as Silverdale Central, and the new Pine Valley Local Centre and Dairy Flat Metropolitan Town Centre indicated in the Auckland FDS and draft SLUS for Silverdale Dairy Flat.
Employment centres	<ul style="list-style-type: none"> Wainui East currently relies on accessing employment centres in the Wider Community (e.g., Silverdale, Albany) and further afield (e.g., Auckland CBD). 	<ul style="list-style-type: none"> The future community is likely to access employment in the existing employment centres located in the Wider Community (e.g. Silverdale, Albany) and further afield, as well as in the new Silverdale West – Dairy Flat industrial area. The Local and Town Centres indicated in the Auckland FDS and draft SLUS for Silverdale Dairy Flat could also create employment opportunities for the Community.
Community services and facilities	<ul style="list-style-type: none"> Community facilities and services in Wainui East are currently limited to Ara Hills Playground (refer to Figure 5) and the neighbouring Nukumea Reserve. The existing community therefore relies on accessing community services and facilities in the Wider Community (e.g., Ōrewa, Millwater) and further afield (e.g., Auckland CBD). 	<ul style="list-style-type: none"> No information.

Feature/characteristics	Existing community	Future likely community
	 <p>The map shows the Wainui East area. A blue arrow in the top left points north. A grey line representing the Wainui Stream flows from the top left towards the center. A green dot marks the location of Ara Hills Playground. A large yellow-shaded area covers the central and southern parts of the map, indicating the existing community. A blue line, possibly a road or boundary, runs through the yellow area. The text 'Wainui East' is written in large black letters on the left side of the map.</p>	

Milldale

Milldale is a new Local Community situated in the western extent of the Wider Community, to the west of Millwater. It is bordered (approximately) by SH1 to the east, Wainui Road to the north and Pine Valley road to the South. Milldale falls within the Dairy Flat North Statistical Area 2 unit. However, Milldale titles were issued in 2019, therefore the Dairy Flat North SA2 does not account for Milldale residents. The area that has been defined as the Local Community is shown in Figure 8 below.

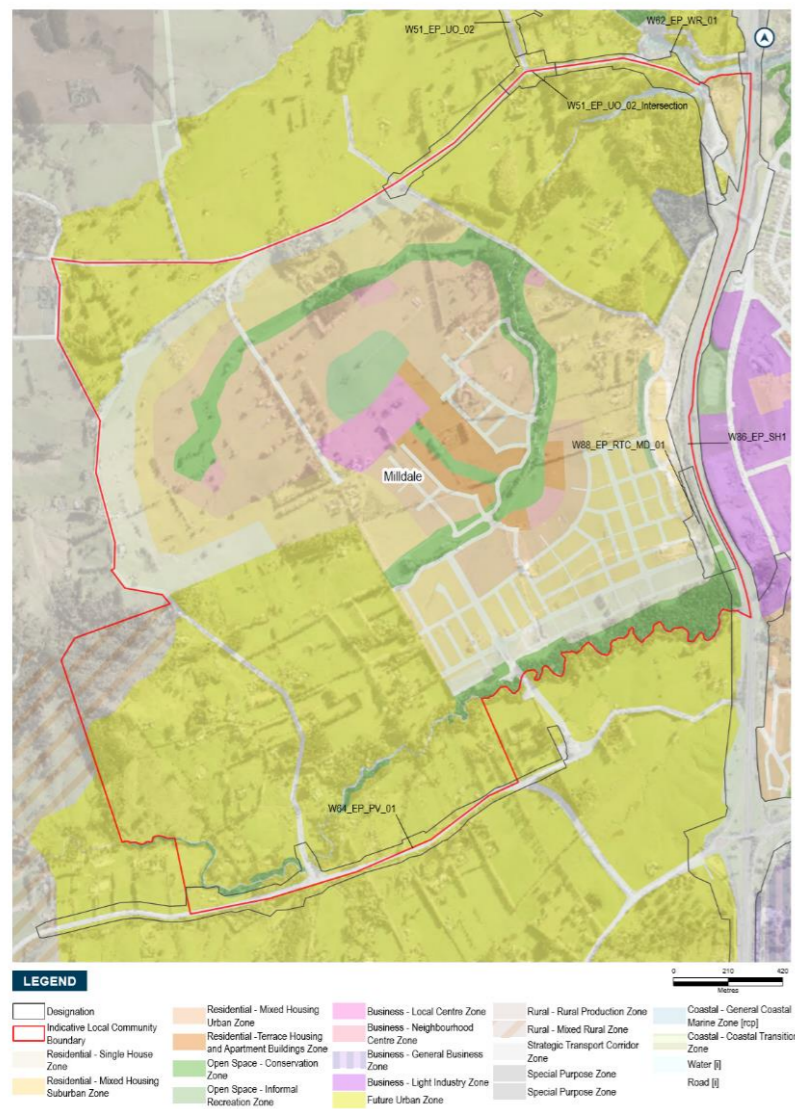



Figure 8: Milldale – Local Community extent

Feature/characteristics	Existing community	Future likely community
Demographics (2018)	<ul style="list-style-type: none"> Milldale titles were issued in 2019, thus Milldale residents were not captured in the 2018 Census. Residents in Milldale and surrounding areas (e.g., Silverdale, Millwater, Ōrewa) that responded to the residents' survey cited the beach, rural character, education, convenience/proximity, parks and reserves, open spaces and safety as things they valued about their community. 	<ul style="list-style-type: none"> The Milldale subdivision is expected to accommodate approximately 10,000 new residents. One Milldale resident that responded to the survey said they do not currently use but would like to use buses/public transport.
Residential environment	<ul style="list-style-type: none"> Currently a mix of urban and 'future urban' land. According to the Milldale website, it has properties "ranging in size and type to accommodate first home buyers, a growing family or those wishing to retire in style". 	<ul style="list-style-type: none"> The combined remaining area of FUZ in Milldale and Wainui East is expected to add 7,400 new dwellings in the second half of Decade 2 (2023-3037).

Feature/characteristics	Existing community	Future likely community
Travel patterns	<ul style="list-style-type: none"> Results from the resident’s survey suggest the Milldale residents’ access/participate in education, employment, shops, commercial services and public recreation facilities (including parks and reserves). Cars were cited as the transport mode that Milldale residents used most frequently. 	<ul style="list-style-type: none"> No information.
Development	<ul style="list-style-type: none"> Development of Milldale is well underway. Milldale was confirmed as a Special Housing Area in 2016 and “live zoned” in the AUP:OP. Stages 1, 2, 3, and 4 of the Milldale master plan have been released, with the first titles issued in 2019. 	<ul style="list-style-type: none"> Development of Milldale will occur in stages over the coming years. includes the development of a Retirement Village, and a Neighbourhood Centre, which will provide local convenience and essential services. There are some areas of greenfield land in North Milldale that are zoned FUZ in the AUP:OP and anticipated to be development ready in 2033 – 2037. A draft structure plan for ‘Milldale North’ is under preparation by a private developer and will likely consist of urban development. The combined remaining area of FUZ in Milldale and Wainui East is expected to add 7,400 new dwellings in the second half of Decade 2 (2023-3037).
Commercial centres	<ul style="list-style-type: none"> Milldale currently relies on accessing commercial centres in the Wider Community (e.g., Ōrewa, Silverdale). 	<ul style="list-style-type: none"> In the future, Milldale will contain a Neighbourhood Centre, which will provide the growing population with local convenience and essential services. It will also be in close proximity to the new Pine Valley Local Centre indicated in the Auckland FDS and draft SLUS for Silverdale Dairy Flat, which could provide additional convenience, civic services, and small-scale commercial services. The future community is likely to rely on accessing larger scale commercial activity in commercial centres such as Millwater (which will be further facilitated by the new bridge crossing SH1, linking Milldale with Millwater through Highgate Business Park), Silverdale, and the new Dairy Flat Metropolitan or Town Centre indicated in the Auckland FDS and draft SLUS for Silverdale Dairy Flat.
Employment centres	<ul style="list-style-type: none"> Milldale currently relies on accessing employment centres in the Wider Community (e.g., Silverdale, Albany) and further afield (e.g., Auckland CBD). 	<ul style="list-style-type: none"> The future community is still likely to access employment in the existing employment centres located in the Wider Community (e.g., Albany Central, Silverdale Retail Centre, Silverdale Industrial Centre, Highgate Business Park) and further afield (e.g., Auckland CBD), as well as in the new industrial area planned for Silverdale West – Dairy Flat. The new Pine Valley Local Centre and Dairy Flat Metropolitan/Town Centre indicated in the Auckland FDS and draft SLUS for Silverdale Dairy Flat could also create employment opportunities. In saying this, the proposed staging of FUZ areas in the Wider Community focuses on growth in Milldale before the Silverdale West Dairy Flat Industrial Structure Plan area and Dairy Flat residential area fully develop. This suggests residents will initially have limited opportunity to work in the local area³⁹.
Community services and facilities	<ul style="list-style-type: none"> Community facilities and services in Milldale are currently limited to Ahutoetoe Primary School, Meraki Montessori Primary School, Milldale Playground, Matthews Reserve, Kathy’s Thicket, and three private childcare centres (refer to Figure 5 in the Wider Community section of this report). The existing community therefore relies on accessing community services and facilities in the Wider Community (e.g., Ōrewa, Millwater, Albany) and further afield (e.g., Auckland CBD). The map below shows the approximate location of the community facilities and services located within or directly adjacent to the designations that traverse Milldale. This is limited to Kathy’s Thicket (NoR 1 – New Rapid Transit Corridor between Albany and Milldale), Meraki Montessori Primary (NoR 4 - SH1 Improvements and NoR 10 – Upgrade to Wainui Road), and Fantails Childcare (NoR 10 – Upgrade to Wainui Road). 	<ul style="list-style-type: none"> A new reserve (named Waterloo Reserve) has been planned for Milldale. The plan includes a number of amenities such as natural areas, sports courts, walkways and a playground.

³⁹ <https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf>

Feature/characteristics	Existing community	Future likely community
	 <p>The map displays the existing community in Mildale. Key features include Fantails Childcare (marked with a purple dot), Meraki Montessori Primary School (marked with a pink dot), and Kathy's Thicket (marked with a green dot). The area is highlighted in yellow, and a blue line indicates a road network. A north arrow is present on the left side of the map.</p>	

Silverdale West

Silverdale West is situated in the western extent of the Wider Community, directly west of Silverdale South (see Figure 9). It is defined as the Silverdale West – Dairy Flat industrial area indicated in the FULSS and outlined in the Silverdale Dairy Flat Industrial Area Structure Plan. The Community is bordered (approximately) by SH1 to the east, Dairy Flat Highway to the west, Pine Valley Road in the north, and Top Road to the south. Silverdale West falls within the Dairy Flat North SA2.

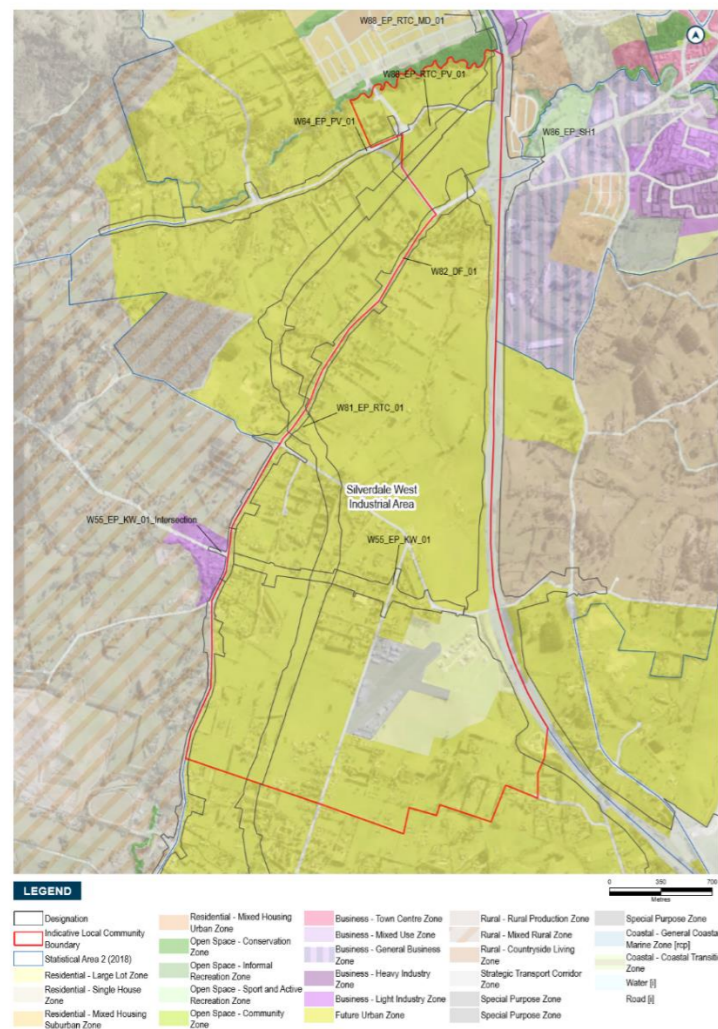


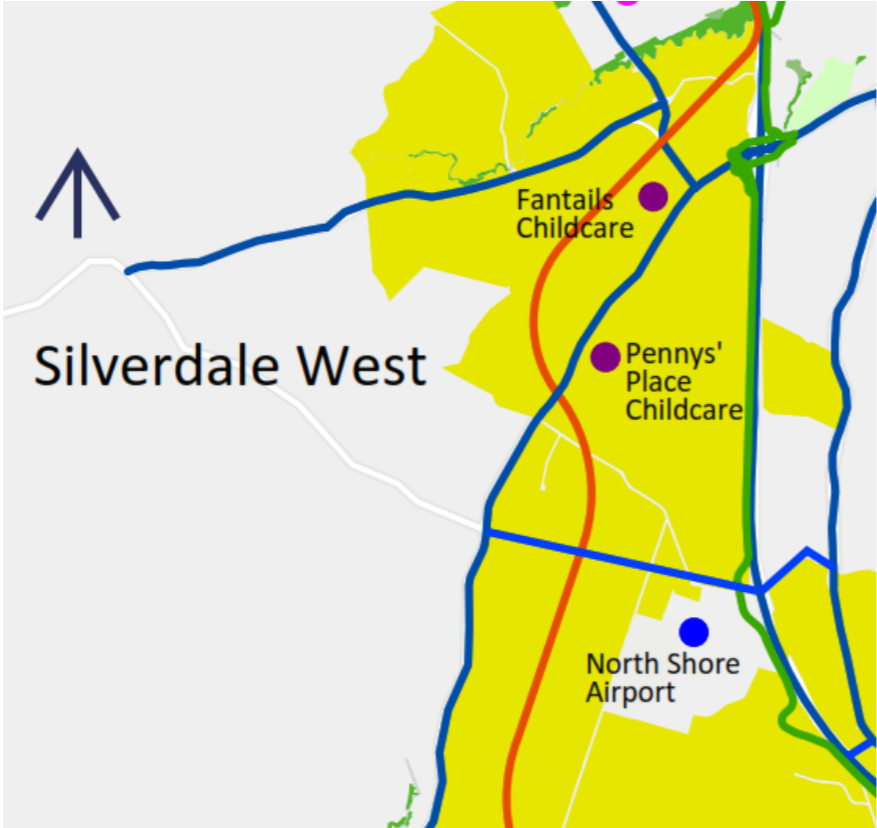
Figure 9: Silverdale West: Local Community extent

Feature/characteristics	Existing community	Future likely community
Demographics (2018)	<ul style="list-style-type: none"> The Silverdale West population increased 9.1% over the period 2013-2018, from 1,623 people in 2013 to 1,770 people in 2018. This was a lower rate of population growth than the wider Auckland Region (11%). The median age (39 years) was higher than the wider Auckland Region (34.7), with 23.4% of the population aged 65 or older, compared to 12.2% of the population in the wider Auckland Region. 80% of the population identified as European in 2018, compared to 53.5% of the population in the wider Auckland Region. As well, just 6.4% of the population identified as Māori, and 1.4% as Pacifica, compared to 11.4% and 15.3% of the population respectively in the wider Auckland Region. Silverdale West residents that responded to the survey cited education, convenience/proximity, community facilities, rural character, peace and quiet, beaches, safety, open space, sense of community, trees, clean air, and meeting and talking with neighbours as things they valued about their community. 	<ul style="list-style-type: none"> The population is projected to increase 877.4%, (under a medium growth scenario) from 1770 people in 2018, to 17,300 people by 2048. This projected growth is significant when compared to the wider Auckland Region, which is projected to increase 32.9% over the same period. One respondent to the survey said there were no buses along Pine Valley Road and indicated an aspiration for school buses. In general, a large proportion of Silverdale residents that responded to the survey said they don't currently use but would like to use buses/public transport. A smaller proportion of Silverdale-West residents indicated they would like to walk and cycle.

Feature/characteristics	Existing community	Future likely community
Residential environment	<ul style="list-style-type: none"> Silverdale West has a mix of rural, industrial, and 'future urban' land. Land is predominantly rural, with a mix of working farms and rural-residential lifestyle blocks. However, there is also some industrial sites, mainly located around North Shore Airport. The vast majority of land is zoned Future Urban in the AUP:OP and anticipated to be development ready in the period 2018 – 2022. There is also an area of FUZ between Dairy Flat Highway and Pine Valley Road, which is anticipated to be development ready in the second half of Decade 2 (2033-2037). 	<ul style="list-style-type: none"> The community will be more 'urban' than 'rural'. The council's FULSS 2017 identifies the Silverdale West Dairy Flat area specifically for business, to accommodate future light industry growth in the Upper North Shore. The Silverdale West – Dairy Flat Structure Plan area will be a distinct light-industrial area. A number of new urban-residential homes are also expected within the remaining area of FUZ located between Dairy Flat Highway and Pine Valley Road. Higher density typologies will be located within walking distance of the proposed Pine Valley Station and Pine Valley Local Centre (as indicated in the Auckland FDS and draft SLUS for Silverdale Dairy Flat), in line with the NPS-US and MDRS.⁴⁰
Travel patterns	<ul style="list-style-type: none"> Cars are the dominant mode of transport throughout Silverdale West. On the day of the 2018 Census, 74.2% of the population either drove a private vehicle, company vehicle or were a passenger in a vehicle as their main means of travel to work. Whilst cars were also the main means of travel to education (54.6%), 33.5% of the population took a bus. This suggests there is a school bus operating in the area. Dairy Flat Highway plays a critical role in moving both people and freight to and through Silverdale West. The Local Community also uses Dairy Flat Highway to access town centres north, south, east and west of the area. The other key arterials include: <ul style="list-style-type: none"> State Highway 1, which connects the community with other communities to the north-east (e.g., Ōrewa, Silverdale) and south-east (e.g., Albany). Wilks Road, which connects the community with SH1 to the east, and Dairy Flat Highway to the west Postman Road, which connects the community with Wilks Road to the north and other communities to the south Grand Drive, which connects the community with Ōrewa and SH1 to the east. Results from the resident's survey suggest that Silverdale West residents' access/participate in education, employment, church, community clubs/organisations, community facilities, public recreation facilities (including parks and reserves), shops and commercial services. 	<ul style="list-style-type: none"> No information.
Development	<ul style="list-style-type: none"> Since the 1990's, land in Silverdale West has been gradually subdivided into lifestyle blocks. Development to date has therefore occurred on an ad-hoc basis. 	<ul style="list-style-type: none"> The area of FUZ in Silverdale West is expected to undergo significant housing and business growth over the next 30 years. The Silverdale West – Dairy Flat industrial area has been structure planned and was sequenced to be development ready in the period 2018 – 2022. Thus, development of this area can be expected in the short-term. Development of the remaining area of FUZ in Silverdale West (located between Dairy Flat Highway and Pine Valley Road) is anticipated to be development ready in the second half of Decade 2 (2033-2037). Development of the Pine Valley Local Centre (as indicated in the Auckland FDS and draft SLUS for Silverdale Dairy Flat) is also likely.
Commercial centres	<ul style="list-style-type: none"> Silverdale West currently relies on accessing commercial centres in the Wider Community (e.g., Silverdale, Albany). 	<ul style="list-style-type: none"> The draft SLUS for Silverdale West - Dairy Flat suggests there will be a new Local Centre⁴¹ located between Dairy Flat Highway and Pine Valley Road. Significant business growth is also expected to occur within the new Silverdale West – Dairy Flat industrial area. These amenities will likely provide the future community with local convenience and commercial services. However, the future community is still likely to rely on accessing larger scale commercial activity in commercial centres such as Millwater, Silverdale and the and the Dairy Flat Metropolitan Town Centre indicated in the Auckland FDS and draft SLUS for Silverdale Dairy Flat.
Employment centres	<ul style="list-style-type: none"> Silverdale West currently relies on accessing employment centres in the Wider Community (e.g., Silverdale, Albany). 	<ul style="list-style-type: none"> The future community is likely to access employment in the new industrial area planned for Silverdale West , and in the existing employment centres located in the Wider Community (e.g., Albany Central, Silverdale Retail Centre, Silverdale Industrial Centre, Highgate Business Park) and further afield (e.g., Auckland CBD). The Local and Town Centre's indicated in the Auckland FDS and draft SLUS for Silverdale West - Dairy Flat could also create employment opportunities for the community.

⁴⁰ Note: This policy direction could change over the next several decades.

⁴¹ Under the Unitary Plan, a Local Centre Zone primarily provides for the local convenience needs of surrounding residential areas, including local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets

Feature/characteristics	Existing community	Future likely community
<p>Community services and facilities</p>	<ul style="list-style-type: none"> Community services and facilities in Silverdale West are currently limited to the North Shore Airport and two private childcare centres located on Dairy Flat Highway (Penny's Place and Fantails Childcare) (see map below). These are located directly adjacent to the designations that traverse Silverdale West (Fantails Childcare: NoR 1 - New Rapid Transit Corridor between Albany and Milldale, NoR 7 - Upgrade to Pine Valley Road; Penny's Place: NoR 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat, and North Shore Airport: NoR 11 - New connection between Dairy Flat Highway and Wilks Road). The existing community therefore relies on accessing community services and facilities in the Wider Community (e.g., Ōrewa, Millwater) and further afield. 9% of Silverdale West residents that responded to the resident's survey access/participate in community facilities, 27% access/participate in community organisations, and 5% access/participate in other community services.  <p>The map shows Silverdale West in yellow. Three locations are marked with colored dots: Fantails Childcare (purple dot), Pennys' Place Childcare (purple dot), and North Shore Airport (blue dot). A blue line representing Dairy Flat Highway runs through the area. A north arrow is located in the top left corner of the map area.</p>	<ul style="list-style-type: none"> No information.

Dairy Flat

Dairy Flat is located in the western extent of the Wider Community (see Figure 10). It is bordered (approximately) by SH1 to the east, Dairy Flat Highway to the west, the Silverdale West Industrial area to the North, and Albany Heights Road to the south. Dairy Flat falls within the Dairy Flat South SA2.

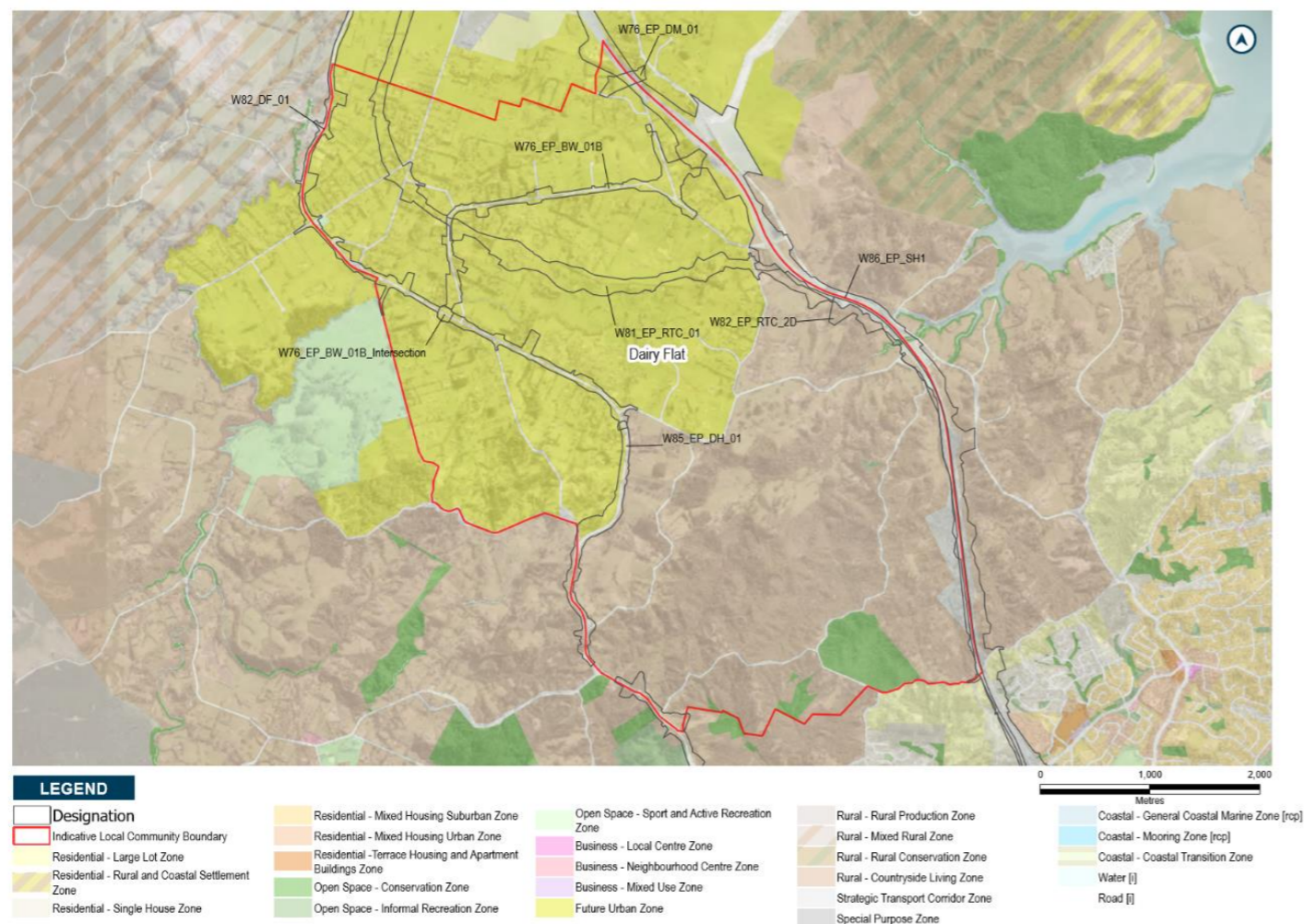


Figure 10: Dairy Flat - Local Community extent

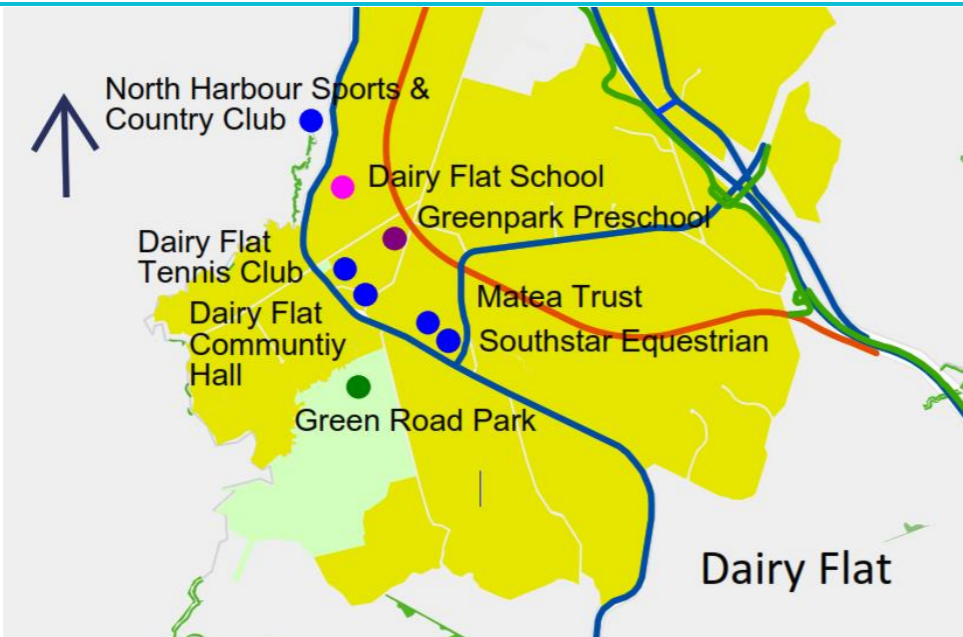
Feature/characteristics	Existing community	Future likely community
Demographics (2018)	<ul style="list-style-type: none"> The Dairy Flat population increased just 5.1% over the period 2013-2018, from 1524 people in 2013 to 1602 people in 2018. This was a lower rate of population growth than the wider Auckland Region (11%), which suggests the population is following a relatively slow upwards trend. The median age (41.3 years) was higher than the wider Auckland Region (34.7), with 23% of the population aged 65 or older, compared to 12.2% of the population in the wider Auckland Region. 85% of the population identified as European in 2018, compared to 53.5% of the population in the wider Auckland Region. As well, just 4.3% of the population identified as Māori, and 1.3% as Pacifica, compared to 11.4% and 15.3% of the population respectively in the wider Auckland Region. Dairy Flat residents that responded to the resident's survey cited rural character, open space, shops, parks and reserves, large residential sections, peace and quiet, the green belt, the bird life, proximity to the beach, proximity to main centres (e.g., Albany and Silverdale), the Community Hall, and privacy as things they valued about their community. 	<ul style="list-style-type: none"> The population is projected to increase 131% (under a medium growth scenario) from 1602 people in 2018, to 3,700 people by 2048 (Dairy Flat South SA2). This projected growth is significant when compared to the wider Auckland Region, which is projected to increase 32.9% over the same period. A larger proportion of the Dairy Flat population is projected to be aged 65+ in 2048 (23% in 2048, compared to 10.3% in 2018). One Dairy Flat resident that responded to the resident's survey said they would like a bus lane coming out of Dairy Flat, down Albany hill to help address traffic congestion at peak hour.

Feature/characteristics	Existing community	Future likely community
Residential environment	<ul style="list-style-type: none"> Dairy Flat has a mix of rural and 'future urban' land. Land is predominantly rural, with a mix of working farms and rural-residential lifestyle blocks. However, the extent of the community is zoned Future Urban in the AUP:OP and anticipated to be development ready in the second half of Decade 2 (2033-2037). 39% of the population lived in their usual residence 5 years ago, compared to 33.3% in the wider Auckland Region. This suggests the community is relatively stable compared to other parts of the Region. 	<ul style="list-style-type: none"> The community is likely to be more 'urban' than 'rural' in the future. The Auckland FULSS 2017 anticipates 20,400 new dwellings to be added to the remaining Dairy Flat FUZ area. Whilst it is yet to be structure planned, the area is also likely to contain a larger mix of urban-residential homes (e.g., apartments, terraced houses, standalone homes on compact, spacious standalone homes on large sections). Higher density typologies are also anticipated within walking distance of the proposed Dairy Flat Metropolitan or Town Centre (as indicated in the Auckland FDS and draft Spatial Land Use Strategy (SLUS) for Silverdale Dairy Flat) and any future RTC stations, in line with the NPS-UD and MDRS.⁴²
Travel patterns	<ul style="list-style-type: none"> Cars are the dominant mode of transport throughout Dairy Flat. On the day of the 2018 Census, 72.9% of the population either drove a private vehicle, company vehicle or were a passenger in a vehicle as their main means of travel to work. Whilst cars were also the main means of travel to education (66.2%), 26.5% of the population took a bus. This suggests there is a school bus operating in the area. Results from the resident's survey suggest that Dairy Flat residents' access/participate in education, employment, church, community clubs/organisations, community facilities, public recreation facilities (including parks and reserves), shops and commercial services. 	<ul style="list-style-type: none"> No information.
Development	<ul style="list-style-type: none"> Since the 1990's, land in Dairy Flat has been gradually subdivided into lifestyle blocks. Development to date has therefore largely occurred on an ad-hoc basis The number of occupied dwellings increased 37.8% over the period 2013-2018. This suggests that development of the area is already underway. 	<ul style="list-style-type: none"> The remaining area of FUZ in Dairy Flat is anticipated to be development ready in the second half Decade 2 (2033-2037). This area is expected to undergo significant housing and business growth, including approximately 20,400 new dwellings. Development of the Dairy Flat Metropolitan or Town Centre (as indicated in the FDS and draft SLUS for Silverdale Dairy Flat) is also likely.
Commercial centres	<ul style="list-style-type: none"> Dairy Flat currently relies on accessing commercial centres in the Wider Community (e.g., Silverdale, Albany). 	<ul style="list-style-type: none"> In the future, Dairy Flat will likely contain a new Metropolitan or Town Centre⁴³, which will provide the growing population with a range of commercial activities and essential services. However, the future community is still likely to rely on accessing larger scale commercial activity in commercial centres in the Wider Community (e.g., Millwater, Silverdale, Albany) and further afield (e.g., Auckland CBD).
Employment centres	<ul style="list-style-type: none"> Dairy Flat currently relies on accessing employment centres in the Wider Community (e.g., Silverdale, Albany). 	<ul style="list-style-type: none"> The future community is likely to access employment in the existing employment centres located in the Wider Community (e.g., Albany Central, Silverdale Retail Centre, Silverdale Industrial Centre, Highgate Business Park) and further afield, as well as in the new industrial area planned for Silverdale West. The Local and Town Centre's indicated in the Auckland FDS and draft SLUS for Silverdale Dairy Flat could also create employment opportunities for the community.
Community services and facilities	<ul style="list-style-type: none"> Community services and facilities in Dairy Flat are currently limited to Dairy Flat School, Dairy Flat Community Hall and a private childcare centre. Dairy Flat also has a Tennis Club, Riding Club (North Shore Riding Club), and Southstar Equestrian Facility (refer to Figure 5 in the Wider Community section of this report). For the most part, the existing community relies on accessing community services and facilities in the Wider Community (e.g., Ōrewa, Millwater) and further afield. 6% of Dairy Flat residents that responded to the resident's survey access/participate in community facilities, 31% access/participate in community organisations, and 6% access/participate in other community services. One Dairy Flat resident that responded to the survey cited the Community Hall as something they valued about their community. <p>The map below shows the approximate location of the community facilities and services located within or directly adjacent to the designations that traverse Dairy Flat. This includes Southstar Equestrian Facility (NoR 12 - Upgrade and Extension to Bawden Road), Dairy Flat School, Dairy Flat Tennis Club, North Harbour Sports & Country Club, Matea Trust and Green Road Park (NoR 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat), and Greenpark Preschool (NoR 1 – New Rapid Transit Corridor between Albany and Milldale).</p>	<ul style="list-style-type: none"> No new community services or facilities are currently planned for the area, however future growth in Dairy Flat will require new provision of community services and facilities to meet the needs of the growing population. These are likely to be focused around the Metropolitan or Town Centre indicated for Dairy Flat. Under the AUP:OP, the Town Centre Zone provides for a wide range of activities including community and civic services.

⁴² Note: This policy direction could change over the next several decades.

⁴³

Under the Unitary Plan, the Town Centre Zone provides for a wide range of activities including commercial, leisure, residential, tourist, cultural, community and civic services, providing a focus for commercial activities and growth.

Feature/characteristics	Existing community	Future likely community
		

Upper North Harbour

Upper North Harbour is located in the western extent of the Wider Community (see Figure 11). It is bordered (approximately) by SH1 to the east, Dairy Flat Highway and Massey University to the west, Albany Heights Road to the north and Tawa Drive to the South. Upper North Harbour falls within SA2 of Albany Central, Pukeatua (Albany Heights) and Oteha West.

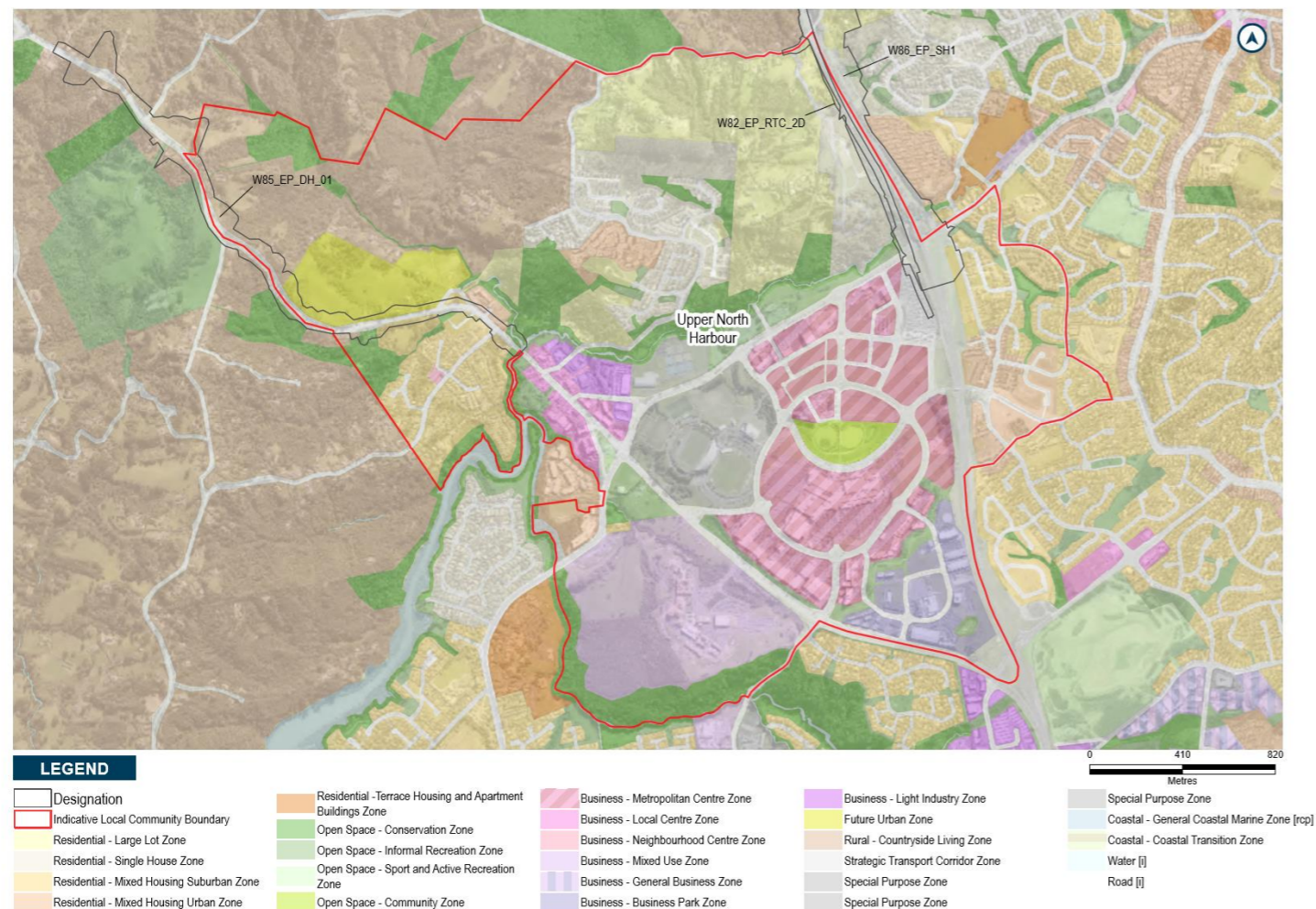


Figure 11: Upper North Harbour – Local Community extent

Feature/characteristics	Existing community	Future likely community
Demographics (2018)	<ul style="list-style-type: none"> The Upper North Harbour population increased 43.2% over the period 2013-2018, from 4164 people in 2013 to 5964 people in 2018. This was a much higher rate of population growth than the wider Auckland Region (11%), which suggests the population is following a strong upwards trend. Only 6.8% of the population were aged 65 or older, compared to 12.2% of the population in the wider Auckland Region. Thus, the Local Community has a younger age profile than other parts of the wider Auckland Region. 53.6% of the population identified as Asian, compared to 28.4% in the wider Auckland region. 3.3% of the population identified as Māori and 1.6% as Pacifica, compared to 11.4% and 15.3% of the population respectively in the wider Auckland Region. Upper North Harbour residents that responded to the resident’s survey cited shops, the Albany Park & Ride, parks and reserves, convenience/proximity, community facilities, safety, the library, the community, rural character, motorway access, good neighbours, commercial services, education, and peace and quiet as things they valued about their community. 	<ul style="list-style-type: none"> The Upper North Harbour population is projected to increase 159.4% (under a medium growth scenario) from 5964 people in 2018, to 15,470 people by 2048. This projected growth is significant when compared to the wider Auckland Region, which is projected to increase 32.9% over the same period. A larger proportion of the population is projected to be aged 65+ in 2048 (13.8% in 2048, compared to 6.8% in 2018). A large proportion of Upper North Harbour residents that responded to the survey said that they do not currently use but would like to use trains. One Upper North Harbour resident that responded to the survey would like heavy vehicles to be redirected away from “small roads” such as those in Te Wharau (Albany Village).

Feature/characteristics	Existing community	Future likely community
Residential environment	<ul style="list-style-type: none"> Upper North Harbour has a mix of urban and 'future urban' land. Land is predominantly urban-residential, with a mix of apartments, terraced houses, standalone homes on spacious sections, and standalone sections on more compact sections. There are also some areas of greenfield land around Pukeatua (Albany Heights) that are zoned Future Urban in the AUP:OP and anticipated to be development ready in the second half of Decade 1 (2023-2027). At the time of the 2018 Census, 16% of the population lived in their usual residence 5 years ago, compared to 33.3% in the wider Auckland Region. This suggests a large proportion of the community is new to the area, and relatively less stable compared to other parts of the Region. Between 2013 and 2018, the number of occupied dwellings increased 102%, indicative of the residential growth that occurred in the area over that time period. In the wider Auckland region, the number of occupied dwellings only increased 13.8%. 	<ul style="list-style-type: none"> The Upper North Harbour FUZ area is expected to provide capacity for approximately 450 new dwellings. Thus, the FUZ area is likely to contain a number of new, urban-residential dwellings. <p>The community is also likely to contain a larger density and mix of urban-residential homes (e.g., apartments, terraced houses, standalone homes on compact, spacious standalone homes on large sections), particularly around Albany Bus Station and any other future RTC station, in line with the NPS-UD and MDRS.⁴⁴</p>
Travel patterns	<ul style="list-style-type: none"> Cars are the dominant mode of transport throughout Upper North Harbour. On the day of the 2018 Census, 84.6% of the population either drove a private vehicle, company vehicle or were a passenger in a vehicle as their main means of travel to work. In Albany Central, 58.9% of walked, cycled or jogged to education, compared to 22.5% in the wider Auckland Region. Results from the resident's survey suggest that Upper North Harbour residents' access/participate in education, employment, church, community clubs/organisations, community facilities, public recreation facilities (including parks and reserves), shops and commercial services. 	<ul style="list-style-type: none"> No information.
Development	<ul style="list-style-type: none"> Over the past several decades, Albany has rapidly transformed from a primarily rural settlement on the fringe of Auckland city, to a growing urbanised environment with a number of residential developments.⁴⁵ Planning for the urbanisation of the area began in the 1960s, when it was a predominantly rural area known for its orchards. Over the next five decades, farmland was gradually subdivided and developed into lifestyle blocks or intensive terraced housing. This process was further assisted by the North Shore City Council purchasing key land holdings and selling them to developers to facilitate further development. Significant change occurred in the 1990s, when the extension of the Northern Motorway made new urban developments in and around Albany possible⁴⁶. This development was in part guided by a "Blueprint" for Albany, which was adopted by North Shore City Council in 2005⁴⁷. 	<ul style="list-style-type: none"> Development of the area of FUZ in Upper North Harbour is anticipated to occur over the next 30 years. Infill development in the existing urban footprint is also expected, particularly around RTC stations and commercial centres.
Commercial centres	<ul style="list-style-type: none"> Westfield Albany, the Albany Mega Centre and surrounds is the key commercial centre, providing a mix of large box retail (e.g., the Warehouse, Mitre 10, Kmart, New World, Pak'n Save, Spotlight), hospitality, services (e.g., medical centres, hairdressers, mechanics), commercial offices and smaller-scale retail and services (e.g., clothing, gift shops). There is also some large box retail located to the east of WestField Albany, adjacent to DonMcKinnon Drive, and some hospitality located to the south of Westfield Albany, on the corner of Don McKinnon Drive and Marcari Way. There is also a local centre in Albany Central, offering a mix of hospitality and retail either side of Dairy Flat Highway. 	<ul style="list-style-type: none"> The future community is likely to predominantly rely on accessing commercial activities in and around Albany Central (e.g. Westfield Albany, Albany Mega Centre. However, in the future, Dairy Flat will likely contain a Town Centre⁴⁸, which will provide the growing population with additional commercial activities and essential services.
Employment centres	<ul style="list-style-type: none"> Westfield Albany, the Albany Mega Centre and surrounds is a key employment hub for Upper North Harbour residents. Massey University Auckland Campus also provides some employment choice. 	<ul style="list-style-type: none"> The future community is likely to access employment in the existing employment centres located in the Wider Community (e.g., Albany Central, Silverdale Retail Centre, Silverdale Industrial Centre, Highgate Business Park) and further afield (e.g., Auckland CBD), as well as in the new industrial area planned for Silverdale West. The Local and Town Centre's indicated in the Auckland FDS and draft SLUS for Silverdale Dairy Flat could also create employment opportunities for the community.
Community services and facilities	<ul style="list-style-type: none"> Upper North Harbour contains a number of community services and facilities (refer to Figure 5 in the Wider Community section of the report). Key services and facilities include: 	<ul style="list-style-type: none"> No information.

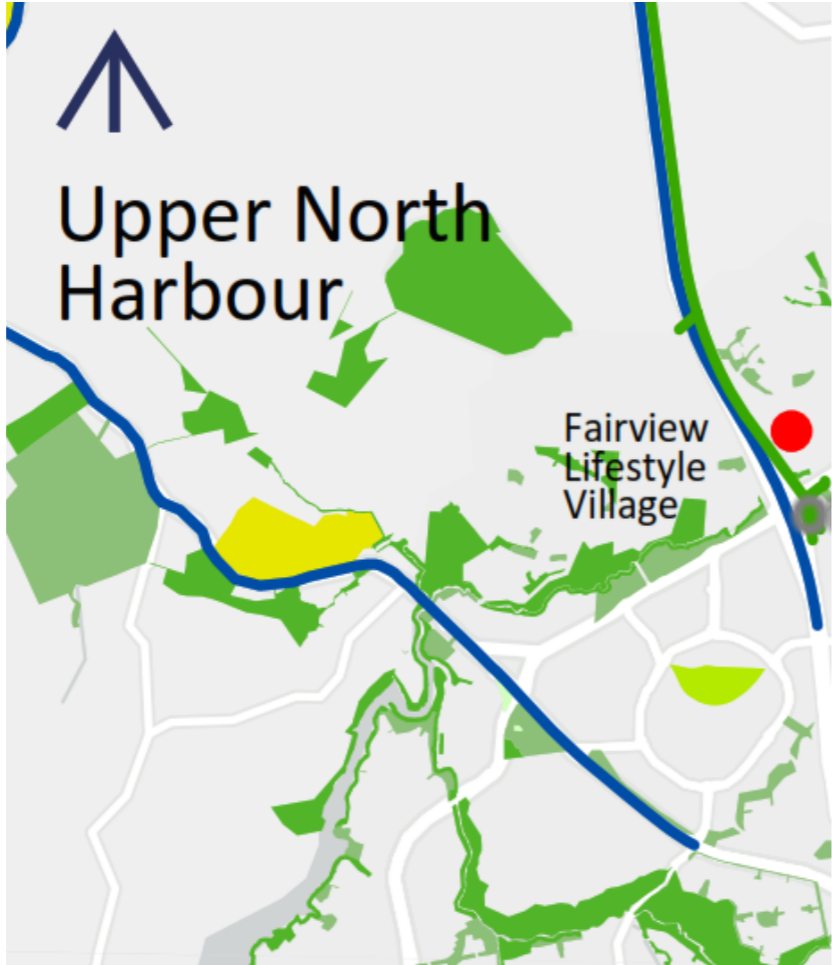
⁴⁴ Note: This policy direction could change over the next several decades.

⁴⁵ <https://at.govt.nz/projects-roadworks/albany-developments/>

⁴⁶ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/development-strategy/future-auckland/Pages/what-albany-look-like-future.aspx>

⁴⁷ <https://www.nzgeo.com/stories/edge-city/>

⁴⁸ Under the Unitary Plan, the Town Centre Zone provides for a wide range of activities including commercial, leisure, residential, tourist, cultural, community and civic services, providing a focus for commercial activities and growth.

Feature/characteristics	Existing community	Future likely community
	<ul style="list-style-type: none"> • Several public schools (Albany Central, Junior School and Senior School) • Several private childcare centres • Several medical centres • Albany Village Library • Albany Village Hall • Albany Community Hub • North Harbour Stadium • Albany Stadium Pool • Upper North Harbour also has many parks and reserves, including but not limited to: • Albany Lakes Civic Park • Albany Domain • Gills Scenic Reserve • Hooten Reserve • Kell Park. <ul style="list-style-type: none"> • The map below shows the approximate location of the community facilities and services located within or directly adjacent to the designations that traverse Upper North Harbour. This is limited to Fairview Lifestyle Village (NoR 4 - SH1 Improvements). • 44% of Upper North Harbour residents that responded to the resident’s survey access/participate in community facilities, 19% access/participate in community clubs/organisation, and 13% access/participate in other community services.  <p>The map shows the Upper North Harbour area with a blue line representing a road or boundary. A red dot marks the location of Fairview Lifestyle Village. Green areas represent parks and reserves, and a yellow area is also visible. A north arrow is in the top left corner.</p>	

East Coast Road

East Coast Road is located in the eastern extent of the Wider Community (see Figure 12). It is bordered (approximately) by SH1 to the west, the east coast of the North Island to the east, Hibiscus Coast Highway to the north and Lonely Track Road to the south. East Coast Road includes the SA2 of Silverdale Central, Silverdale South and Ōkura Bush.

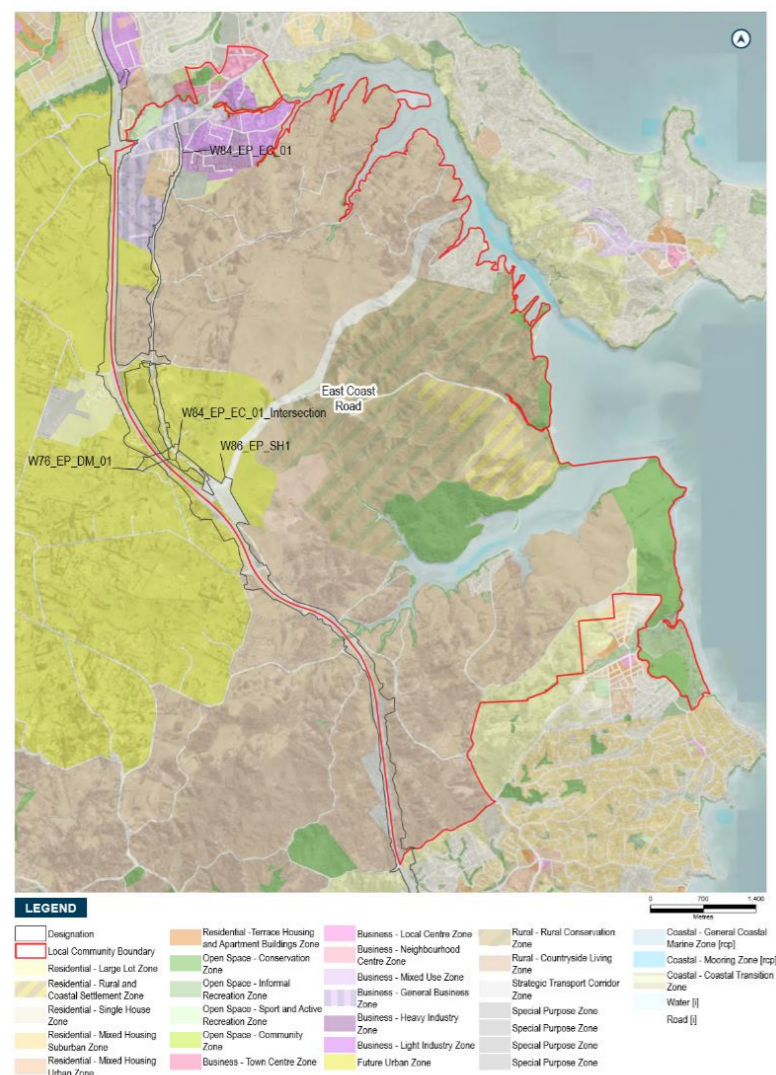


Figure 12: East Coast Road - Local Community extent

Feature/characteristics	Existing community	Future likely community
Demographics (2018)	<ul style="list-style-type: none"> The East Coast Road population increased just 6.4% over the period 2013-2018, from 3381 people in 2013 to 3597 people in 2018. This was a lower rate of population growth than the wider Auckland Region (11%), which suggests the population is following a slow upwards trend. 51% of the population were aged 30-64 years compared to 45.3% of the population in the wider Auckland Region. 85.5% of the population identified as European, compared to 53.5% of the population in the wider Auckland Region. As well, just 21.1% of the population identified as another ethnicity compared to 58.6% of the population in the wider Auckland Region. East Coast residents that responded to the residents' survey cited proximity to shops, beaches and amenities, peace and quiet, rural lifestyle, motorway access, new businesses and development, and the community as things they valued about their community. 	<ul style="list-style-type: none"> The population is projected to increase 89.9% (under a medium growth scenario) from 3597 people in 2018, to 6,830 people by 2048. This projected growth is significant when compared to the wider Auckland Region, which is projected to increase 32.9% over the same period. A larger proportion of the population is projected to be aged 65+ in 2048 (32.4% in 2048, compared to 11.9% in 2018). This is significant when compared to the wider Auckland Region (the proportion of the population aged 65+ is projected to increase from 12.2% in 2018 to 20.2% in 2048). East Coast Road residents that responded to the residents' survey said they do not currently use, but would like to use buses, walk and cycle. One respondent indicated an aspiration for a Park & Ride near their house.

Feature/characteristics	Existing community	Future likely community
Residential environment	<ul style="list-style-type: none"> East Coast Road has a mix of rural, industrial and 'future urban' land. Land is predominantly rural, with a mix of working farms and rural-residential lifestyle blocks. However, there are a large number of industrial sites clustered around the northern end of East Coast Road. This area is known as the Silverdale Industrial Centre. There are also some areas of FUZ located at the southern end of East Coast Road that are anticipated to be development ready in the second half of Decade 2 (2033-2037). At the time of the 2018 Census, 37.3% of the population lived in their usual residence 5 years ago, compared to 33.3% in the wider Auckland Region. This suggests the community is relatively stable compared to other parts of the Region. 	<ul style="list-style-type: none"> The East Coast Road FUZ area is likely to contain a number of new urban-residential dwellings. However, to maintain and complement the rural character of the area, these dwellings are likely to be predominantly standalone homes on large sections. At the northern end of East Coast Road, the future residential environment is likely to contain a larger number, density and mix of urban-residential homes (e.g., apartments, terraced houses, standalone homes on compact, spacious standalone homes on large sections). Greater urban intensification, including higher densities is anticipated around Hibiscus Coast Bus Station and the Silverdale Retail Centre, in line with the \NPS:UD and MDRS.⁴⁹
Travel patterns	<ul style="list-style-type: none"> Cars are the dominant mode of transport throughout East Coast Road. On the day of the 2018 Census, 88% of the population either drove a private vehicle, company vehicle or were a passenger in a vehicle as their main means of travel to work. Almost half the population in Silverdale South and Ōkura Bush took a bus to education. This suggests there is a popular school bus service operating in the more rural part of the community. Results from the residents' survey suggest the East Coast Road residents' access/participate in education, employment, community clubs/organisations, community facilities, public recreation facilities (including parks and reserves), shops and commercial services. 	<ul style="list-style-type: none"> No information.
Development	<ul style="list-style-type: none"> Since the 1990's, land in East Coast Road has been gradually subdivided into industrial and rural-residential lifestyle blocks. 	<ul style="list-style-type: none"> Future development of the area of FUZ in East Coast Road is anticipated to occur over the next 30 years. Development of the "Wēiti Bay" subdivision is expected to be occur. Wēiti Bay is a new, gated community bordering the Ōkura Scenic Reserve that has been "meticulously designed and constructed over the last five years to create 150 large elevated residential house sites with beautiful sea and native bush views". Construction of the future neighbouring Wēiti Village is also expected to commence in 2023. Wēiti Village will provide a higher density housing development with a wide variety of house types (e.g., standalone houses, town houses, terraced houses and apartments), retail facilities and amenities.
Commercial centres	<ul style="list-style-type: none"> For residents located in the northern extent of East Coast Road, Silverdale Mall, Silverdale Retail Centre and surrounds provides a large mix of large box retail (e.g., the Warehouse, Briscoes, Chemist Warehouse, Countdown), hospitality, services (e.g., medical centres, hairdressers, mechanics) and smaller-scale retail and services (e.g., clothing, gift shops). There is also some retail and hospitality located to the west of Silverdale Retail Centre, adjacent to the Twin Coast Highway. Residents located in the southern extent of East Coast Road are likely to rely on accessing commercial services in Albany Central (e.g., Westfield Albany, Albany Mega Centre). 	<ul style="list-style-type: none"> In the future, the East Coast Road community is still likely to rely on accessing commercial activity in commercial centres such as Silverdale in the northern extent, and Albany in the southern extent. There is also likely to be a new Dairy Flat Metropolitan Town Centre (as indicated in the Auckland FDS and draft SLUS for Silverdale West - Dairy Flat), which could provide the Community with a range of commercial activities and essential services. This will be facilitated by the new arterial connection and SH1 motorway over bridge between Top Road and East Coast Road near Huruhuru (Dairy Stream).
Employment centres	<ul style="list-style-type: none"> Silverdale Retail Centre and Silverdale Industrial Centre are key employment hubs for residents located at the northern end of East Coast Road. Residents located at the southern end of East Coast Road are likely to rely on accessing employment in Albany Central (e.g., Westfield Albany) or further south of Albany (e.g., Auckland CBD). 	<ul style="list-style-type: none"> The future community is likely to access employment in the existing employment centres located in the Wider Community (e.g., Albany Central, Silverdale Retail Centre, Silverdale Industrial Centre, Highgate Business Park) and further afield, as well as in the new industrial area planned for Silverdale West. The Local and Town Centre's indicated in the Auckland FDS and draft SLUS for Silverdale Dairy Flat could also create employment opportunities for the community.
Community services and facilities	<ul style="list-style-type: none"> Community services and facilities located in East Coast Road are currently clustered at the northern end of East Coast Road, around the Silverdale Retail Centre and Silverdale Industrial Centre (refer to Figure 5 in the Wider Communities section of this report). Key services and facilities include: <ul style="list-style-type: none"> Northern Arena Pool Silverdale War Memorial Park Auckland Memorial Park and Reserve Witi Creek Medical Centre. Two private childcare centres (BestStart Silverdale and Adventure Kids Early Learning Centre) Residents located at the southern end of East Coast Road are likely to rely on community services and facilities in Albany. 	<ul style="list-style-type: none"> No information.

⁴⁹ Note: This policy direction could change over the next several decades.

Future likely community

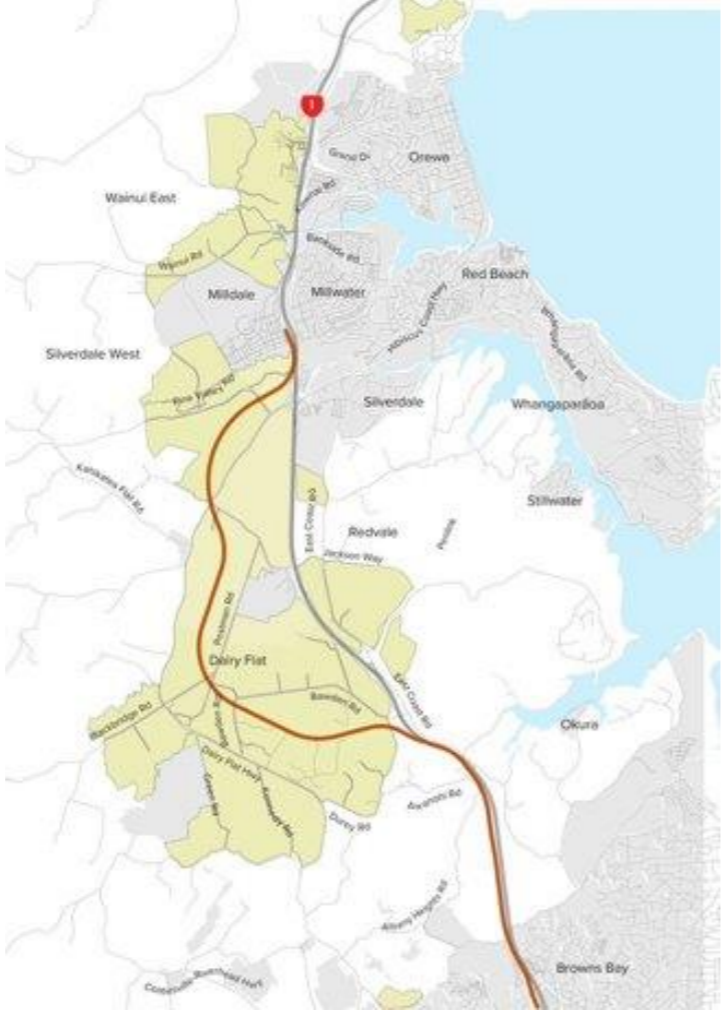
- The map below shows the approximate location of the community facilities and services located within or directly adjacent to the designations that traverse East Coast Road. This includes Auckland Memorial Park & Cemetery and Adventure Kids Early Learning Centre (NoR 13), and Brainwaves Preschool, Hibiscus Coast Station and Silverdale Tennis Club (NoR 4)
- 14% of East Coast Road residents that responded to the residents' survey access/participate in community facilities, 29% access/participate in community clubs/organisation, and 14% access/participate in other community services.




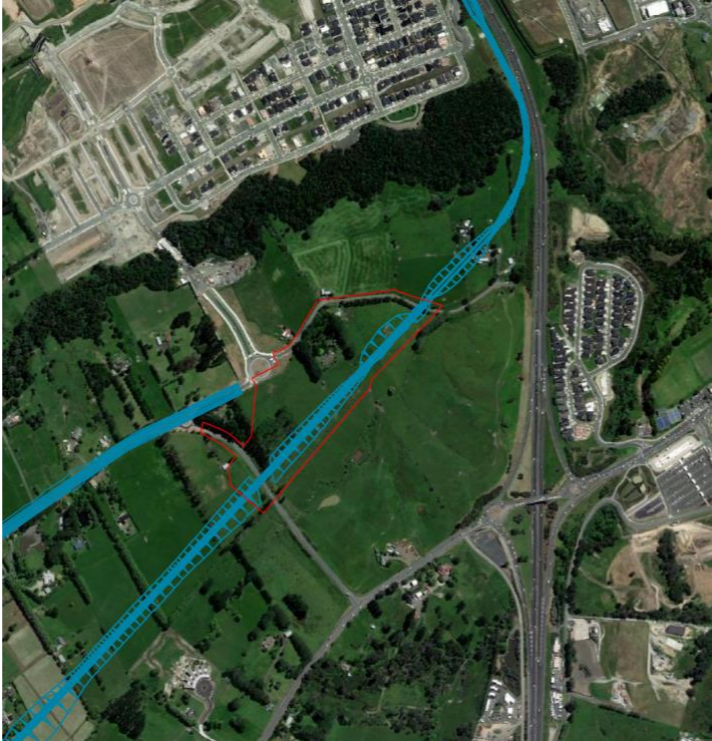
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Appendix F – Immediate Community Profiles

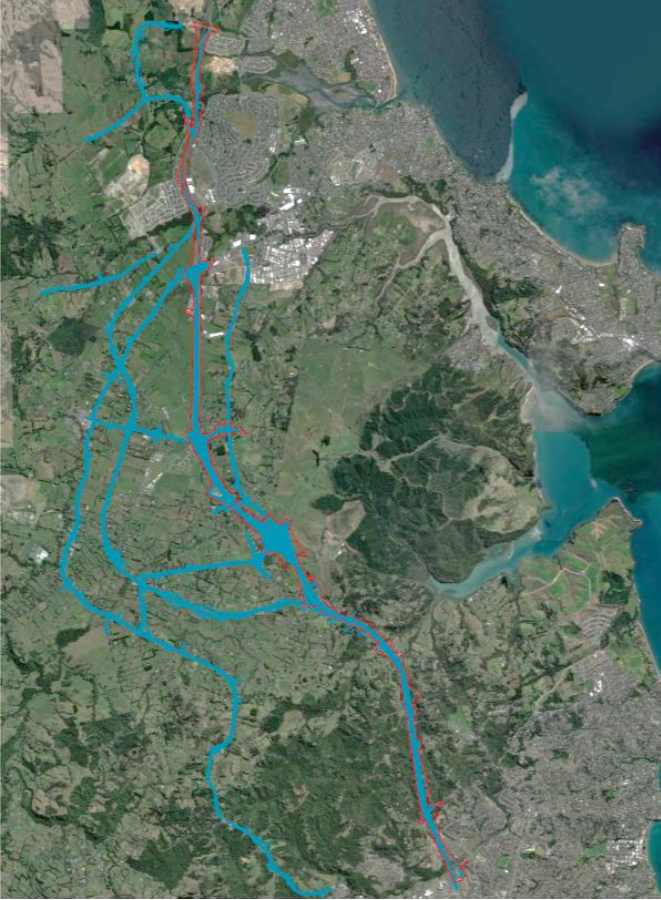
Appendix F: Immediate Community Profiles

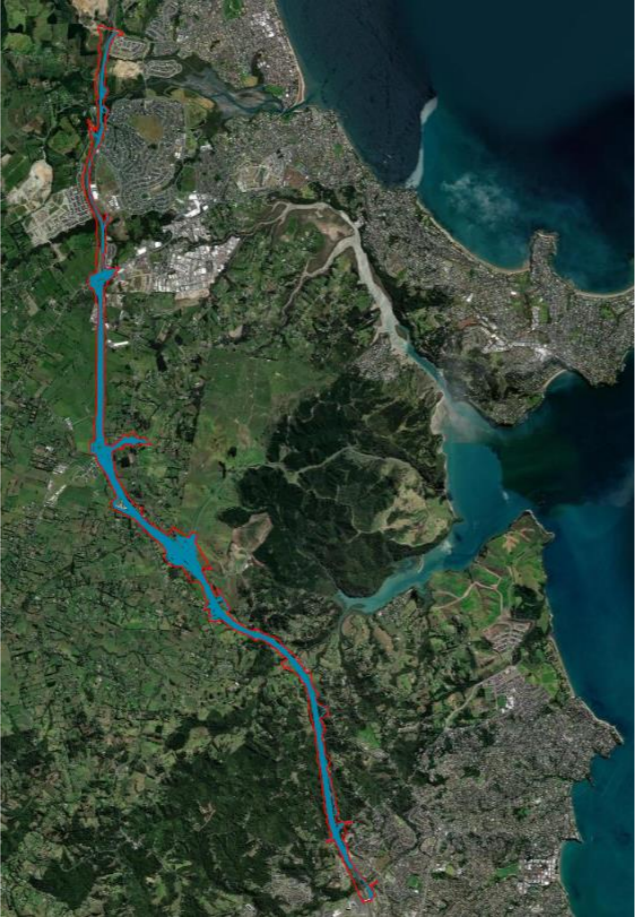

	Description	Map	Existing community	Future likely community
NoR 1	<ul style="list-style-type: none"> NoR Project 1 connects the 'Local Communities' of Upper North Harbour, Dairy Flat, Silverdale West, and Milldale via a new Rapid Transit Corridor (RTC). It begins in the north-east corner of Albany, at the border of Albany and Oteha and runs adjacent to the existing SH1 corridor for several kilometres. It then veers west at Redvale (or thereabouts), creating a new transport corridor through the established communities of Redvale, Dairy Flat and Silverdale West, before terminating at a new RTC station at the south-east edge of Milldale. 	 <p>The map displays the NoR 1 corridor (highlighted in orange) connecting Albany, Dairy Flat, Silverdale West, and Milldale. Key locations labeled include Wainui East, Milldale, Silverdale West, Dairy Flat, Silverdale, Red Beach, Whangaparitōia, and Browns Bay. The corridor starts near Albany and runs west through Dairy Flat and Silverdale West towards Milldale.</p>	<ul style="list-style-type: none"> Within NoR 1 - New Rapid Transit Corridor between Albany and Milldale there are approximately 162 properties that are likely to be fully, partially or temporarily acquired. 78 of these properties have been identified as being impacted by more than one designation. The area immediately surrounding the designation is densely populated at the southern end (i.e., in Albany) and northern end (i.e., Milldale), relative to the remaining area immediately surrounding the designation. It appears that the community's way of life is predominantly semi-rural, made up of working farms, rural-residential lifestyle blocks and large standalone homes on large sections. However, at the far ends of the Project corridor (i.e., in Milldale to the north and Albany to the south), the community's way of life appears to be more "urban" and contains a mix of urban-residential dwellings. The southern extent of the Project corridor traverses through an area live zoned 'Countryside Living'. However, the Project corridor mainly traverses the FUZ area in Dairy Flat / Silverdale West indicating a period of transition in the future to a more urbanised form. Property sales records suggest there is a mix of residents that have lived in the Immediate Community for a long time (i.e., since the early 1990s and early 2000s), and those who have recently moved to the area (i.e., in the last 10 years). Grace Hill Drive is a country estate and more formalised community located on a private road off Bawden Road in Dairy Flat. The estate is made up of 13 large lifestyle properties. The community operates as an incorporated society with restrictive covenants that prevent intensification and communal fees to maintain the upkeep of the properties. There are a mix of long term and newer residents in the estate and the community is described by residents as close knit with strong levels of community, neighbourhood connection and support. The estate also includes large areas of native tree plantings as well as orchards and gardens that have been planted and maintained by residents over the last 20 years and are valued for the native wildlife that they attract and the ability for grandchildren to learn how food grows. Goodland Country Estate is another formalised community traversed by NoR 1, located on Goodland Drive and made up of approximately 63 large properties. Residents have a share of a tennis court, community centre, and paddocks with sheep and cattle. The response to the resident's survey suggest that the Immediate Community values the rural character, "country living", and large, open spaces in their community. Several residents also cited the community, good neighbours and meeting and talking with neighbours as things they valued 	<ul style="list-style-type: none"> The Project corridor mainly traverses the FUZ area in Dairy Flat / Silverdale West and in future, the Immediate Community is expected to transition to be a more "urban" than "rural" community. The FUZ area in Silverdale West has been structure planned and will become the focus for light industry growth. Dairy Flat has not been subject to structure planning, which limits the certainty around what the Immediate Community in this area will look like, however it is likely that it will undergo urban-residential development and be home to new residents and businesses. This change from predominantly rural to urban, is anticipated to be significant, with 20,400 homes anticipated for the FUZ area in Dairy Flat, and approximately 604 acres of employment anticipated for the FUZ area in Dairy Flat / Silverdale West. Areas zoned Countryside Living in the Immediate Community are likely to remain predominantly rural. These areas are outside Auckland's Rural-Urban Boundary, which is presumed not to be changing. At either end of the NoR, the parts of the Immediate Community zoned "Mixed Housing Zone", "Single Home" and "Large Lot Zone" are likely to remain urban. Greater urban intensification is also anticipated in these areas, particularly around RTC stations, in line with the NPS-UD and MDRS.

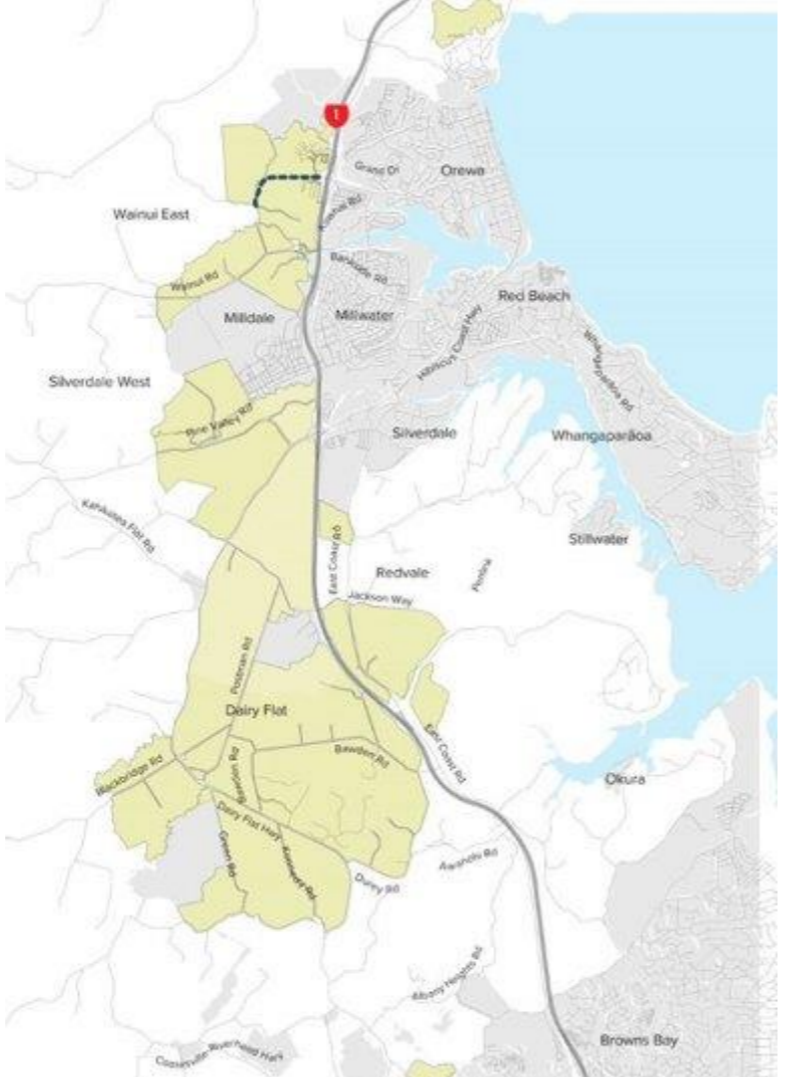
	Description	Map	Existing community	Future likely community
			<p>about their community. Access and proximity to main centres (e.g., Albany, Silverdale), shops and commercial services, the Albany Park & Ride, education, and community facilities (the Community Hall and Library) were also cited.</p> <ul style="list-style-type: none"> At the northern end of the Project corridor, the designation traverses a part of Wēiti Stream / Kathy's Thicket, which is an area of native bush reserve with the stream running through it. This borders the new Milldale development providing a natural amenity for many residences but is fenced off and unable to be accessed by the public. Prior community engagement on the Projects suggest Kathy's Thicket is valued by the nearby residents for its native bush, and the natural outlook this provides. The designation also traverses part of Dairy Flat Tennis Club. However, this has not been raised as a concern by the Immediate Community. The Immediate Community appears to contain some walking and cycling infrastructure at the southern end of the Project corridor (i.e., in Albany). There are also several bus routes operating along SH1 at the southern end of the Project Corridor and along Dairy Flat Highway at the northern end of the Project corridor. 	
NoR 2	<ul style="list-style-type: none"> NoR Project 2 is for a new RTC station and associated facilities in Milldale. The Project services the 'Local Community' of Milldale. Early designs of the designation footprint indicate that it will be located on greenfield land, adjacent to an established residential area in the developing community of Milldale. 		<ul style="list-style-type: none"> Within NoR 2 - New Milldale Station and Associated Facilities there are approximately 2 properties that are likely to be fully or temporarily acquired. These two properties are also impacted by NoR 1. The area immediately surrounding the designation is densely populated to the north and west, relative to the remaining area immediately surrounding the designation, which is more sparsely populated. It appears that the community's way of life is predominantly urban, made up of urban residential dwellings in the developing area of Milldale. The land within the designation is mostly greenfield land, zoned "Single House". A small part of the Immediate Community is also zoned 'Conservation'. Property sales records suggest that all residents have recently moved into the area in the last six years, with the earliest recorded sale in the area being in November 2017. The majority of the houses in this area were sold in 2020. The response to the resident's survey suggest that the Immediate Community values the beach, rural character, education, convenience/proximity to amenities, parks and reserves, open spaces and safety in their community. Within the Immediate Community, there appears to be a walkway adjacent to SH1, a footpath along Ahutoetoe Road, and a cycle lane along John Fair Drive, however public transport is limited to the buses operating along SH1. The Immediate Community does not contain any community facilities. 	<ul style="list-style-type: none"> The Project corridor is mostly situated within a "Single House" zone, and in future, this area is likely to remain predominantly "urban". Combined with an RTC corridor and Milldale Station, the construction of the Milldale-Millwater Bridge, and the development of a neighbourhood centre in Milldale (see Local Community Profile for more information on these developments), the Immediate Community is likely to be more urbanised in the future. Some urban intensification may also occur in the community, in line with the current government direction set out in the NPS-UD and MDRS. However, Milldale is a master planned community, therefore residents in the Immediate Community bought with the knowledge that Milldale will grow and develop over time.


	Description	Map	Existing community	Future likely community
NoR 3	<ul style="list-style-type: none"> NoR Project 3: New Pine Valley East Station and Associated Facilities services the 'Local Community' of Silverdale West. It appears to be situated at the north-east intersection of Dairy Flat Highway and Pine Valley Road in an established rural-residential area. 		<ul style="list-style-type: none"> Within NoR 3 - New Pine Valley East Station and Associated Facilities there are approximately 6 properties that are likely to be partially acquired. These four properties have been identified as being impacted by NoR's 1 and 7. The area immediately surrounding the designation is sparsely populated by several rural-residential properties. This includes Fantails Childcare Estate, which is located adjacent to the Project corridor. It appears that the community's way of life is predominantly semi-rural, made up of working farms and rural-residential lifestyle blocks. However, the Project corridor traverses the FUZ area in Dairy Flat / Silverdale West indicating a period of transition in the future to a more urbanised form. Property sales records suggest that residents in the Immediate Community are relatively new to the area, with several of the surrounding properties selling in the last 5 years. Fantails Childcare Centre opened in 2020 and provides a rural lifestyle setting, with one of the largest landscaped outdoor spaces at a New Zealand early learning centre. The response to the resident's survey suggests that the Immediate Community values the beach, country lifestyle, education, and convenience/proximity to amenities. There is no walking or cycling infrastructure within the Immediate Community, however there are some buses operating in the area (i.e., along Dairy Flat Highway and Pine Valley Road). Several respondents to the residents expressed an aspiration for more buses/bus stops along Pine Valley Road. One respondent was supportive of a new town centre close to Pine Valley Road, and more housing either side of Pine Valley Road. The Immediate Community does not contain any community facilities. 	<ul style="list-style-type: none"> NoR 3 - New Pine Valley East Station and Associated Facilities traverses a FUZ area in Dairy Flat / Silverdale West, therefore it is anticipated that the Immediate Community in this area will be more "urban" than semi-rural in the future. This FUZ area has not been subject to structure planning, which limits the certainty around what the Immediate Community in this area will look like in the future. However, it is likely that it will undergo urban-residential development and be home to new residents and businesses. This change from predominantly semi-rural to urban, is anticipated to be significant, with 20,400 homes and 604 acres of employment anticipated FUZ area in Dairy Flat / Silverdale West. The Immediate Community is also likely to include some higher residential densities, in line with the current government direction outlined in the NPS-UD and MDRS. The Dairy Flat / Silverdale West FUZ area to the east of the Pine Valley Road, adjacent to the designation has been structure planned and will become the focus for light industry growth. The draft SLUS for Silverdale Dairy Flat also suggests there will be a new Local Centre50, located between Dairy Flat Highway and Pine Valley Road. Auckland Council are also considering another Local Centre in the vicinity of Pine Valley. These would provide the Immediate Community with local convenience.

⁵⁰ Under the Unitary Plan, a Local Centre Zone primarily provides for the local convenience needs of surrounding residential areas, including local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets

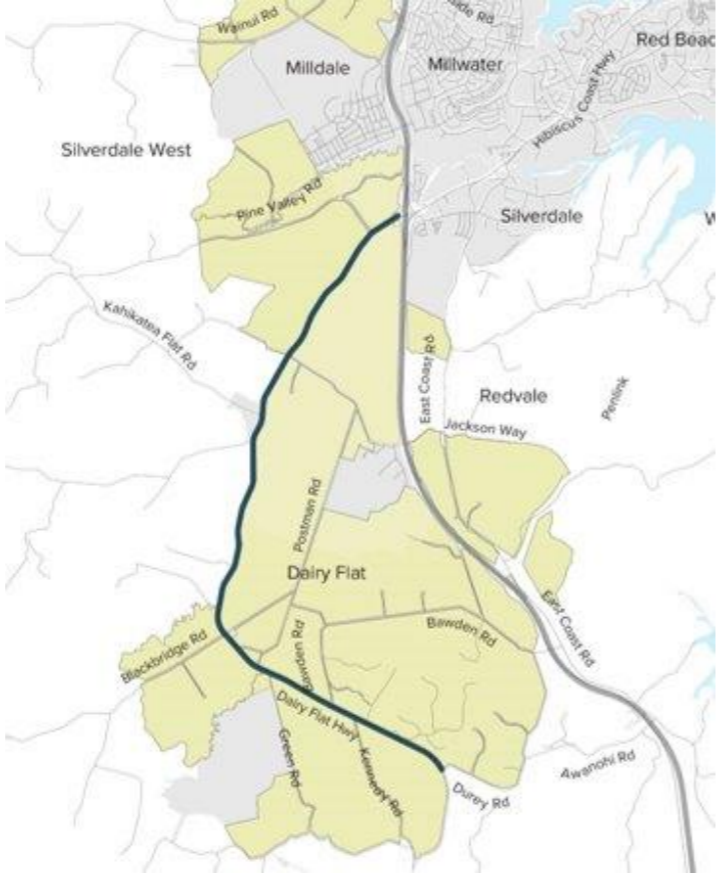
<p>NoR 4</p>	<ul style="list-style-type: none"> NoR Project 4 (alteration to designations 6761, 6760, 6759, 6751) widens the existing SH1 to provide additional interchanges and active mode facilities for the stretch of highway between Albany and Ōrewa. These works and the existing road corridor traverse the 'Local Community' peripheries of Upper North Harbour, East Coast Road, Dairy Flat Silverdale West and Milldale. 		<ul style="list-style-type: none"> Within NoR 4 - SH1 Improvements (highlighted in red) there are approximately 131 properties that are likely to be partially or temporarily acquired. 41 of these properties have been identified as being impacted by more than one designation. The area immediately surrounding the designation is densely populated at the southern end (i.e., in Albany) and northern end (i.e., Milldale and Silverdale), relative to the remaining area immediately surrounding the designation, which is more sparsely populated. It appears that the community's way of life is predominantly semi-rural, made up of working farms, rural-residential lifestyle blocks and large standalone homes on large sections. However, at the far ends of the Project corridor (i.e., in Milldale and Silverdale to the north and Albany to the south), the community's way of life appears to be more "urban" and contains a mix or urban-residential dwellings. The northern extent of the Project corridor also appears to contain some commercial / industrial properties, including the Dairy Flat Motorway Centre. In the more rural sections of the Immediate Community, land is zoned 'Countryside Living' and "Future Urban". The designation traverses the FUZ area in Dairy Flat / Silverdale West indicating a period of transition in the future to a more urbanised form. In the more urban sections of the Immediate Community the land is zoned a mix of "Mixed Housing Zone", "Single House", "Large Lot Zone", "General Business Zone", "Light Industry Zone" and "Metropolitan Centre Zone". The latter zoning provides for the North Shore Aero Park in the Local Community of Silverdale West. Property sales records suggest there is a mix of residents that have lived in the Immediate Community for a long time (i.e., since the early 1990s and early 2000s), and those who have recently moved to the area (i.e., in the last 10 years). The response to the resident's survey suggest that the Immediate Community values the access and proximity to main centres (e.g., Albany, Silverdale), beaches, open recreation spaces, shops and commercial services in their community. The country lifestyle, Albany Park & Ride, education, and community facilities (the Community Hall and Library) were also cited. Walking and cycling infrastructure in the Immediate Community appears to be limited. However, there are several bus routes operating at the far ends of the Project corridor (i.e., in Milldale and Silverdale to the north and Albany to the south), and along SH1 (the Northern Busway). The Immediate Community does not contain any community facilities. 	<ul style="list-style-type: none"> NoR 4 - SH1 Improvements traverses the peripheries of FUZ areas in Dairy Flat / Silverdale West and Wainui East, and in future the Immediate Community in these areas will be more "urban" than rural. These future development areas will already be formed in relation to SH1 as it is a piece of existing infrastructure that is being widened. The areas of in the Immediate Community zoned "Countryside Living" are likely to remain predominantly rural. These areas are outside Auckland's Rural Urban Boundary, and this boundary is assumed not to be changing. It is also worth noting that the properties in these areas within the Immediate Community have a backdrop of SH1 already. At the far ends of the Project corridor (i.e., in Milldale and Silverdale to the north and Albany to the south), the Immediate Community is likely to undergo urban intensification, in line with the current government direction outlined in the NPS:UD and MDRS.
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	Description	Map	Existing community	Future likely community
				
NoR 5	<ul style="list-style-type: none"> NoR Project 5 connects the 'Local Communities' of Dairy Flat and East Coast Road via a new two-lane urban arterial connection and SH1 motorway over bridge with active mode facilities. In Dairy Flat, the NoR begins at the intersection of Top Road and Bawden Road, and traverses north-east through an established rural-residential area of Dairy Flat. It then crosses SH1 and traverses what appears to be greenfield land before ending at Ara Wēiti Road in the 'Local Community' of East Coast Road. 		<ul style="list-style-type: none"> Within NoR 5 - New SH1 crossing at Dairy Stream there are approximately 23 properties that are likely to be partially or temporarily acquired. 5 of these properties have been identified as being impacted by more than one designation. The area immediately surrounding the designation is sparsely populated with several rural-residential properties. It appears that the community's way of life is predominantly semi-rural, made up of rural-residential lifestyle blocks and large standalone homes on large sections. However, NoR 5 - New SH1 crossing at Dairy Stream traverses the Dairy Flat FUZ area (which includes the FUZ area along East Coast Road, to the east of SH1) indicating a period of transition in the future to a more urbanised form. The Immediate Community is mainly zoned "Future Urban", however a small part of the community at the north-eastern end of the designation is zoned "Countryside Living". Property sales records suggest there is a mix of residents that have lived in the Immediate Community for a long time (i.e., since the early 1990s and early 2000s), and those who have recently moved to the area (i.e., in the last 10 years). There appears to be little movement in the past 5 years. The response to the resident's survey suggest that the Immediate Community values the rural character, country lifestyle, peace and open space in the area. The community, 	<ul style="list-style-type: none"> The Project corridor mainly traverses the Dairy Flat / Silverdale West FUZ area and in future, the Immediate Community is expected to transition to be a more "urban" than "rural" community. The Dairy Flat FUZ area has not been subject to structure planning, which limits the certainty around what it will look like, however it is likely that it will undergo some urban-residential development and be home to new residents. This change from predominantly rural to urban, is anticipated to be significant, with an additional 20,400 homes anticipated for the Dairy Flat FUZ area.

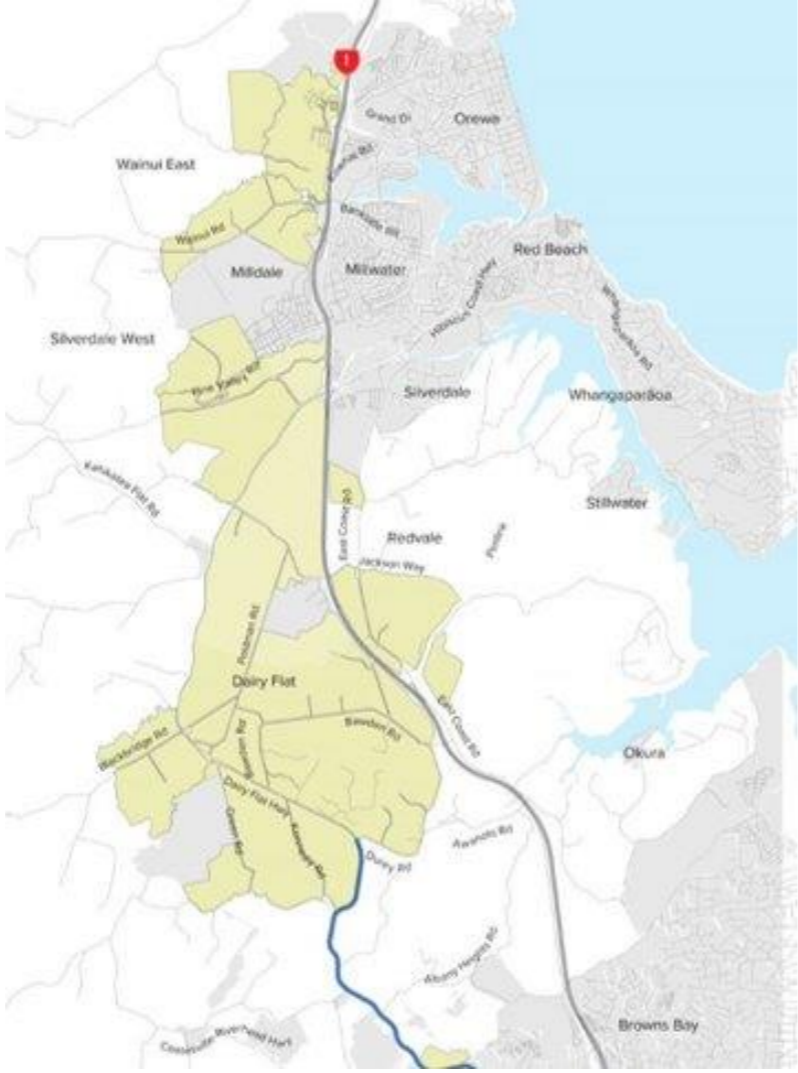
	Description	Map	Existing community	Future likely community
			<p>bird life, and access/proximity to amenities such as beaches and shopping centres were also cited.</p> <ul style="list-style-type: none"> The Immediate Community appears to contain no walking or cycling infrastructure. There are also no known bus routes operating along East Coast Road, however the North Busway operates along SH1, which is located adjacent to the Immediate Community. There are no community facilities within the Immediate Community. 	
<p>NoR 6</p>	<ul style="list-style-type: none"> NoR Project 6 connects the established communities of Wainui East and Ōrewa within the 'Local Community' of Wainui East via a new two-lane urban arterial and separated active mode facilities (see Figure 14). The NoR begins at the intersection of Wainui and Upper Ōrewa Roads, and extends north along Upper Ōrewa Road, through the established rural-residential community of Wainui. At the intersection of Upper Ōrewa and Russell Roads, the NoR creates a new transport corridor that traverses several rural-residential properties in Wainui East, before veering east to connect to Grand Drive in the establishing urban residential area of Ara Hills. 		<ul style="list-style-type: none"> Within NoR 6 - New Connection between Milldale and Grand Drive there are approximately 20 properties that are likely to be fully, partially or temporarily acquired. 7 of these properties have been identified as being impacted by more than one designation. The area immediately surrounding the designation is sparsely populated with several rural-residential properties. It appears that the community's way of life is predominantly rural, made up of rural-residential lifestyle blocks and large standalone homes on large sections. However, NoR 6 - New Connection between Milldale and Grand Drive traverses the Wainui East FUZ area which indicates a period of transition in the future to a more urbanised form. This has already begun, with the commencement of the Ara Hills development, adjacent to the Project Corridor. The Immediate Community is mainly zoned "Future Urban", however a small portion of the Immediate Community, west of Upper Ōrewa Road is zoned "Rural Production". Property sales records suggest there is a mix of residents that have lived in the Immediate Community since the late 1990s and early 2000s, and residents who have recently moved into the area (i.e., in the last 10 years). The response to the resident's survey suggests that the Immediate Community values farmlands, trees, open space and nearby beaches in their area. The Immediate Community appears to contain no walking or cycling infrastructure. There are also no known bus routes operating along Wainui Road or Grand View Drive. There are no community facilities within the Immediate Community. 	<ul style="list-style-type: none"> NoR 6 - New Connection between Milldale and Grand Drive traverses the FUZ area in Wainui East and in future, the Immediate Community is expected to transition to a more "urban" than "rural" community. The Wainui East FUZ area has not been subject to structure planning, which limits the certainty around what it will look like, however it is likely that it will undergo some urban-residential development and be home to new residents. There will also be some commercial development at the northern end of the NoR 6 corridor - New Connection between Milldale and Grand Drive, as outlined in the Ara Hills masterplan. This change from predominantly rural to urban, is anticipated to be significant, with an additional 7,400 homes anticipated for the remaining area of FUZ in Wainui East. The Immediate Community zoned "Rural Production" is likely to remain predominantly rural. This area is outside of Auckland's Rural Urban Boundary, and this boundary is assumed not to be changing The Ministry of Education has a large landholding on the corner of Wainui and Upper Ōrewa Roads, which it is proposing to designate as a school. This will service residents in the future Immediate Community.

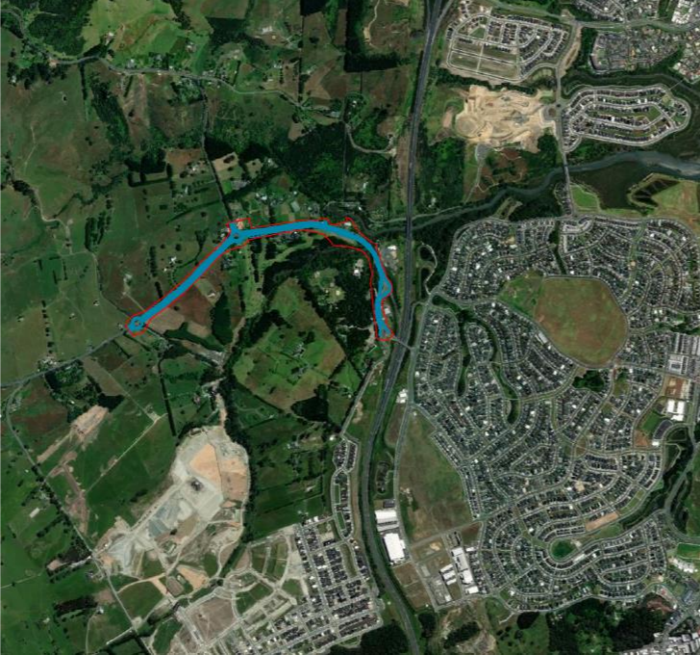
	Description	Map	Existing community	Future likely community
NoR 7	<ul style="list-style-type: none"> NoR Project 7 widens a portion of the existing road between Poynter Lane in the west, to Argent Lane in the east, to include separated active mode facilities both sides of the carriageway. It will also connect with Pine Valley Station (NoR 3). This NoR traverses the peripheries of rural-residential properties in the 'Local Community' of Silverdale West and improves connections between the 'Local Communities' of Silverdale West and Milldale. 		<ul style="list-style-type: none"> Within NoR 7 - Upgrade to Pine Valley Road there are approximately 41 properties that are likely to be partially or temporarily acquired. 1 of these properties have been identified as being impacted by more than one designation. The area immediately surrounding the designation is sparsely populated by rural-residential properties. It appears that the community's way of life is predominantly semi-rural, made up of working farms and rural-residential lifestyle blocks. However, NoR 7 - Upgrade to Pine Valley Road traverses the Wainui East FUZ area, indicating a period of transition in the future to a more urbanised form. The Immediate Community is mainly zoned "Future Urban", however a small portion of the Immediate Community at the western end of the Project corridor is zoned "Mixed Rural Zone". Property sales records suggest there is a mix of residents that have lived in the Immediate Community for a long time (i.e., since the early 1990s and early 2000s), and those who have recently moved to the area (i.e., in the last 10 years). The response to the resident's survey suggest that the Immediate Community values the beach, country lifestyle, education, and convenience/proximity to amenities in their area. There is no walking or cycling infrastructure within the Immediate Community, however there are some buses operating along Pine Valley Road and Argent Lane. Several respondents to the residents expressed an aspiration for more buses/bus stops along Pine Valley Road. One respondent was supportive of a new town centre close to Pine Valley Road, and more housing either side of Pine Valley Road. The Immediate Community does not contain any community facilities. 	<ul style="list-style-type: none"> NoR 7 - Upgrade to Pine Valley Road traverses the FUZ area in Dairy Flat / Silverdale West and Wainui East, therefore it is anticipated that the Immediate Community will transition to a more "urban" than "rural" community. The Dairy Flat / Silverdale West and Wainui East FUZ areas in the Immediate Community have not been subject to structure planning, which limits the certainty around what the Immediate Community in this area will look like in the future, however it is likely that it will undergo urban-residential development and be home to new residents. Urban intensification of these areas is also anticipated, in line with the current government direction outlined in the NPS-UD and MDRS. This change from predominantly rural to urban, is anticipated to be significant, with an additional 7,400 homes anticipated for the remaining area of FUZ in Wainui East, 20,400 homes for the area of FUZ in Dairy Flat, and approximately 604 acres of employment anticipated for the FUZ area in Dairy Flat / Silverdale West. The FUZ area north-east of Argent Lane, adjacent to the designation has been structure planned and will become the focus for light industry growth. The draft SLUS for Silverdale Dairy Flat also suggests there will also be a new Local Centre⁵¹ in the vicinity of NoR 7, located between Dairy Flat Highway and Pine Valley Road. Auckland Council are also considering another Local Centre in the vicinity of Pine Valley. These would provide the Immediate Community with local convenience and commercial services.

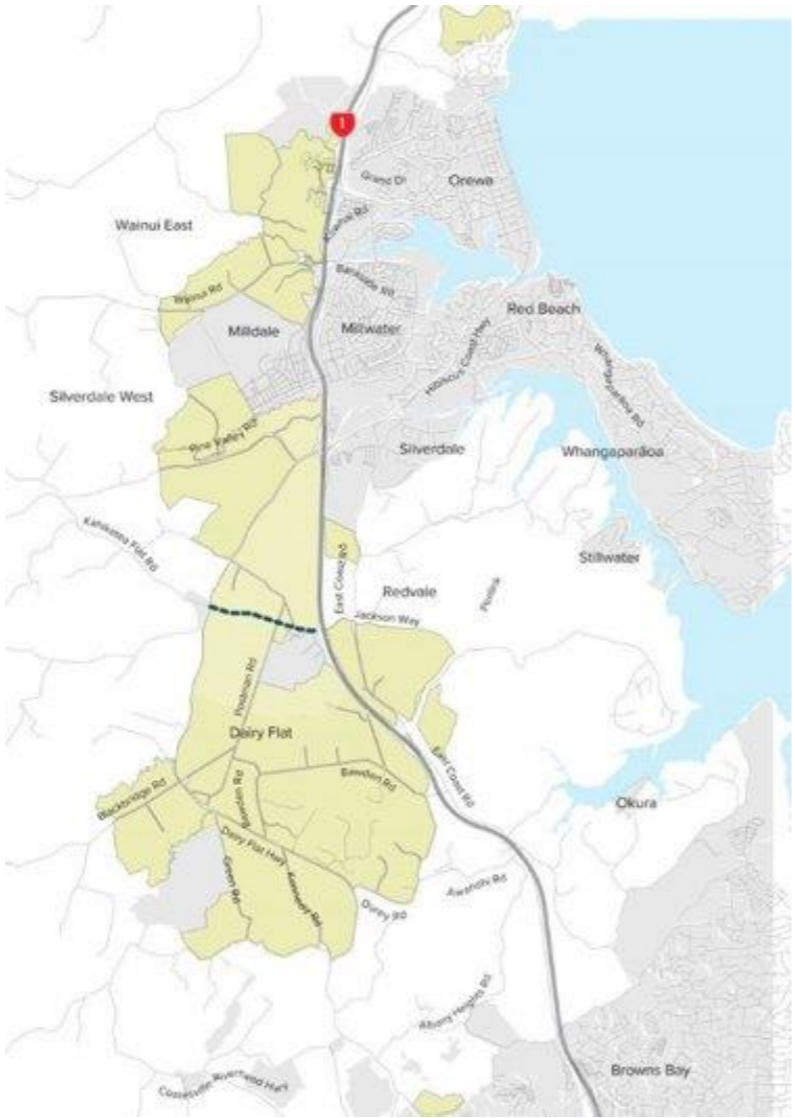
⁵¹ Under the Unitary Plan, a Local Centre Zone primarily provides for the local convenience needs of surrounding residential areas, including local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets

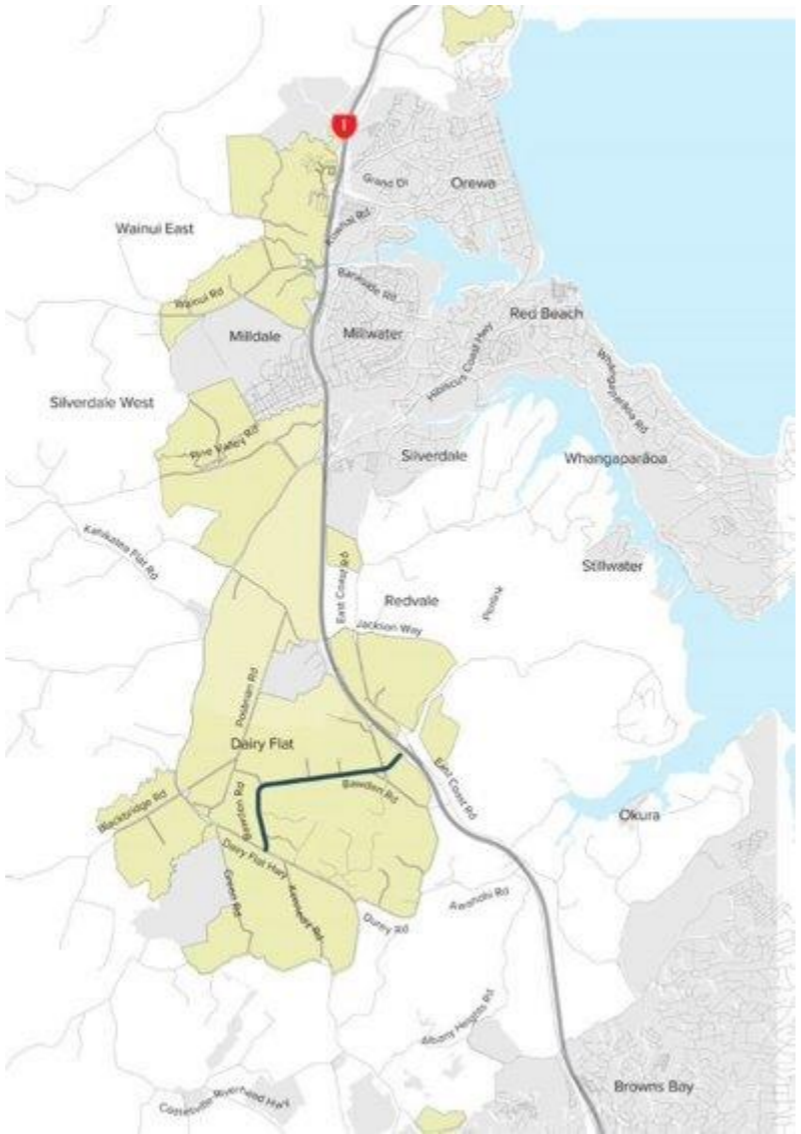
	Description	Map	Existing community	Future likely community
NoR 8	<ul style="list-style-type: none"> NoR Project 8 widens the existing road corridor to provide roading and intersection upgrades and increased road capacity, including a dedicated bus priority lane, and active mode facilities for the stretch of highway between Dairy Flat and Silverdale. The NoR begins at the intersection of Dairy Flat Highway and SH1 in the north and ends at the intersection of Dairy Flat Highway and Durey Road in the south. These works and the existing road corridor traverse the 'Local Community' peripheries of Silverdale West and Dairy Flat, improving connections between these established communities and Silverdale Central. The NoR also traverses the peripheries of some rural-residential properties and community facilities adjacent to Dairy Flat Highway, and the light industrial area at the intersection of Dairy Flat Highway and Kahikatea Flat Road . 	 <p>The map displays the Dairy Flat Highway corridor highlighted in yellow, stretching from the intersection of Dairy Flat Highway and SH1 in the north to the intersection of Dairy Flat Highway and Durey Road in the south. Key locations shown include Silverdale West, Milldale, Millwater, Silverdale, Redvale, and Dairy Flat. Major roads like Pine Valley Rd, Postman Rd, Bawden Rd, and Durey Rd are labeled. The map also shows surrounding areas like Kahikatea Flat Rd, Blackbridge Rd, and Awahohi Rd.</p>	<ul style="list-style-type: none"> Within NoR 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat there are approximately 224 properties that are likely to be fully, partially or temporarily acquired. 41 of these properties have been identified as being impacted by more than one designation. The area immediately surrounding the designation is sparsely populated. It appears that the community's way of life is predominantly semi-rural, made up of working farms and rural-residential lifestyle blocks. However, NoR 7 - Upgrade to Pine Valley Road traverses the Dairy Flat / Silverdale West FUZ area, indicating a period of transition in the future to a more urbanised form. Most of the Immediate Community is zoned "Future Urban", however some land on the west side of Dairy Flat Highway is zoned "Light Industry" and "Mixed Rural Zone". Property sales records suggest there is a mix of residents that have lived in the Immediate Community for a long time (i.e., since the early 1990s and early 2000s), and those who have recently moved to the area (i.e., in the last 10 years). 18 properties surrounding the NoR was sold in the last five years. The response to the resident's survey suggest that the Immediate Community values the sense of community, rural character, open space, parks and reserves, large residential sections, privacy, peace, quiet in their community. Access and proximity to main centres (e.g., Albany and Silverdale), amenities (e.g., the beach) and community facilities such as education and the Community Hall were also cited. The designation is adjacent to several community facilities in Dairy Flat, including: <ul style="list-style-type: none"> Dairy Flat School Dairy Flat Community Hall Dairy Flat Tennis Club Matea Trust. There appears to be limited walking or cycling infrastructure within the Immediate Community, however, is one bus route operating along Dairy Flat Highway. 	<ul style="list-style-type: none"> NoR 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat traverses the Dairy Flat / Silverdale West FUZ area and in future, the Immediate Community in this area is expected to transition to a more "urban" than "rural" community. The southern extent of the Dairy Flat / Silverdale West FUZ area not been subject to structure planning, which limits the certainty around what the Immediate Community in this area will look like in the future, however it is likely that it will undergo urban-residential development and be home to new residents and businesses. This development may include some higher residential densities, in line with the current government direction outlined in the NPS-UD and MDRS. The draft SLUS for Silverdale Dairy Flat also suggests there will also be a new Metropolitan or Town Centre 52 in Dairy Flat in the future. The proposed location has been updated following community engagement and suggests the Town Centre will be directly adjacent to the RTC, adjacent to Bawden Road. This will provide the Immediate Community with local convenience and commercial services. The northern extent of the Dairy Flat / Silverdale West FUZ area has been structure planned and will become the focus for light industry growth (Silverdale West Industrial Area) This change from predominantly rural to urban, is anticipated to be significant, with an additional 20,400 homes expected for the area of FUZ in Dairy Flat, and approximately 604 acres of employment anticipated for the FUZ area in Dairy Flat / Silverdale West. The Immediate Community on the west side of Dairy Flat Highway is likely to remain predominantly rural. This area is outside the Auckland Rural-Urban Boundary, which is presumed not to be changing.

⁵² Under the Unitary Plan, a Local Centre Zone primarily provides for the local convenience needs of surrounding residential areas, including local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets

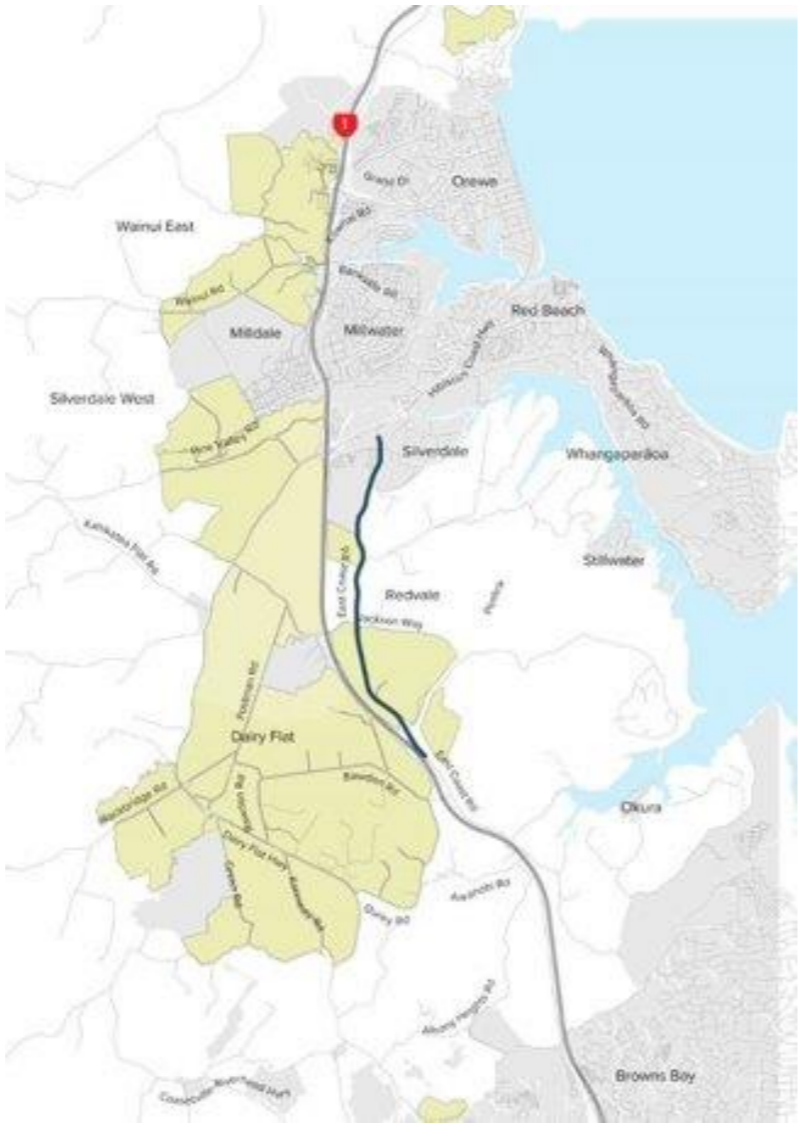
	Description	Map	Existing community	Future likely community
NoR 9	<ul style="list-style-type: none"> NoR Project 9: Upgrade to Dairy Flat Highway between Dairy Flat and Albany widens the existing road corridor to increase safety and provide a cycle path on the western side of the carriageway for the stretch of highway between Dairy Flat and Albany. The NoR begins at the intersection of Dairy Flat Highway and Durey Road in the north, to the intersection of Dairy Flat Highway and Stevenson Crescent in the south. These works and the existing road corridor traverse the 'Local Community' peripheries of Dairy Flat and Upper North Harbour, improving connections between the established communities of Albany and Dairy Flat. The NoR also traverses the peripheries of some rural-residential and commercial properties adjacent to Dairy Flat Highway. 	 <p>The map displays the Dairy Flat Highway corridor, highlighted in yellow, extending from Dairy Flat in the north to Albany in the south. Key locations shown include Dairy Flat, Silverdale, Redvale, Albany, and Browns Bay. The map also indicates various reserves and scenic areas like the Landing Reserve, Three Streams Scenic Reserve, and Hoskings Reserve. A red circle on the map marks the northern end of the project corridor at the intersection of Dairy Flat Highway and Durey Road.</p>	<ul style="list-style-type: none"> Within NoR 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany there are approximately 87 properties that are likely to be partially or temporarily acquired. The area immediately surrounding the designation is sparsely populated by rural-residential properties. The vast majority of the Immediate Community is zoned "Countryside Living" and it appears that the community's way of life is predominantly semi-rural, made up of working farms and rural-residential lifestyle blocks. However, a section of the Immediate Community located at the northern end of the Corridor traverses the periphery of the Dairy Flat / Silverdale West FUZ area, indicating a period of transition in this area in the future to a more urbanised form. At the southern end of the Project corridor, some land is zoned "Mixed Housing", "Mixed Suburban Housing", "Conservation" and "Informal Recreation". Property sales records suggest there is a mix of residents that have lived in the Immediate Community for a long time (i.e., since the late 1980s and early 2000s), and those who have recently moved to the area (i.e., in the last 10 years). 10 properties surrounding the NoR were sold in the last five years. The response to the resident's survey suggest that the Immediate Community values the rural character, open space, parks and reserves, large residential sections, privacy, peace, and quiet in their community. Access and proximity to main centres (e.g., Albany and Silverdale), amenities (e.g., the beach) and community facilities such as the Community Hall were also cited. NoR 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany traverses the peripheries of several reserves in Pukeatua (Albany Heights): <ul style="list-style-type: none"> The Landing Reserve Three Streams Scenic Reserve Hoskings Reserve. There appears to be no walking or cycling infrastructure within the Immediate Community, however there are some buses operating along Dairy Flat Highway. 	<ul style="list-style-type: none"> NoR 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany traverses the FUZ areas in Dairy Flat / Silverdale West and Pukeatua (Albany Heights), therefore it is anticipated that the Immediate Community in these areas will transition to a more "urban" than rural community in the future. The Dairy Flat / Silverdale West and Pukeatua (Albany Heights) FUZ areas in the Immediate Community have not yet been subject to structure planning, which limits the certainty around what the Immediate Community in this area will look like in the future, however it is likely that it will undergo urban-residential development and be home to new residents and businesses. This development may include some higher residential densities, in line with the current government direction outlined in the NPS-UD and MDRS. The Immediate Community zoned 'Countryside Living' is likely to remain predominantly rural in the future. This area is outside Auckland's Rural Urban Boundary, and this boundary is assumed not to be changing.

	Description	Map	Existing community	Future likely community
NoR 10	<ul style="list-style-type: none"> NoR Project 10: Upgrade to Wainui Road widens the existing road corridor to provide separated active mode facilities on both sides of the carriageway. The NoR begins at the intersection of Gervin and Wainui Roads in the west and ends at intersection of Wainui Road and SH1 in the east. These works and the existing road corridor traverse the 'Local Community' peripheries of Milldale and Wainui East and improves connections with established communities to the east and west (e.g., Ōrewa, Wainui/Milldale, Millwater). 	<p>1.</p> 	<ul style="list-style-type: none"> Within NoR 10 - Upgrade to Wainui Road there are approximately 21 properties that are likely to be fully, partially or temporarily acquired. 5 of these properties have been identified as being impacted by more than one designation. The area immediately surrounding the designation is sparsely populated. It appears that the community's way of life is predominantly rural, made up of working farms, rural-residential lifestyle blocks and large standalone homes on large sections. However, NoR 7 - Upgrade to Pine Valley Road traverses the Wainui East FUZ area which indicates a period of transition in the future to a more urbanised form. This has already begun, with the commencement of the Milldale development, directly adjacent to the Project corridor. The Immediate Community is mainly zoned "Future Urban", however a small portion of the Immediate Community located at the eastern end of the Project corridor is zoned "Mixed Housing Urban". Property sales records suggest there is a mix of residents that have lived in the Immediate Community since the late 1990s and early 2000s, and residents who have recently moved into the area (i.e., in the last 10 years). The response to the resident's survey suggests that the Immediate Community values farmlands, trees, open space and nearby beaches in their area. The Immediate Community appears to contain no walking or cycling infrastructure. There are also no known bus routes operating along Wainui Road. There are no community facilities within the Immediate Community. However, there appears to be some businesses traversed by NoR 10 - Upgrade to Wainui Road at the eastern end of the Project corridor. This includes Fantails Childcare Country, Northridge Country Lodge, Dizzy Heights Tree Services and a Gull Petrol Station. 	<ul style="list-style-type: none"> NoR 10 - Upgrade to Wainui Road traverses the FUZ area in Dairy Flat / Silverdale West and in future, therefore the Immediate Community is expected to transition to a more "urban" than "rural" community. The Wainui East FUZ area in the Immediate Community has not been subject to structure planning, which limits the certainty around what the Immediate Community in this area will look like, however it is likely that it will also undergo urban-residential development and be home to new residents and businesses. This change from predominantly rural to urban, is anticipated to be significant, with an additional 7,400 homes anticipated for the remaining area of FUZ in Wainui East. A draft structure plan has been prepared for what will be known as Milldale North, which is located directly adjacent to the Immediate Community.

	Description	Map	Existing community	Future likely community
NoR 11	<ul style="list-style-type: none"> NoR Project 11 connects Wilks Road with Dairy Flat Highway in the 'Local Community' of Silverdale West, via a new arterial and separated active mode facilities on both sides of the carriageway. The key focus of this NoR is to connect industrial land in Silverdale West with the new Wilks interchange, which will allow freight to travel southbound along SH1. This NoR begins at the intersection of Kahikatea Flat Road and Dairy Flat Highway in the west and extends east to create a new transport corridor through the 'Local Community' of Silverdale West, before joining up with Wilks Road. The new transport corridor traverses a number of rural-residential and commercial properties in Silverdale West. 		<ul style="list-style-type: none"> Within NoR 11 - New connection between Dairy Flat Highway and Wilks Road there are approximately 33 properties that are likely to be fully, partially or temporarily acquired. 21 of these properties have been identified as being impacted by more than one designation. Property sales records suggest there is a mix of residents that have lived in the Immediate Community for a long time (i.e., between the late 1980s and early 2000s), and those who have recently moved to the area (i.e., in the last 10 years). The area immediately surrounding the designation is sparsely populated by several rural-residential properties and businesses. It appears that the community's way of life is predominantly semi-rural, made up of working farms, rural-residential lifestyle blocks and large standalone homes on large sections. However, the land is mainly zoned "Future Urban", indicating a period of transition in the future to a more urbanised form. Some land at the west end of the project corridor is zoned "Light Industry" and some land at the east end is zoned "Large Lot". The former zoning provides for a small light industrial area at the intersection of Kahikatea Road and Dairy Flat Highway. The latter zoning provides for a residential "Aero Park" adjacent to the designation, which allows residents to park their planes in their garages. The North Shore Airport Runway is also located adjacent to the Immediate Community and zoned "Special Purpose". The response to the resident's survey suggest that the Immediate Community values the convenience/proximity to beaches, nearby centres, amenities, and community facilities in their area. The rural character, safety, open space, peace and quiet, community, and meeting and talking with neighbours were also cited. The Immediate Community appears to contain no cycling infrastructure and limited walking infrastructure (there appears to be some footpath at the intersection of Kahikatea Flat Road and Dairy Flat Highway). There are also no known bus routes operating along Wilks Road, however there is a bus route operating along Dairy Flat Highway, which intersects the Immediate Community. There are no community facilities within the Immediate Community. 	<ul style="list-style-type: none"> NoR 11 - New connection between Dairy Flat Highway and Wilks Road traverses the FUZ area in Dairy Flat / Silverdale West, therefore the Immediate Community in this area is expected to transition to a more "urban" than rural community in the future. This excludes the North Shore Aerodrome and associated residential precinct, which is expected to remain the same. The Dairy Flat / Silverdale FUZ area in the Immediate community has been structure planned and will become the focus for light industry growth. This change from predominantly rural to urban, is anticipated to be significant, with approximately 604 acres of employment anticipated for the FUZ area in Dairy Flat / Silverdale West.

	Description	Map	Existing community	Future likely community
NoR 12	<ul style="list-style-type: none"> NoR Project 12 widens the existing road corridor to provide separated active mode facilities on both sides of the carriageway and two lanes for traffic, likely dedicated to a frequent transit network (bus lanes) and creates a new road corridor connecting Bawden Road with the Ō Mahurangi Penlink (Redvale) Interchange. The Bawden Road and Dairy Flat Highway intersection at the western end of the NoR is also realigned to shift it out of the floodplain. The NoR begins at the intersection of Bawden Road and Dairy Flat Highway in the west and ends at the intersection of Bawden Road and SH1 to the east. The NoR traverses the peripheries of some rural-residential and commercial properties adjacent to Bawden Road and improves connections between the 'Local Communities' of Dairy Flat and East Coast Road. The NoR also connects to Ō Mahurangi (Penlink), enhancing east-west connectivity for the Local Communities of Dairy Flat and East Coast Road. 		<ul style="list-style-type: none"> Within NoR 12 - Upgrade and Extension to Bawden Road there are approximately 83 properties that are likely to be partially or temporarily acquired. 22 of these properties have been identified as being impacted by more than one designation. Property sales records suggest there is a mix of residents that have lived in the Immediate Community for a long time (i.e., since the early 1990s and early 2000s), and those who have recently moved to the area (i.e., in the last 10 years). The area immediately surrounding the designation is sparsely populated by a number of rural-residential properties. It appears that the community's way of life is predominantly semi-rural, made up of working farms, rural-residential lifestyle blocks and large standalone homes on large sections. The Project corridor traverses the Dairy Flat FUZ area indicating a period of transition in the future to a more urbanised form. The response to the resident's survey suggest that the Immediate Community values the rural character, open space, parks and reserves, large residential sections, privacy, peace and quiet in their area. Access and proximity to amenities such as the beach and main centres (e.g., Albany and Silverdale) were also cited. The Immediate Community appears to contain no walking or cycling infrastructure. There are also no known bus routes operating along Bawden Road. The designation traverses the Southstar Equestrian Facility on Bawden Road. Whilst Southstar is a private business, it is used by the community for recreational purposes. There are no other community facilities within the Immediate Community. 	<ul style="list-style-type: none"> The Project corridor mainly traverses the FUZ area in Dairy Flat / Silverdale West and in future, the Immediate Community in this area is expected to transition to be a more "urban" than "rural" community. This part of the FUZ area has not been subject to structure planning, which limits the certainty around what the Immediate Community in this area will look like, however it is likely that it will undergo urban-residential development and be home to new residents. Urban intensification of these areas is also anticipated, in line with the current government direction outlined in the NPS-UD and MDRS. This change from predominantly rural to urban, is anticipated to be significant, with 20,400 homes anticipated for the Dairy Flat FUZ area. The draft SLUS for Silverdale Dairy Flat also suggests there will also be a new Metropolitan or Town Centre 53 in Dairy Flat in the future. The proposed location has been updated following community engagement and suggests the Town Centre will be directly adjacent to the RTC, adjacent to Bawden Road. This will provide the Immediate Community with local convenience and commercial services. The land being used by Southstar Equestrian is currently leased to them under a private arrangement. This may change in the future in response to land use changes in the FUZ area,

⁵³ Under the Unitary Plan, a Local Centre Zone primarily provides for the local convenience needs of surrounding residential areas, including local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets

	Description	Map	Existing community	Future likely community
NoR 13	<ul style="list-style-type: none"> NoR Project 13 widens the existing road corridor to provide some separated active mode facilities. The NoR begins at the intersection of East Coast Road and the Twin Discovery Highway in the north and ends at the boundary of the Dairy Flat / Silverdale West FUZ to the east of SH1. The NoR traverses the 'Local Community' of East Coast Road, including the peripheries of some established rural-residential, urban-residential, and commercial properties adjacent to East Coast Road. 		<ul style="list-style-type: none"> Within NoR 13 - Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange there are approximately 84 properties that are likely to be fully, partially or temporarily acquired. 11 of these properties have been identified as being impacted by more than one designation. Property sales records suggest there is a mix of residents that have lived in the Immediate Community for a long time (i.e., since the early 1990s and early 2000s), and those who have recently moved to the area (i.e., in the last 10 years). The area immediately surrounding the designation is densely populated at the northern end (i.e., in Silverdale), relative to the remaining area immediately surrounding the designation. It appears that the community's way of life is predominantly semi-rural, made up of working farms, rural-residential lifestyle blocks and large standalone homes on large sections. However, at the northern end of the Project corridor (i.e., Silverdale), the community's way of life appears to be more "urban" and contains a mix of urban-residential dwellings and businesses. This includes the Silverdale Industrial Area to the east of East Coast Road and the East Coast Heights subdivision to the west of East Coast Road. The southern extent of the Project corridor traverses through an area live zoned 'Countryside Living'. However, the Project corridor mainly traverses the Dairy Flat / Silverdale West FUZ area indicating a period of transition in the future to a more urbanised form. The response to the resident's survey suggest that the Immediate Community values the rural character, country lifestyle, peace, and open space in the area. The community, bird life, and access/proximity to amenities such as beaches and shopping centres were also cited. The Immediate Community appears to contain no walking or cycling infrastructure. There are also no known bus routes operating along East Coast Road, however there are several operating along Hibiscus Coast Highway, adjacent to the designation. There are no community facilities within the Immediate Community. However, there are several located adjacent to the corridor, particularly at the northern end (e.g., Silverdale). 	<ul style="list-style-type: none"> The Project corridor mainly traverses FUZ areas to the east of SH1, therefore the Immediate Community in these areas are expected to transition to a more "urban" than "rural" community. The FUZ areas (which form part of the Dairy Flat / Silverdale West FUZ area) have not yet been subject to structure planning, which limits the certainty around what the Immediate Community in these areas will look like, however it is likely that it will undergo urban-residential development and be home to new residents and businesses. The areas in the Immediate Community zoned "Countryside Living" are likely to remain predominantly rural. These areas are outside of Auckland's Rural Urban Boundary, and this boundary is assumed not to be changing. The areas in the Immediate Community zoned "General Business", "Light Industry" and "Mixed Housing Urban" are inside Auckland's Rural Urban Boundary and are likely to remain urban. Urban intensification of these areas is also anticipated, in line with the current government direction outlined in the NPS-UD and MDRS.



Appendix G – Community Summary Table

Appendix G: Community Summary Table

Key:

✗ potential impacts (planning, construction, and operation phases)

NOR	Project	Wider Community / Upper NorthShore	Local Community							
			Upper North Harbour		Dairy Flat		Western Hills		East Coast Road	
			Albany	Oteha	Dairy Flat	Silverdale West	Milldale	Wainui East / Ara Hills	Silverdale	Ōkura Bush / Redvale
1	New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path between Bawden Road and Dairy Flat Highway	✗	✗		✗	✗	✗			✗
2	New Milldale Station and Associated Facilities	✗					✗			
3	New Pine Valley East Station and Associated Facilities	✗				✗	✗			
11	New connection between Dairy Flat Highway and Wilks Road	✗				✗				
5	New SH1 crossing at Dairy Stream	✗				✗				✗
6	New Connection between Milldale and Grand Drive	✗					✗	✗		

NOR	Project	Wider Community / Upper NorthShore	Local Community							
			Upper North Harbour Existing: SH1 Future: SH1		Dairy Flat Existing: Dairy Flat Highway; Wilks Road, Bawden Road Future: RTC, FUZ		Western Hills Existing: Wainui Road, Pine Valley Road, Grand Drive Future: New connection between Milldale & Ōrewa, FUZ		East Coast Road Existing: East Coast Road Future: New SH1 crossing, FUZ	
			Albany	Oteha	Dairy Flat	Silverdale West	Milldale	Wainui East / Ara Hills	Silverdale	Ōkura Bush / Redvale
12	Upgrade and Extension to Bawden Road	×			×					
4	SH1 Improvements (alteration to designations 6761, 6760, 6759, 6751)	×	×	×						×
7	Upgrade to Pine Valley Road	×				×		×		
8	Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat	×			×	×				
9	Upgrade to Dairy Flat Highway between Dairy Flat and Albany	×	×		×					
10	Upgrade to Wainui Road	×						×	×	
13	Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange	×							×	×

H

Appendix H – Summary of Engagement

Appendix H: Summary of the Businesses and Residents Survey

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

- Previous engagement carried out by SGA in 2016, 2018, and 2022.⁵⁴
- A survey of businesses and residents in March 2023.
- Review of landowner and stakeholder interviews (briefing from engagement team)
- Meeting with Dairy Flat Tennis Club

This section of the report summarises the findings of the businesses and residents survey.

The impacts identified through both the surveys included potential impacts on way of life, quality of the living environment, equity, health and wellbeing, social cohesion, personal and property rights, fears and aspirations, and socio-economic impact. The table below summarises the positive and negative impacts and opportunities identified for each of the social impact areas.

The methodology was to carry out several follow-up interviews with a sample of survey respondents, and respondents were asked to provide their contact details if they would be happy for a member of the SIA team to contact them. However, after analysing the survey responses, follow-up interviews were not deemed necessary, because:

- A variety of impacts were identified by respondents, and a good level of detail was supplied (i.e., there was adequate information and evidence to support the identified impacts).
- In several instances where inadequate information/evidence was supplied to support the issues/impacts, these comments were too vague to avoid asking leading questions, which might affect the validity of the assessment.
- The issues/ impacts identified by respondents were as expected i.e. there were no 'surprises' to interrogate further and they were consistent with the issues/impacts identified in previous rounds of engagement carried out by the SGA.
- A number of respondents have previously been contacted by a member of the SGA team (e.g. as part of engagement with landowners) and/or engaged in previous community engagements, and their concerns are well understood.
- There was a relatively good response rate (compared with previous engagement numbers)
- There was a good representative sample of locations (respondents from each of the Local Communities).

6.1 Business and residents survey

A survey was circulated to 1,331 businesses and households who were identified as potentially affected by the North Projects in 2022. A letter was sent to these properties on 8 March 2023 inviting them to complete the survey online or over the phone. The purpose of this survey was to:

⁵⁴ Communities and stakeholders in Ōrewa, Dairy Flat, Silverdale and Wainui told SGA about their transport aspirations for the area in 2016. This helped shape SGA's initial transport plan for the North. In 2018, the plan was reassessed, and options refined, with feedback sought from the community, stakeholders, Mana whenua, local boards and transport interest groups. This feedback was used to help finalise the indicative strategic transport network for North Auckland. In 2022, further engagement with the community was carried out to gather feedback on the North projects as part of the Detailed Business Case.

- Further understand the existing environment
- Understand the community's level of understanding of Future Urban Zones (FUZ). The intention behind this was to provide insight into their interpretation of FUZ and what mitigations may assist
- Understand the community's current level of understanding and perception of the Projects and where recommendations can respond to concerns or identified opportunities going forward.

People were given until 28 March 2023 to respond, after which the results were gathered and analysed for inclusion in the SIA.

Business survey

- 5 responses
- Two of the respondents are located in Upper North Harbour / Unity Rd and Cebel Place, one in Dairy Flat / Dairy Flat Highway, one in East Coast Road, and one in Silverdale West / Postman Road.
- Respondents included the North Shore Airport, wholesale distributors and commercial property owners.
- All of the respondents/businesses have been in operation for over 10 years.
- Two of the respondents are located in a Future Urban Zone (FUZ), two are not, and one was not sure
- North Shore Airport have a good understanding of what a FUZ is, however the other respondents knew little or nothing about FUZs.

Residents survey

- 75 responses
- Respondents are from:
 - Albany
 - Te Wharau (Albany Village)
 - Pukeatua (Albany Heights)
 - Lucas Heights
 - Coatesville
 - Dairy Flat
 - North Shore Aero Park
 - Rodney
 - East Coast Heights
 - Flat Bush
 - Millwater
 - Ōrewa
 - Pine Valley
 - Redvale
 - Silverdale
- 7% of the respondents have lived in the area for 1-5 years, 17% for 5-10 years, and 43% for 10 years or more.
- Most respondents (45%) are a couple with children living at home. 17% are a couple without children living at home.
- 25% of respondents indicated that their property generates a part of their household income (e.g., farming, horticulture)
- Most respondents have a good understanding of what a FUZ is and what it means for their household, however three respondents expressed little or no understanding.
- One respondent wasn't sure what it would mean for their household:
- *“Actually, our place is in future industrial, not sure what this means for us, in limbo really, however many properties around us are already been used as such , scaffolding business, truck yards. And we are living in the middle of it :”(*
- 63% of respondents expect their local community to change in the future, an additional 15% weren't sure.
- Anticipated changes include increased density, housing, traffic, pollution, and crime, and loss of green spaces and rural character. People also anticipate more commercial and public services, including public transport options, and improvements to local infrastructure. These changes are described in more detail in Table 3.

- 25% of respondents thought the changes to the local community they described would be mostly positive. 24% thought those changes would be mostly negative.
- The respondents identified a large number of things that they value about their community, however rural character, open space, peacefulness, safety, convenience and/or access to amenities, parks and reserves were commonly referenced.
- The most common community resources that respondents' households' access/participate in are shops (44% of respondents), commercial services (24%), and public recreation facilities including parks and reserves (20% of respondents). 17% of respondents access/participate in community clubs/organisations/groups, 15% in community facilities (e.g., community halls), 9% in church and 5% in other community services.
- Of transport modes, most respondents (76%) used a car most frequently to access work or education. 84% of respondents used a car in an average week to move around the community (i.e., to go to work, visit family and friends, access recreation etc.), 29% took the bus, 17% walked., and 9% biked.
- 41% of respondents indicated that there is a transport mode they don't currently use but would like to use in the future. The transport modes most commonly mentioned in response to this question were biking, walking and taking public transport (e.g., buses and trains).
- Common reasons for not currently using these modes included:
 - No safe footpaths/cycle paths
 - Lack of local amenities within walking distance
 - No trains available
 - No public buses along East Coast Road.
 - Frequency of public transport
 - "Bus timetable from and to our area is not good to get to work at a certain time"
 - Reliability of public transport
 - Park and ride is full by 6:30am (not enough car parks)
 - Efficiency/ bus stops too far away or don't take you close enough to your destination
 - Safety.
- Most respondents to the resident's survey either had a household member that worked from home once a week (17%), several days a week (35%) or ran a business from home (16%).
- 25% of respondents indicated that their property generated a part of their household income.

6.2 Summary of potential impacts (positive and negative) and mitigation measures identified by respondents to the residents and businesses survey

	Businesses		Residents		
Impact	Positive	Negative	Positive	Negative	Mitigation
<p>Way of life, including:</p> <ul style="list-style-type: none"> how people live, for example, how they get around and access adequate housing how people work, for example, access to adequate employment how people play, for example, access to recreational activities how businesses operate, for example how vehicles including freight move around the network and access economic opportunities how people live, work or recreate on their property how people interact with one another on a daily basis. 	<ul style="list-style-type: none"> Increased freight efficiency due to new road connections and more capacity in the roading network. Reduced transport-related costs for businesses due to less car parks and fuel required to get employees to and from work. Increased jobs, economic growth and infrastructure. Improved work-life balance as a result of reduced journey time/increased proximity to social and economic opportunities. 	<ul style="list-style-type: none"> Reverse sensitivity impacts on the North Shore Airport. The future expansion potential of the Airport is potentially limited by some of the proposals resulting from the FUZ. Particularly, being able to maintain a safe operating environment will be increasingly challenging with intensification of development and people surrounding the airport. Increased traffic/congestion, which will restrict and/or deter customers. Increased pressure on infrastructure (e.g., roads, water). 	<ul style="list-style-type: none"> Increased access to motorways Improved public transport connectivity and options (resulting in increased access for people who cannot or choose not to drive). Safer walking and cycling options. Reduced journey times and transport emissions due to less reliance on cars. Roading upgrades and new connections could provide alternative route for heavy vehicles away from residential areas e.g., Dairy Flat Increased property values Increased housing supply and options 	<ul style="list-style-type: none"> Increased traffic congestion. Increased noise and air pollution. Difficulty parking, particularly at Park & Rides. Loss of private property Reduction in households' ability to operate as a rural business (due to loss of land and/or change in surrounding land use) Property devaluation Reduction in property owners' ability to sell due to property devaluation/reduction in equity. 	<ul style="list-style-type: none"> The North Shore Airport are particularly keen to be engaged in all affecting processes every step of the way, considering the challenge of ensuring a safe operating environment in conjunction with the complexity of operating an airport. Noise barriers/insulation. Adequate provision of car parking at Park & Rides Northbound motorway access at Wilks Road – this would allow the industrial commercial access to/from north and lessen traffic confusion at Silverdale. An on-ramp from East Coast Road to the bridge over the Wēiti river. Compensation for the amount of land acquired and for the devaluation of any remaining land Grant ownership of acquired land to original landowner.
<p>Health and wellbeing - health is a state of complete physical, mental, social and spiritual wellbeing and not merely the absence of disease or infirmity. It includes psycho-social impacts such as nostalgia (a form of mental or existential distress caused by environmental change)</p>				<ul style="list-style-type: none"> Anxiety and fear of natural disasters due to developing on a flood plain. Uncertainty about road upgrades, bus and transit lanes and where they might impact peoples land, and how the changes will/will not people's properties. 	
<p>Community, including:</p> <ul style="list-style-type: none"> stability, character, cohesion access to community services and facilities 				<ul style="list-style-type: none"> Reduction in rural character, peace and quiet Community instability due to people leaving the area or being displaced by property acquisition Reduction in community connections 	
<p>Quality of the living environment and amenity, including:</p> <ul style="list-style-type: none"> 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 exposure adequacy of sanitation physical safety, and 			<ul style="list-style-type: none"> Increased economic activity and vibrancy due to more businesses establishing in the area. 	<ul style="list-style-type: none"> Inadequate amenities for kids, sports and recreation, parks and reserves commensurate with the population. Increased crime rates Urban decay i.e., during construction and in the transition from predominantly rural-residential to industrial land uses Reduction in road safety due to large trucks and heavy vehicles travelling through the area 	<ul style="list-style-type: none"> Lower speed limits to 50km/h rather than the current 80 km/h

	Businesses		Residents			
<ul style="list-style-type: none"> access to and control over resources 						
<p>Fears and aspirations, including:</p> <ul style="list-style-type: none"> people’s perceptions of safety, fears about the future of their community, and aspirations for their future and the future of their children. 				<ul style="list-style-type: none"> Reduction in perceived safety due to new people moving into the area and higher population densities Fears that the proposed plan will come too late, take too long, and be over budget. Fears that once implemented the project assumptions will be out of date, and the roads won’t provide sufficient capacity. Fears the Project will increase rates. Fears that the Project would further pollute waterways such as Ōkura Estuary and adversely impact wildlife Fears that the project will impact future generation’s ability to grow foo (i.e., due to loss of agricultural land) 		

Table 3: Summary of potential impacts (positive and negative) and mitigation measures identified by respondents to residents and businesses survey



Appendix I– Property and landuse Information



Appendix I: Property and Land use Information

The following provides an overview of the property impacts and types of landuse details of these properties. Table 4 below summarises the total number of properties (titles) impacted by each designation, including both the number of properties impacted by the relevant designation, and the number of properties also impacted by other designations as part of the North Projects. As you can see by these two tables, there are a number of properties impacted by several designations. These figures are approximate.

Table 4: Number of properties impacted by each designation (based on number of property titles)

	Total	Number of properties only impacted by relevant designation	Number of properties also impacted by other North Project designations
NoR 1	162	84	78
NoR 2	2	-	2
NoR 3	6	-	6
NoR 4	131	90	41
NoR 5	23	13	10
NoR 6	20	13	7
NoR 7	41	33	8
NoR 8	224	167	57
NoR 9	87	84	3
NoR 10	21	14	7
NoR 11	33	12	21
NoR 12	83	61	22
NoR 13	84	67	17
Total	917 (772 without duplicates)	638	279

Table 5: Property type and primary land use of properties impacted by the designations*

NOR	Land use type of whole parcel that designation traverses						Description of primary land within designation						
	Residential – house only	Rural-residential – house with more than one paddock	Vacant land	Farm – land or paddocks with no property	Business – land with commercial and/or industrial structure	Community – land with community facility and/or service	House	Paddock	Business	Community facility	Front yard/back yard	Greenfield land	Road corridor
NoR 1	8%	77%	4%	11%	0%	0%	62%	18%	0%	0%	12%	4%	4%
NoR 2	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%
NoR 3	14%	29%	0%	57%	0%	0%	14%	71%	0%	0%	14%	0%	0%
NoR 4	3%	49%	11%	27%	10%	0%	29%	28%	8%	0%	20%	8%	5%
NoR 5	0%	68%	22%	11%	0%	0%	31%	42%	0%	0%	5%	0%	21%
NoR 6	0%	70%	0%	15%	15%	0%	40%	40%	10%	0%	10%	0%	0%
NoR 7	0%	71%	4%	20%	4%	0%	16%	33%	2%	0%	33%	4%	12%
NoR 8	3%	79%	0%	9%	7%	3%	47%	13%	4%	2%	21%	0%	13%
NoR 9	0%	81%	0%	15%	4%	0%	45%	20%	4%	0%	20%	0%	11%
NoR 10	5%	43%	0%	14%	33%	5%	10%	43%	33%	5%	10%	0%	0%
NoR 11	0%	70%	0%	10%	20%	0%	40%	7%	3%	0%	40%	0%	10%
NoR 12	7%	80%	0%	13%	0%	0.00%	51%	15%	0%	0%	20%	0%	15%
NoR 13	0%	56%	3%	20%	18%	3%	41%	24%	6%	3%	17%	3%	7%
TOTAL (in relation to all properties)	3%	69%	4%	16%	7%	1%	42%	22%	4%	1%	19%	3%	9%

• These numbers are indicative only and an approximation. These have been rounded so will not add to 100. Also noting that properties may have been counted more than once where they are impacted. 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.