

North West Strategic Social Impact Assessment Addendum

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Version 1

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Disclaimer

This is a draft document for review by specified persons at Auckland Transport and the New Zealand Transport Agency. This draft will subsequently be updated following consideration of the comments from the persons at Auckland Transport and the New Zealand Transport Agency. This document is therefore still in a draft form and is subject to change. The document should not be disclosed in response to requests under the Official Information Act 1982 or Local Government Official Information and Meetings Act 1987 without seeking legal advice.

1 Introduction

This addendum responds to review comments on the soft lodgement draft of the North West Strategic Social Impact Assessment (SIA).

The bulk of the original SIA was completed by October 2022. A soft-lodgement review was undertaken in November 2022. In addition, other technical assessments were completed in November/December 2022 that the SIA relied on and engagement with stakeholders and the wider community has continued in parallel.

This addendum should be read in conjunction with the SIA. Where this assessment supersedes and/or updates information in the SIA, this has been expressly noted.

This addendum forms part of the suite of technical reports that inform the Assessment of Effects on the Environment (AEE) and supports the Notices of Requirement for:

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

For additional Project information reference should be made to the AEE. Note Section 24 Property and Land Use relates to directly impacted private properties and the approach to managing effects.

2 Assumptions and Exclusions of SIA

The soft lodgement review noted that while the SIA sets out assumptions and exclusions relating to the social area of influence (see section 3.3.1 of the SIA), there were no assumptions and exclusions set out for the overall report. Assumptions and exclusions have therefore been noted in this addendum (noting some of the assumptions listed below are also listed in section 3.3.1 of the SIA).

The following assumptions have informed the SIA:

- The SIA has been based on the drawings and the construction methodology for each NoR provided in the AEE report
- The SIA is based on current information. The SIA covers five proposed designations (and Projects within these) which are not anticipated to be built for up to 20 years. There may be notable changes to the design and nature of the projects (within the designation envelope) during detailed design which could potentially alter the extent or likelihood of some social impacts
- At the time that the SIA was prepared, conversations regarding mitigation (for Fred Taylor Park and Huapai Domain) were occurring between Auckland Council and Te Tupu Ngātahi. It is assumed that these conversations will continue and that a preferred mitigation option will be developed during detailed design.
- This SIA is in part informed by consultation carried out up to the date of report preparation. It is recognised that the consultation process is on-going.
- It is assumed that the Projects will be constructed in a staged and planned manner

- The full build out of all projects will occur by 2048
- For those parts of the community that are live zoned currently, both construction and operation will occur in the 'existing' environment.
- Land zoned as Future Urban Zone (FUZ) will be urbanised in the future
- Construction of Projects will likely occur in parallel with the urbanisation of FUZ land (although much of this urbanisation may have already occurred given the long term nature of the Projects.
- Plan changes, re-zoning and development staging is likely to follow the approximate timings set out in the Urban Land Supply Strategy 2017
- Early land use and transport integration work has been done in the Kumeū – Huapai and Riverhead town centres (see the Auckland Council Spatial Land Use Strategy) but any further integration work will be done after these NoRs have been lodged (e.g. structure planning and any Council-led plan changes). This will involve collaboration with Auckland Council, AT and Waka Kotahi.

The following exclusions are noted:

- Economic impacts were not assessed as part of this SIA, except for where changes in employment / business activity may have social impacts on the community.
- Cultural impacts were not assessed as part of this SIA.
- Property acquisition processes are dealt with under the Public Works Act. Impacts of property acquisition are not assessed in this SIA except where they relate to social impacts on the remaining community (i.e. people moving out of the area and altering the character of the community).

3 Impact assessment table

The following table outlines each of the impacts identified in the SIA in greater detail, including the anticipated duration, scale and impacted stakeholders for each impact. It does not change the overall impact ratings given in the SIA, but aims to provide additional clarity on the nature of each impact, as requested in the soft lodgement review. Where the overall impact ratings have changed since the submitted SIA was drafted, this is noted in the footnotes.

This table should be read alongside the impact assessment sections of the SIA (sections 5.1 to 7.6) and the methodology outlined in section 3.4 of the SIA.

An anticipated 'duration' is provided in this table for each potential impact; the following scale is used to measure likely duration:

Short term: 0-12 months

Medium term: 1-5 years

Sustained: 5+ years

In the impact assessment section of the SIA (sections, 5.1 to 7.6), impacts on 'sustaining oneself' were assessed. The soft lodgement review noted that these impacts could likely be considered under the categories of 'way of life' and/or 'community cohesion' instead of in a standalone category, and as such impacts on 'sustaining oneself' (i.e. people's ability to obtain their daily needs) have been considered under these two categories in the tables below.

3.1 Regional impacts (for all NoRs)

This table should be read alongside section 7.2 of the SIA.

Impact category	Impact	NoRs	Who	Nature of effect	Scale	Likelihood	Duration	Impact rating without mitigation	Recommended mitigation	Impact rating with mitigation
Route Protection Phase										
Fears and aspirations	NoRs positively contributing to / confirming people's aspirations for the region (re. reducing traffic congestion and improving resilience of network)	All NoRs	People across the region with aspirations regarding traffic congestion / network resilience (particularly those who regularly travel through the North West), including Local Boards and decision makers.	Positive	Moderate	Moderate	Sustained	Moderate positive	N/A	N/A
Construction Phase										
Way of life	Increase in traffic congestion/delays due to construction – more difficult for people to move around the area.	Main Road NoR (NoR S2)	People across the region who move through the North West to access recreation, employment, education etc – particularly those who do so semi-regularly.	Negative	Moderate	High	Medium	Moderate negative	Retaining one lane in each direction where possible (as recommended in Integrated Transport Assessment) Constructing ASH prior to Main Road works would provide an	Low-moderate negative

Impact category	Impact	NoRs	Who	Nature of effect	Scale	Likelihood	Duration	Impact rating without mitigation	Recommended mitigation	Impact rating with mitigation
									<p>alternative route through the area, minimizing congestion along Main Road.</p> <p>Provision of information to the regional community to allow them to plan ahead for construction works.</p>	
Operation Phase										
Way of life	Reduction of traffic congestion and improved resilience of the transport network will make it easier for people to move around the area and will free up time for other activities (less time in traffic).	All NoRs	People across the region who move through the North West to access recreation, employment, education etc – particularly those who do so semi-regularly.	Positive	Moderate - High	High	Sustained	High positive	N/A	N/A
Community cohesion	Improved transport network will make it easier for people to connect to their communities both within the North West and across Auckland.	All NoRs	People across the region who move through the North West to connect with friends/family or access community amenities - particularly those who do so semi-regularly.	Positive	Moderate - High	High	Sustained	High positive	N/A	N/A
	Improved transport network will make it easier for people from across Auckland to utilize community assets such as the Kumeū Community Centre and Showgrounds	All NoRs	People from across the region who attend events at Kumeū Community Centre of Kumeū Showgrounds	Positive	Moderate	High	Sustained	Moderate positive ¹	N/A	N/A
Health and wellbeing	Increased opportunities for walking and cycling, with associated health benefits.	RAMC/RTC, Access Road, Main Road	People across the North West who choose to walk or cycle throughout the	Positive	Moderate	Moderate	Sustained	Moderate positive ²	N/A	N/A

¹ This was given a 'high positive' impact rating in the SIA but has been changed to moderate positive to reflect the fact that impacts will be limited to those who travel from across Auckland to access community assets in Kumeū.

² This impact rating was originally 'high positive' in the SIA and has since been changed to 'moderate positive', acknowledging that walking and cycling benefits may be limited (at a regional scale) to those who are happy to walk/cycle longer distances.

Impact category	Impact	NoRs	Who	Nature of effect	Scale	Likelihood	Duration	Impact rating without mitigation	Recommended mitigation	Impact rating with mitigation
			area (or who are unable/do not drive)							
	Reduction in traffic along Main Road will contribute to a safer street environment (more pedestrian/cyclist friendly) – reduced health risks for cyclists and pedestrians using this road.	Main Road	People across the North West who walk/cycle along Main Road semi regularly	Positive	Moderate	High	Sustained	Moderate positive ³	N/A	N/A
Fears and aspirations	NoRs positively contributing to / confirming people's aspirations for the region (re. reducing traffic congestion and improving resilience of network and transport choice)	All NoRs (noting some ASH may adversely impact on some people's aspirations as noted below)	People across the region with aspirations regarding traffic congestion / network resilience (particularly those who regularly travel through the North West), including Local Boards and decision makers.	Positive	Moderate	Moderate	Sustained	Moderate positive ⁴	N/A	N/A
	ASH adversely impacting some people's aspirations regarding sustainability (new state highway not aligning with people's aspirations to reduce car dependence)	ASH	People across the region, including decision makers, with aspirations regarding reducing car dependence and carbon emissions.	Negative	Moderate	Moderate	Sustained	Moderate negative ⁵	Delivery of all NoRs as a package will overall improve transport choice and help people to shift away	Low – moderate negative

3.2 NoR S1 (Alternative State Highway incl Brigham Creek Interchange)

This table should be read alongside section 7.3 of the SIA.

³ This impact rating was originally 'high positive' in the SIA but has been changed to moderate positive, acknowledging that those living in the regional community (i.e. the wider Auckland community) are not likely to visit Main Road frequently; benefits of an improved Main Road streetscape are therefore more limited for this regional group.

⁴ This impact rating was originally 'high positive' in the SIA but has been changed to moderate positive, acknowledging that across the region, the number of people who have aspirations for the Kumeū – Huapai area may be limited (i.e. these positive benefits may not be widely experienced across the region).

⁵ This impact rating was originally 'high positive' in the SIA but has been changed to moderate positive, acknowledging that amongst the regional community, the number of people who have aspirations for the Kumeū – Huapai area may be limited (i.e. the positive benefits will be limited in terms of the number of people impacted).

Impact category	Impact	Who	Nature of effect	Scale	Likelihood	Duration	Impact rating without mitigation	Recommended mitigation	Impact rating with mitigation
Route Protection Phase									
Fears and aspirations	NoR delivering on people's aspirations for the future of their community	Landowners and businesses in the local and wider communities	Positive	Low	Moderate	Sustained	Low positive	N/A	N/A
Health and wellbeing	Stress and anxiety for some landowners and businesses who are uncertain about the nature and timing of land acquisition	Impacted landowners and businesses in the rural zoned parts of the local community	Negative	Moderate – High (increasing in severity the longer uncertainty remains)	High	Medium term - sustained	Moderate negative	The designation itself may alleviate some anxiety and will provide landowners and business owners some ability to plan for the future, as the extent of the project and its impacts will be known (noting that there will still be some uncertainty around timing and funding). Provision of accurate, up to date information about property acquisition and what to expect during route protection phase and beyond. Dedicated contact number for queries during route protection phase.	Low negative
		Impacted landowners and businesses in the future urban zoned parts of the local community	Negative	Low (noting these areas are undergoing change anyway so will likely be more tolerance for change / uncertainty)	High	Medium term - sustained	Low negative ⁶		Very low negative
	Certainty (and reduced stress) about the future of the area for some landowners and businesses – allowing people to plan ahead with certainty	Impacted landowners and businesses in the local community	Positive	Low	Moderate	Sustained	Low positive	N/A	N/A
Community cohesion	Changes to community character as people move away from the area due to acquisition	Landowners in the rural zoned parts of the local community	Negative	Low – Moderate	Moderate	Medium	Low – moderate negative (noting communities change over time naturally and while this may exacerbate changes in community character, some change would likely	Provision of information about the project well in advance of acquisition occurring, so that people can understand and feel prepared for changes.	Low negative

⁶ In the SIA, impacts on the local community were assessed 'overall' as being moderate negative. This impact rating has been changed to 'low negative' to acknowledge that the urban parts of the community may experience less change than those in the rural parts of the community.

							occur over time anyway)		
Construction Phase									
Way of life	Disruption to traffic during construction could make it more difficult for people to go about their daily activities (largely limited to interchanges (Foster Road and Brigham Creek) as most construction will be offline)	People in the wider and local community moving through the area for their daily activities (work, education, recreation etc).	Negative	Very low	High	Short term	Low negative	Construction Management Plan should set out measures to manage and minimize traffic congestion where possible. Likely traffic diversions / delays should be clearly communicated to the community well in advance so that people can plan ahead.	Negligible – very low negative
	Reduction in people's ability to use Fred Taylor Park for both organized and informal recreation during construction period (two playing fields are within the current designation envelope)	People in the wider and local community who use Fred Taylor Park for informal recreation. West Coast Rangers football club and members.	Negative	Low - moderate	High	Medium	Moderate negative	Conversations are currently underway with Auckland Council to determine how best to mitigate impacts on Fred Taylor Park – a preferred solution will be determined following detailed design.	Low negative
	Construction noise and vibration could cause people to temporarily change their daily routines to avoid noise (i.e. avoiding working from home or spending less time in the garden)	People in the local community within close proximity to the designation corridor	Negative	Low - moderate	Moderate	Short term (weeks)	Very low negative	Construction Management Plan should set out measures to manage and minimize construction noise where practicable. Clear communication about the upcoming construction period should be provided to local residents so that they are mentally prepared for the works and have a chance to ask questions about the construction period.	Very low negative
Community cohesion	Disruption to traffic during construction could make it more difficult for people to connect to other people and services in	People in the wider and local community moving through the area to visit	Negative	Very low	High	Short term	Very low negative	Construction Management Plan should set out measures to	Negligible – very low negative

	the community (largely limited to interchanges (Foster Road and Brigham Creek) as most construction will be offline)	family and friends and connect to community services.						manage and minimize traffic congestion where possible. Likely traffic diversions / delays should be clearly communicated to the community well in advance so that people can plan ahead.	
Health and wellbeing	Temporary reduction in people’s ability to use Fred Taylor Park for informal recreation - impacts on people’s mental and physical health if their ability to exercise is reduced.	People in the wider and local community who use Fred Taylor Park for informal recreation. West Coast Rangers football club and members.	Negative	Low - moderate	Moderate	Medium	Low - moderate	Conversations are currently underway with Auckland Council to determine how best to mitigate impacts on Fred Taylor Park – a preferred solution will be determined following detailed design.	Low negative
	Construction noise and vibration could cause temporary stress and anxiety for some local residents, particularly if it disrupts daily activities such as working from home or sleeping.	People in the local community within close proximity to the designation corridor	Negative	Low - moderate	Moderate	Short term (weeks)	Low negative	Construction Management Plan should set out measures to manage and minimize construction noise where practicable. Clear communication about the upcoming construction period should be provided to local residents so that they are mentally prepared for the works and have a chance to ask questions about the construction period.	Very low negative
Quality of environment	Temporary change in quality of environment dur to construction noise and vibration – from a quiet rural environment to one characterized by construction noise and busy-ness.	People in the local community within close proximity to the designation corridor	Negative	Low-moderate	High	Medium term	Low – moderate negative	Construction Management Plan should set out measures to manage and minimize construction noise where practicable. Clear communication about the upcoming construction period should be provided to local	Low negative

								residents so that they are mentally prepared for the works and have a chance to ask questions about the construction period.	
Operation Phase									
Way of life	ASH will facilitate easier movement around the community, making it easier for people to go about their daily activities such as accessing work, education and recreation.	People in the wider and local communities who travel throughout the community regularly	Positive	Low	Moderate	Sustained	Low positive	N/A	N/A
	By redirecting some traffic away from Main Road, traffic congestion on Main Road may reduce – if this reduces people's commuting time they will have more time freed up for other activities.		Positive	Low	Moderate	Sustained	Low positive	N/A	N/A
	Reducing traffic congestion along Main Road will make it easier to safely access businesses and services in Kumeū - Huapai	Business owners in Kumeū – Huapai and members of the wider and local community who shop along Main Road	Positive	Low	Moderate	Sustained	Low positive	N/A	N/A
	Permanent acquisition of two training fields at Fred Taylor Park will reduce the amount of space that the community has for informal recreation	Members of the local and wider community who use Fred Taylor Park for informal recreation	Negative	Very low (noting remainder of park will still be available)	High	Sustained	Very low negative ⁷	Conversations are currently underway with Auckland Council to determine how best to mitigate impacts on Fred Taylor Park – a preferred solution will be determined following detailed design.	Negligible – very low negative
	Permanent acquisition of two training fields at Fred Taylor Park will reduce the amount of space that the West Coast Rangers club has for training and game days (noting the Club can also use Huapai Domain)	Members of the West Coast Rangers football club	Negative	Very low (noting remainder of park and Huapai Domain will	High	Sustained	Very low negative ⁸	Conversations are currently underway with Auckland Council to determine how best to mitigate impacts on Fred Taylor Park – a preferred solution will be	Negligible – very low negative

⁷ This was originally assessed as 'low negative' but has been changed to 'very low negative' in recognition of the fact that the remainder of the park will still be available for use.

⁸ This was originally assessed as 'low negative' but has been changed to 'very low negative' in recognition of the fact that the remainder of the park will still be available for use.

				still be available)				determined following detailed design.	
Community cohesion	ASH will facilitate easier movement around the community, making it easier for people to connect to others in the community (friends and family) and access community and social services	People in the wider and local communities who travel throughout the community regularly	Positive	Low	Moderate	Sustained	Low positive	N/A	N/A
	The ASH could create a sense of severance between parts of the rural community on either side of the corridor	People in the local community in the rural areas along the corridor	Negative	Low	Moderate	Sustained	Low negative	Provision of information about the project well in advance of acquisition could help the community to understand and mentally prepare for any changes in their community	Very low – low negative
Fears and aspirations	ASH will help to realise people's aspirations around making it easier for people to get around the community, and reducing traffic congestion along SH16	People in the wider and local communities	Positive	Low	Moderate	Sustained	Low positive	N/A	N/A
Health and wellbeing	Provision of walking and cycling infrastructure along the ASH will make it easier for people to incorporate exercise into their daily activities (benefits for both mental and physical health)	People in the wider and local communities who are able to walk/cycle for exercise	Positive	Low	Moderate – High	Sustained	Low positive	N/A	N/A
	Permanent acquisition of two training fields at Fred Taylor Park may reduce the local community's ability to use the park for informal exercise	Members of the local and wider community who use Fred Taylor Park for informal recreation	Negative	Very low (noting remainder of park will still be available)	Moderate	Sustained	Very low negative	Conversations are currently underway with Auckland Council to determine how best to mitigate impacts on Fred Taylor Park – a preferred solution will be determined following detailed design.	Negligible – very low negative
Quality of environment	A reduction in traffic (particularly large vehicles) along Main Road could improve the quality of the environment for those living along SH16 / Main Road (less noise, busy-ness and vibration)	Members of the local community living along SH16/Main Road in close proximity to the road corridor	Positive	Very low (noting these people will still live alongside a road so will still experience noise and traffic)	Low - moderate	Sustained	Low positive	N/A	N/A

	A permanent increase in ambient noise (from having a new state highway running through a previously quiet rural area) in the rural zoned areas along the corridor may detract from the quality and amenity of the environment.	Members of the local community living in rural zoned areas in close proximity to the designation	Negative	Low	Moderate - High	Sustained	Moderate negative ⁹	Noise barriers (as recommended in Operational Noise report) would reduce noise levels and associated disruption. Planting along the corridor (as recommended in the Landscape Assessment) could reduce the visual dominance of the ASH	
	A permanent increase in ambient noise in the FUZ zoned areas along the corridor may detract from the quality and amenity of the environment – noting these areas will be urbanised by the time the ASH is operational, so will have higher levels of ambient noise than at present.	Members of the local community living in urban zoned areas in close proximity to the designation	Negative	Very low	Low - moderate	Sustained	Very low negative	Planting along corridor could somewhat reduce ambient noise	Very low negative

3.3 NoR S2 (SH16 Main Road Upgrade)

This table should be read alongside section 7.4 of the SIA. Changes to the original SIA are acknowledged in footnotes.

Impact category	Impact	Who	Nature of effect	Scale	Likelihood	Duration	Impact rating without mitigation	Recommended mitigation	Impact rating with mitigation
Route Protection Phase									
Fears and aspirations	Route protection could help people feel that their aspirations for the area are being realised in regards to reducing traffic congestion and making Main Road a safer, more pleasant/attractive space.	People in the wider community with aspirations relating to improving Main Road	Positive	Low	Moderate	Medium term – sustained	Low positive	N/A	N/A
		People in the local community with aspirations relating to improving Main Road	Positive	Moderate (given local community likely experiences issues with Main Road more regularly than wider community)	Moderate - High	Medium term - sustained	Moderate positive	N/A	N/A

⁹ This was originally a 'low negative' impact rating in the SIA but has been changed to moderate negative, acknowledging the sustained duration of the change.

<p>Quality of environment</p>	<p>Business owners may decide not to renew leases due to uncertainty about when they will need to relocate – this could reduce the amenity and quality of environment of Main Road if there are vacant properties for a period of time</p> <p>This is related to the timing of the transport network route protection and structure planning/plan changes, including those associated with bringing forward land uses identified in the Spatial Land Use Strategy - North West. Structure Planning will give more certainty on land use but is not scheduled till 2028. Until more certainty on land use is given this impact will be experienced.</p>	<p>People in both the wider and local community, particularly those who regularly shop along Main Road</p>	<p>Negative</p>	<p>Moderate (noting this could be low depending on how many business owners a) feel uncertain and b) act on this)</p>	<p>Low</p>	<p>Low</p>	<p>Medium term - sustained</p>	<p>Moderate¹⁰ negative</p>	<p>The designation itself may alleviate some anxiety and will provide landowners and business owners some ability to plan for the future, as the extent of the project and its impacts will be known (noting that there will still be some uncertainty around timing and funding).</p> <p>Provision of regular updates to businesses about likely timeframes for acquisition, and clearly communicating that these projects are not planned for implementation in the short term could reduce the likelihood of businesses vacating early.</p> <p>Supporting Growth and Auckland Council collaboration and continued communication and engagement with the community on structure planning and /or other land use plans.</p>	<p>Low-Moderate¹¹ negative</p>
<p>Way of life</p>	<p>Vacant businesses (see the above row) could mean that people need to travel further afield to access goods and services</p>	<p>People in both the wider and local community, particularly those who regularly shop along Main Road</p>	<p>Negative</p>	<p>Low</p>	<p>Low</p>	<p>Low</p>	<p>Medium term - sustained</p>	<p>Very low - Low negative¹²</p>	<p>Provision of regular updates to businesses about likely timeframes for acquisition, and clearly communicating that these projects are not planned for implementation in the short term could reduce the likelihood of businesses vacating early.</p>	<p>Very low negative</p>
<p>Health and wellbeing</p>	<p>Business owners could experience stress and anxiety due to the uncertainty of the future of their business along Main Road (i.e. when they will need to relocate and how this aligns with their current/future lease agreement)¹³</p> <p>This is related to the timing of the transport network route protection and</p>	<p>Business owners along Main Road</p>	<p>Negative</p>	<p>Moderate</p>	<p>Moderate</p>	<p>Moderate</p>	<p>Medium - sustained</p>	<p>Moderate negative¹⁴</p>	<p>Provision of regular updates to businesses about likely timeframes for acquisition, and clearly communicating that these projects are not planned for implementation in the short term.</p> <p>The designation itself may alleviate some anxiety and will provide</p>	<p>Low negative¹⁵</p>

¹⁰ These concerns have been raised by Kumeū business owners in a meeting with Te Tupu Ngātahi in late 2022, as such the rating for this impact rating from the SIA as increased from Low to Moderate.

¹¹ This impact rating from the SIA has increased from very-low to low-moderate, and is dependent on land use and planning outcomes

¹² This was originally given a 'low negative' impact rating but has been changed to very low – low negative, acknowledging the low likelihood of this occurring.

¹³ These concerns have been raised by Kumeū business owners in a meeting with Te Tupu Ngātahi in late 2022, as such the rating for this impact rating from the SIA as increased from Low-Moderate to Moderate.

¹⁴ This was originally given a 'low-moderate' impact rating but has been changed to moderate following feedback received from Kumeū business owners (see the above footnote).

¹⁵ The rating for this impact from the SIA as increased from very low negative to low negative

structure planning/plan changes, including those associated with bringing forward land uses identified in the Spatial Land Use Strategy - North West. Structure Planning will give more certainty on land use but is not scheduled till 2028. Until more certainty on land use is given this impact will be experienced.

landowners and business owners some ability to plan for the future, as the extent of the project and its impacts will be known (noting that there will still be some uncertainty around timing and funding).

Supporting Growth and Auckland Council collaboration and continued communication and engagement with the community on structure planning and /or other land use plans.

Construction Phase

Way of life	Construction traffic, delays and diversions could make it more difficult for people to move through the area for their daily needs – SH16 is already regularly congested so any further delays could lead to very long journey times for some people.	People in the wider and local community who use Main Road to move around the community or who access goods/services/employment along Main Road	Negative	Moderate (noting Main Road is a well-used part of the network)	High	Medium	Moderate negative	Preparation of a CTMP which identifies measures to minimize traffic delays where possible.	Low negative
	Closures or congestion on Main Road could mean that people need to travel further afield to access goods and services that they would normally obtain on Main Road	People in the wider and local community who shop along Main Road	Negative	Low	Moderate	Medium	Low negative	Clear communications to the community about upcoming construction periods so that they have time to plan ahead.	Very low negative
	Construction noise, vibration and traffic may change the way some people go about their daily activities (i.e. avoiding working from home or spending less time outdoors)	People in the local community who live in close proximity to Main Road	Negative	Moderate	Moderate - High	Short term (impacts only likely to be concentrated outside each property for a short length of time)	Low – moderate negative ¹⁶	Preparation of a CTMP which identifies measures to minimize traffic delays where possible. Preparation of a Construction Noise and Vibration Plan which identifies measures to minimize construction noise where possible	Low negative
							Clear communications to the community about upcoming		

¹⁶ This was originally given a 'moderate negative' impact rating but has been changed to low negative, acknowledging the likely short time frame that this impact would be experienced for.

								construction periods so that they have time to plan ahead.	
Community cohesion	Construction traffic/delays could make it harder for people to visit family, friends and access community services and facilities (such as activities at Huapai Domain or Kumeū Community Centre)	People in the wider and local community who use Main Road to move around the community or to attend community facilities like Huapai Domain	Negative	Moderate	High	Medium	Moderate negative	Preparation of a CTMP which identifies measures to minimize traffic delays where possible. Clear communications to the community about upcoming construction periods so that they have time to plan ahead. Specific comms to community facilities (schools, Domain, football and cricket clubs etc) to allow them to advise their members of the need to allow extra travel time. Dedicated 24/7 complaints and queries phone line for people to ask questions and raise concerns.	Low negative
Health and wellbeing	Construction noise, vibration and traffic may cause stress and anxiety for people living along Main Road, particularly if activities like sleeping and working are impacted	People in the local community who live in close proximity to Main Road	Negative	Moderate	Moderate - High	Short term (impacts only likely to be concentrated outside each property for a short length of time)	Low – moderate negative	Preparation of a CTMP which identifies measures to minimize traffic delays where possible. Preparation of a Construction Noise and Vibration Plan which identifies measures to minimize construction noise where possible Clear communications to the community about upcoming construction periods so that they have time to plan ahead.	Low negative

	Business owners could experience stress and anxiety if patronage decreases for an ongoing period during construction	Businesses in the local community along Main Road	Negative	Moderate	Moderate	Medium - sustained	Moderate negative ¹⁷	Preparation of a CTMP which identifies measures to minimize traffic delays where possible. Clear communications to businesses about construction timeframes – so that they can communicate this to their customers and plan ahead. Consideration of how to embed broader outcomes into the Project by considering innovative ways to support local businesses throughout the construction period.	Low negative
Quality of environment	Construction noise, vibration and traffic may temporarily reduce the quality of environment for people living along Main Road	People in the local community who live in close proximity to Main Road	Negative	Moderate	Moderate - High	Short term (impacts only likely to be concentrated outside each property for a short length of time)	Low – moderate negative	Preparation of a CTMP which identifies measures to minimize traffic delays where possible. Preparation of a Construction Noise and Vibration Plan which identifies measures to minimize construction noise where possible Clear communications to the community about upcoming construction periods so that they have time to plan ahead.	Low negative
Operation Phase									
Way of life	Upgrades will make it easier for people to travel to or through Main Road	People in the wider and local community who regularly or semi-regularly	Positive	Moderate	High	Sustained	Moderate positive	N/A	N/A

¹⁷ This was originally given a low-moderate negative impact but has been changed to moderate negative, acknowledging feedback provided in a meeting between Kumeū property owners and Te Tupu Ngātahi where property owners raised concerns about the project causing stress and anxiety for businesses.

	(particularly on bike or by foot) to meet their daily needs	travel to or through Main Road – particularly those who walk or cycle								
Community cohesion	People may spend more time on Main Road if there is more space for pedestrians – more opportunities for socializing and unplanned interactions	People in the wider and local community who regularly or semi-regularly travel to or through Main Road	Positive	Moderate	Low - moderate	Sustained	Moderate positive	N/A		N/A
	Upgrades will make it easier for pedestrians and cyclists to travel through the area to connect to friends and family	People in the wider and local community who regularly or semi-regularly walk or bike to/through Main Road	Positive	Low - Moderate	Moderate	Sustained	Moderate positive	N/A		N/A
Fears and aspirations	Upgrades will positively contribute to the community's aspirations to create a more pedestrian friendly/safer/more pleasant Main Road environment, and to have a neighbourhood that it easier to get around	People in the wider and local community with aspirations for the improvement of Main Road, including business owners and local boards	Positive	Moderate – high	High	Sustained	High positive	N/A		N/A
Health and wellbeing	Provision of dedicated walking and cycling facilities will improve safety for people walking and cycling through the area (physical safety benefits as well as a potential reduction in stress/anxiety when navigating Main Road on bike/by foot)	People in the wider and local community who regularly or semi-regularly walk or bike to/through Main Road	Positive	Moderate	High	Sustained	Moderate positive ¹⁸	N/A		N/A
Quality of environment	Upgrades (particularly the provision of more space for pedestrians) could contribute to a more enjoyable street environment along Main Road	People in the wider and local community who visit Main Road regularly	Positive	Low	Moderate	Sustained	Low positive	N/A		N/A

3.4 NoR S3 (Rapid Transit Corridor and Regional Active Mode Corridor), NoR KS (Kumeū Rapid Transit Station), NoR HS (Huapai Rapid Transit Station)

This section should be read alongside section 7.5 of the SIA.

¹⁸ This was originally rated as 'low positive' but has been changed to moderate, acknowledging the high likelihood of this impact being realised.

Impact category	Impact	Who	Nature of effect	Scale	Likelihood	Duration	Impact rating without mitigation	Recommended mitigation	Impact rating with mitigation
Route Protection Phase									
Fears and aspirations	Community members will have confirmation that there are plans in place to improve public transport and active mode infrastructure through Kumeū, and to reduce traffic congestion along SH16.	People within the wider and local communities	Positive	Low – moderate	Low – moderate	Sustained	Low – moderate positive	N/A	N/A
	Business owners may feel that their aspirations for the future are being realised if they have confirmation that people will eventually be able to travel to and from the local community easier.	Business owners within the local community but outside of the designation envelope (i.e. not being acquired)	Positive	Low	Low-moderate	Sustained	Low – moderate positive	N/A	N/A
Quality of environment	<p>Business owners within the designation envelope may decide not to renew leases due to uncertainty about when they will need to relocate – this could reduce the amenity and quality of environment of Main Road if there are vacant properties for a period of time</p> <p>This is related to the timing of the transport network route protection and structure planning/plan changes, including those associated with bringing forward land uses identified in the Spatial Land Use Strategy - North West. Structure Planning will give more certainty on land use but is not scheduled till 2028. Until more certainty on land use is given this impact will be experienced</p>	People in both the wider and local community, particularly those who regularly shop along Main Road	Negative	Moderate (noting this could be low ¹⁹ depending on how many business owners a) feel uncertain and b) act on this)	Low	Medium term - sustained	Moderate ²⁰	<p>Provision of regular updates to businesses about likely timeframes for acquisition, and clearly communicating that these projects are not planned for implementation in the short term could reduce the likelihood of businesses vacating early.</p> <p>The designation itself may alleviate some anxiety and will provide landowners and business owners some ability to plan for the future, as the extent of the project and its impacts will be known (noting that there will still be some uncertainty around timing and funding).</p>	Low negative ²¹

¹⁹ This impact rating from the SIA as increased from Low-Moderate to Moderate following feedback received from the business community

²⁰ These concerns have been raised by Kumeū business owners in a meeting with Te Tupu Ngātahi in late 2022, as such the rating for this impact rating from the SIA as increased from Low to Moderate.

²¹ The rating for this impact from the SIA as increased from very low negative to low negative

								Supporting Growth and Auckland Council collaboration and continued communication and engagement with the community on structure planning and /or other land use plans.		
Way of life	Vacant businesses could mean that people need to travel further afield to access goods and services	People in both the wider and local community, particularly those who regularly shop along Main Road	Negative	Low		Low	Medium term - sustained	Very low - Low negative ²²	Provision of regular updates to businesses about likely timeframes for acquisition, and clearly communicating that these projects are not planned for implementation in the short term could reduce the likelihood of businesses vacating early.	Very low negative
Community cohesion	Changes to community character as people relocate from area due to acquisition	Landowners in the rural zoned parts of the local community	Negative	Low – Moderate		Moderate	Medium	Low – moderate negative (noting communities change over time naturally and while this may exacerbate changes in community character, some change would likely occur over time anyway)	Provision of information about the project well in advance of acquisition occurring, so that people can understand and feel prepared for changes.	Low negative
Health and wellbeing	Business owners could experience stress and anxiety due to the uncertainty of the future of their business along Main Road (i.e. when they will need to relocate and how this	Business owners along Main Road	Negative	Moderate		Moderate	Medium - sustained	Moderate negative ²⁴	Provision of regular updates to businesses about likely timeframes for acquisition, and clearly communicating that these projects are not planned	Very low – low negative

²² This was originally rated low negative, but has been changed to very low – low negative acknowledging the low likelihood of this occurring (i.e. for this impact to be realised, business owners would need to not renew leases along Main Road and these businesses would need to not be replaced by others).

²⁴ This was originally given a 'low-moderate' impact rating but has been changed to moderate following feedback received from Kumeū business owners (see the above footnote).

<p>aligns with their current/future lease agreement)²³</p> <p>This is related to the timing of the transport network route protection and structure planning/plan changes, including those associated with bringing forward land uses identified in the Spatial Land Use Strategy - North West. Structure Planning will give more certainty on land use but is not scheduled till 2028. Until more certainty on land use is given this impact will be experienced.</p>							<p>for implementation in the short term.</p> <p>The designation itself may alleviate some anxiety and will provide landowners and business owners some ability to plan for the future, as the extent of the project and its impacts will be known (noting that there will still be some uncertainty around timing and funding).</p> <p>Supporting Growth and Auckland Council collaboration and continued communication and engagement with the community on structure planning and /or other land use plans.</p>	
<p>Landowners / renters within the designation envelope could feel stress, uncertainty and anxiety if they do not have enough clarity around the anticipated timing of construction and acquisition.</p>	<p>Landowners or people living/renting within the designation envelope in the local community</p>	<p>Negative</p>	<p>Low – moderate (increasing in scale the longer uncertainty persists)</p>	<p>Moderate</p>	<p>Medium - sustained</p>	<p>Moderate negative</p>	<p>The designation itself may alleviate some anxiety and will provide landowners and business owners some ability to plan for the future, as the extent of the project and its impacts will be known (noting that there will still be some uncertainty around timing and funding).</p> <p>Provision of accurate, up to date information about property acquisition and what to expect during route protection phase and beyond.</p> <p>Dedicated contact number for queries during route protection phase.</p>	<p>Low negative</p>

²³ These concerns have been raised by Kumeū business owners in a meeting with Te Tupu Ngātahi in late 2022, as such the rating for this impact rating from the SIA as increased from Low-Moderate to Moderate.

Construction Phase									
Way of life	Most construction will occur offline, but delays/diversions/congestion may occur at key interchanges which could make it more difficult (on top of existing traffic congestion) for people to use SH16 to go about their daily activities	People in the wider and local community who use SH16 as a transport route regularly or semi-regularly	Negative	Low - moderate	High	Short term	Low - moderate negative	Preparation of a traffic management plan which identifies measures to minimize/mitigate any traffic disruption	Low negative
								Clear comms to the community in advance of construction works to allow them to plan ahead	
								Dissemination of a dedicated 24/7 complaints and queries phone number for the construction period	
	Parts of Huapai Domain will be unable to be used during construction, and access from SH16 will be closed to the public. The park may be temporarily out of action for both informal and formal recreation, including for Kumeū Cricket Club and/or West Coast Rangers Football Club.	People in the wider and local community who use Huapai Domain for formal or informal recreation including West Coast Rangers Football Club and Kumeū Cricket Club	High	High (noting Huapai Domain is well used by two sports clubs plus many other users)	High	Medium	High negative	Discussions are currently underway with Auckland Council Parks – a preferred mitigation option for Huapai Domain will be finalized during detailed design.	Low - moderate negative
								It is recommended that West Coast Rangers and Kumeū Cricket Club are consulted on the draft mitigation option.	
								Clear signposting of alternative access to Huapai Domain if SH16 access is closed.	

	Construction noise, vibration and traffic congestion could change the way people go about their daily activities (i.e. avoiding working from home) – likely a temporary impact for weeks – months	People living in the local community in close proximity to the designation envelope	Negative	Moderate		Moderate - High	Short term (impacts only likely to be concentrated outside each property for a short length of time)	Low – moderate negative	Preparation of a CTMP which identifies measures to minimize traffic delays where possible. Preparation of a Construction Noise and Vibration Plan which identifies measures to minimize construction noise where possible Clear communications to the community about upcoming construction periods so that they have time to plan ahead.	Low negative
Community cohesion	Construction impacts at key interchanges could make it harder for people to move around the area to visit family and friends / connect to community facilities and services	People in the wider and local community who use SH16 as a transport route regularly or semi-regularly	Negative	Low - moderate		High	Short term	Low - moderate negative	Preparation of a traffic management plan which identifies measures to minimize/mitigate any traffic disruption Clear comms to the community in advance of construction works to allow them to plan ahead Dissemination of a dedicated 24/7 complaints and queries phone number for the construction period	Low negative
	Temporarily inability to use Huapai Domain for organized and / or informal recreation could limit people’s ability to connect to others through sport and recreation.	People in the wider and local community who use Huapai Domain for formal	Negative Negative	High (noting Huapai Domain is well used by two sports clubs plus many other users)		Moderate - high	Medium	Moderate negative	Discussions are currently underway with Auckland Council Parks – a preferred mitigation option for Huapai Domain will be	Low negative.

Health and wellbeing	Temporarily inability to use Huapai Domain for organized and / or informal recreation could limit people's opportunities for exercise.	or informal recreation including West Coast Rangers Football Club and Kumeū Cricket Club						finalized during detailed design.		
								It is recommended that West Coast Rangers and Kumeū Cricket Club are consulted on the draft mitigation option.		
								Clear signposting of alternative access to Huapai Domain if SH16 access is closed.		
	Construction noise, vibration and traffic congestion could adversely impact residents health and wellbeing by causing stress and anxiety, particularly if activities like sleeping are disrupted (a temporary impact)	People living in the local community in close proximity to the designation envelope	Negative	Moderate		Moderate - High	Short term (impacts only likely to be concentrated outside each property for a short length of time)	Low – moderate negative	Preparation of a CTMP which identifies measures to minimize traffic delays where possible.	Low negative
								Preparation of a Construction Noise and Vibration Plan which identifies measures to minimize construction noise where possible		
								Clear communications to the community about upcoming construction periods so that they have time to plan ahead.		
	If business patronage along Main Road reduces temporarily during construction (as a result of additional traffic congestion / diversions, noise and vibration), business owners could experience stress and anxiety about their ability to continue operating.	Business owners along Main Road	Negative	Moderate		Moderate	Short - medium	Moderate negative	Preparation of a CTMP which identifies measures to minimize traffic delays where possible.	Low negative
								Preparation of a Construction Noise and		

								<p>Vibration Plan which identifies measures to minimize construction noise where possible.</p> <p>Clear communications to the community about upcoming construction periods so that they have time to plan ahead.</p> <p>Consider how broader outcomes could be achieved through the project by exploring options to support businesses through the construction period.</p>		
Quality of environment	Construction noise, vibration and traffic congestion could temporarily detract from the quality of environment both along Main Road and in the rural parts of the corridor	People living in the local community in close proximity to the designation envelope	Negative	Moderate		Moderate - High	Short term (impacts only likely to be concentrated outside each property/area for a short length of time)	Low – moderate negative	<p>Preparation of a CTMP which identifies measures to minimize traffic delays where possible.</p> <p>Preparation of a Construction Noise and Vibration Plan which identifies measures to minimize construction noise where possible</p> <p>Clear communications to the community about upcoming construction periods so that they have time to plan ahead.</p>	Low negative
Operation Phase										

Way of life	RTC and RAMC will facilitate easier movement around the North West, allowing people to go about their daily routines more easily (both through the provision of additional transport options, and the likely reduction in traffic congestion as a result of people moving from cars to public and active transport modes.	People in both the wider and local community moving around the North West	Positive	High	High	Sustained	High positive	N/A	N/A
	Provision of the Kumeū and Huapai Rapid Transit Stations will allow people to more easily access work, employment, goods and services in both town centres.	People in both the wider and local community moving around the North West	Positive	High	High	Sustained	High positive	N/A	N/A
	Reduction in available land at Huapai Domain (designation envelope covers a section of the Domain which includes parts of football fields, tennis courts, club rooms and carparks) will mean less space for organized and informal recreation at the Domain, which is currently very well used.	Users of Huapai Domain from both the wider and local communities. Kumeū Cricket Club West Coast Rangers Football Club	Negative	High	High	Sustained	High negative	At the time this SIA was prepared discussions were underway with Auckland Council around appropriate mitigation for Huapai Domain - such as a reconfiguration of facilities at the Domain to allow activities to continue. In addition to these ongoing conversations it is recommended that the West Coast Rangers and Kumeū Cricket Clubs are consulted to understand their needs with regards to the Domain and how these can be incorporated into the design of the preferred solution.	Low negative
Community cohesion	Additional transport choices and reduced congestion will make it easier for people to move through the area to	People in both the wider and local community moving around	Positive	High	High	Sustained	High positive	N/A	N/A

	connect with family and friends and access community services / facilities	the North West (particularly those who cannot or do not drive)							
	Loss of available space at Huapai Domain could reduce the ability for the community to connect through organized and informal sport. In particular, removal of the existing clubroom facility (which is within the designation envelope) would mean the loss of an informal community hub for sports clubs and community events.	Users of Huapai Domain from both the wider and local communities. Kumeū Cricket Club West Coast Rangers Football Club	Negative	High	High	Sustained	High negative	At the time this SIA was prepared discussions were underway with Auckland Council around appropriate mitigation for Huapai Domain - such as a reconfiguration of facilities at the Domain to allow activities to continue. In addition to these ongoing conversations it is recommended that the West Coast Rangers and Kumeū Cricket Clubs are consulted to understand their needs with regards to the Domain and how these can be incorporated into the design of the preferred solution.	Low negative
	The RTC/RAMC could create a sense of severance between parts of the rural community on either side of the corridor	People in the local community in the rural areas along the corridor	Negative	Low	Moderate	Sustained	Low negative	Provision of information about the project well in advance of acquisition could help the community to understand and mentally prepare for any changes in their community	Very low – low negative
	Huapai Tavern is within the designation envelope and will need to be removed – this could impact people’s ability to connect with others in the community if this well-used informal community hub is removed.	People in the wider and local community who regularly use Huapai Tavern for connecting with family and friends	Negative	Low	Moderate	Sustained	Low negative	It is understood that Huapai Tavern will be relocated closer to the proposed Kumeū Station location and will therefore still be able to be used by the community.	Negligible – very low negative
Fears and aspirations	RTC and RAMC will help to realise the community’s aspirations around making it easier to get around the	People in the wider and local community who have aspirations	Positive	Moderate	Moderate	Sustained	Moderate positive	N/A	N/A

	region, and improving the streetscape in Kumeū – Huapai town centre.	for the Kumeū – Huapai area.								
Health and wellbeing	Provision of walking and cycling facilities will make it easier for people to incorporate exercise into their daily activities	Pedestrians and cyclists in both the wider and local community	Positive	Moderate		High	Sustained	Moderate positive	N/A	N/A
	Loss of available space at Huapai Domain could result in fewer opportunities for people to exercise through both formal and informal recreation.	Users of Huapai Domain from both the wider and local communities. Kumeū Cricket Club West Coast Rangers Football Club	Negative	High		High	Sustained	High negative	At the time this SIA was prepared discussions were underway with Auckland Council around appropriate mitigation for Huapai Domain - such as a reconfiguration of facilities at the Domain to allow activities to continue. In addition to these ongoing conversations it is recommended that the West Coast Rangers and Kumeū Cricket Clubs are consulted to understand their needs with regards to the Domain and how these can be incorporated into the design of the preferred solution.	Low negative
Quality of environment	Reduction in traffic congestion and creation of a safer, more pedestrian friendly streetscape (alongside the Main Road upgrades) may improve the quality of environment / amenity of the Kumeū and Huapai town centres.	People in both the wider and local community who spend time in Kumeū and Huapai town centres.	Positive	Moderate		Moderate	Sustained	Moderate positive	N/A	N/A
	For those in the rural parts of the local community, the RTC corridor will alter some peoples' outlook from a quiet rural area to views of a major transport corridor – this could impact some people's perception of the amenity and quality of the surrounding environment.	People in the rural parts of the local community with views over the corridor	Negative	Low		High	Sustained	Low negative	Visual screening (i.e. through landscaping) could minimize adverse impacts on people's outlook.	

Potential for traffic congestion at peak times around Huapai Rapid Transit Station and the 500 car park and ride could adversely impact quality of environment for people living in close proximity to the station.	People in the local community living in close proximity to Huapai Rapid Transit Station	Negative	Low	Low - moderate	Sustained	Low negative	Traffic Management Plan should include consideration of whether traffic flows to/from Huapai Rapid Transit Station need to be managed	Very low negative.
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3.5 NoR S4 (Access Road Upgrade)

This table should be read alongside section 7.6 of the SIA. In the original SIA, a high level write-up of Access Road was provided (this was deemed appropriate (as opposed to a more detailed impact assessment table) given the small scale of the Access Road NoR compared to the other, larger NoRs assessed in the rest of the SIA). The write-up discussed potential impacts, but did not give a specific impact rating for each one. The table below provides impact ratings for the impacts identified in the SIA.

Impact category	Impact	Who	Nature of effect	Scale	Likelihood	Duration	Impact rating without mitigation	Recommended mitigation	Impact rating with mitigation
Route Protection Phase									
Health and wellbeing	Uncertainty for landowners and businesses within designation envelope (re when acquisition will be occurring and how it will impact them) could cause stress and anxiety	Landowners and businesses in the local community who are within the designation envelope	Negative	Moderate	Moderate	Medium - Sustained	Moderate negative	<p>The designation itself may alleviate some anxiety and will provide landowners and business owners some ability to plan for the future, as the extent of the project and its impacts will be known (noting that there will still be some uncertainty around timing and funding).</p> <p>Provision of accurate, up to date information about property acquisition and what to expect during route protection phase and beyond.</p> <p>Dedicated phone number for concerns and queries during the route protection phase.</p>	Low negative
Construction Phase									

Way of life	Construction noise and vibration could cause people to temporarily change their daily routines to avoid noise (i.e. avoiding working from home or spending less time in the garden)	People in the local community within close proximity to the designation corridor	Negative	Low - moderate	Moderate	Short term	Low negative	Construction Management Plan should set out measures to manage and minimize construction noise where practicable.	Very low negative
								Clear communication about the upcoming construction period should be provided to local residents so that they are mentally prepared for the works and have a chance to ask questions about the construction period.	
	Construction traffic, delays and diversions could make it more difficult for people to move through the area for their daily needs, particularly to access businesses and services along Access Road such as Kumeū Showgrounds, Kumeū Community Centre and the Kumeū Industrial area.	People in the wider and local community who regularly travel along Access Road or travel to and from services/businesses on Access Road	Negative	Moderate (noting there is an industrial complex off Access Road and several community facilities such as the Community Centre and Showgrounds)	High	Medium	Moderate negative	Preparation of a CTMP which identifies measures to minimize traffic delays where possible.	Low negative
								Where possible, construction timeline should take into account (and avoid) any major events at the Showgrounds)	
								Clear communications to the community about upcoming construction periods so that they have time to plan ahead.	
								Dedicated 24/7 complaints and queries phone line for people to ask questions and raise concerns.	
	Potential for activities at the Kumeū Community Centre to be temporarily paused if construction blocks access to the Centre, is too noisy for classes to occur in the Centre or removes access to carparking	Kumeū Community Centre	Negative	High	Moderate	Short – medium term	Moderate - high negative	Construction Management Plan which outlines measures to minimize disruption where possible.	Low – moderate negative
		People from the wider and local community who							

		attend events/activities at Kumeū Community Centre						Clear communications with the Community Centre in advance of the construction works so that they can plan ahead for any disruption.	
Community cohesion	If Kumeū Community Centre is temporarily unusable during construction, people could lose opportunities to connect with others through events and regular classes/sports activities at the Centre	People from the wider and local community who attend events/activities at Kumeū Community Centre	Negative	Moderate	Moderate	Short – medium term	Moderate negative	Construction Management Plan which outlines measures to minimize disruption where possible.	Low – moderate negative
								Clear communications with the Community Centre in advance of the construction works so that they can plan ahead for any disruption and minimize the likelihood of classes needing to be cancelled.	
Health and wellbeing	Construction noise and vibration could cause stress and anxiety for some residents in close proximity to the construction works (temporarily) particularly if noise and vibration disrupt activities such as sleeping.	People in the local community living in close proximity to the corridor.	Negative	Moderate	Moderate	Short term	Moderate negative	Construction Management Plan which outlines measures to minimize disruption where possible.	
Quality of environment	Construction noise and vibration could temporarily reduce people’s quality of environment.	People in the local community within close proximity to the designation corridor	Negative	Low - moderate	Moderate	Short term (weeks)	Low negative	Construction Management Plan should set out measures to manage and minimize construction noise where practicable.	Very low negative
								Clear communication about the upcoming construction period should be provided to local residents so that they are mentally prepared for the works and have a chance to ask questions about the construction period.	
Operation Phase									

Way of life	Upgrades will improve connectivity between ASH and SH16, improving the resilience of the overall network and making it easier for people to move around the area to access work, employment, education etc.	People in both the wider and local community who use Access Road to travel through the North West or to access business/services/facilities along Access Road.	Positive	High	High	Sustained	High positive	N/A	N/A
	Removal of carparking from the Kumeū Community Centre may limit some people's ability to access the centre and attend events/activities – particularly the elderly or those with mobility issues	People in both the wider and local community who attend events/activities/meetings at Kumeū Community Centre, particularly those who need to drive or be driven rather than using public or active modes.	Negative	Moderate	High	Sustained	Moderate negative	Explore opportunities to relocate the carparks at the Centre to ensure people who need to drive to the Centre are still able to do so. Prioritise maintaining wheelchair access to the Centre.	Very low negative
Community cohesion	Removal of carparking from the Kumeū Community Centre may limit some people's ability to access the centre – particularly the elderly or those with mobility issues. This could limit some people's opportunities for connecting with others in the community	People in both the wider and local community who attend events/activities/meetings at Kumeū Community Centre, particularly those who need to drive or be driven rather than using public or active modes.	Negative	Moderate	High	Sustained	Moderate negative	Explore opportunities to relocate the carparks at the Centre to ensure people who need to drive to the Centre are still able to do so. Prioritise maintaining wheelchair access to the Centre.	Very low negative
Health and wellbeing	Provision of walking and cycling infrastructure will make it easier for people to incorporate exercise into their daily routines	Pedestrians and cyclists in both the wider and local communities	Positive	Low	High	Sustained	Low-moderate positive	N/A	N/A

4 Additional information on existing environment

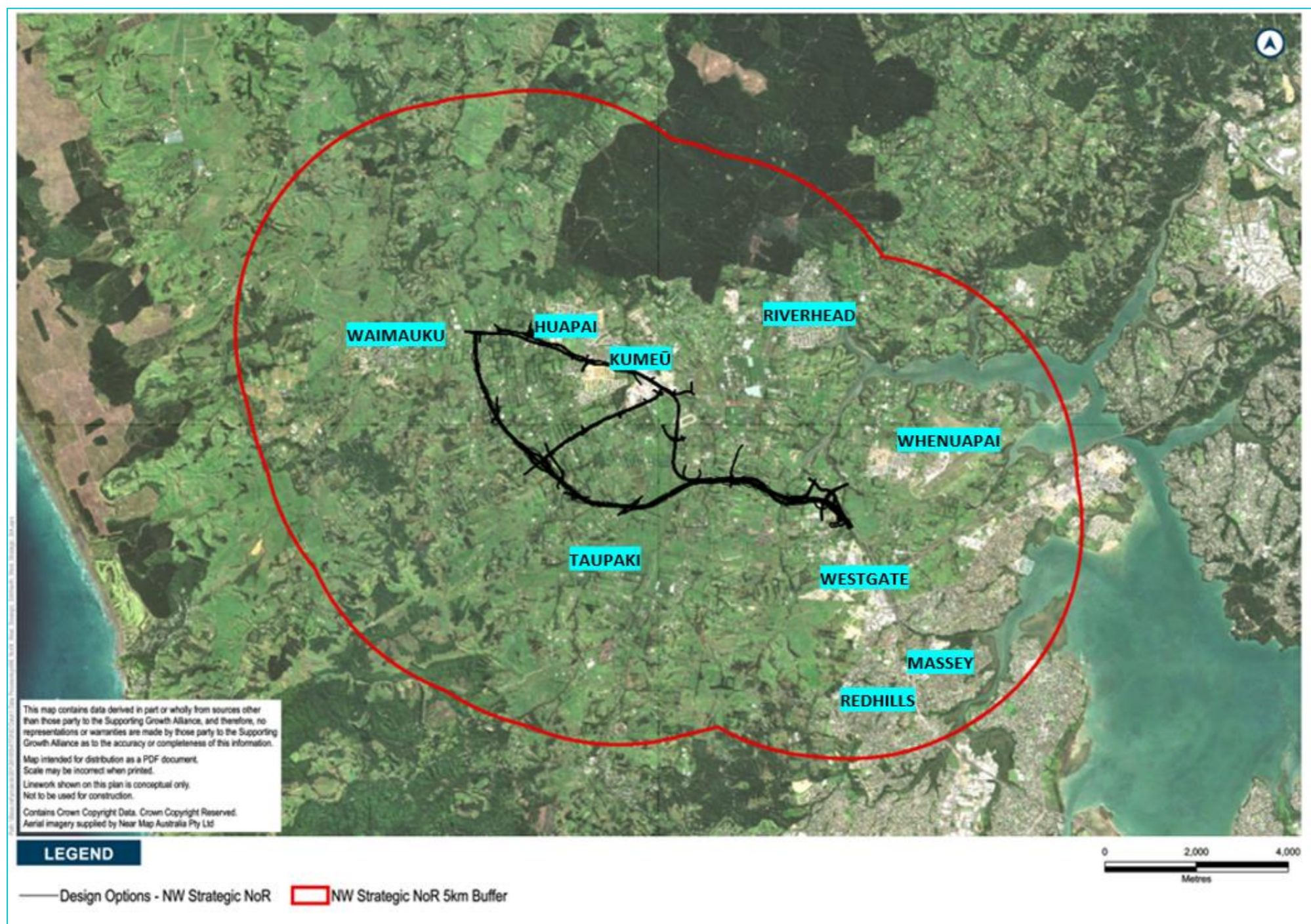
The table below provides additional information on the existing environment as requested for NoRs S1, S2 and S3:

NoR	Additional information requested	Response
NoR S1 - ASH	Extent of the corridor	Approx 11km long (50m wide corridor to accommodate a four-lane dual carriageway and separated walking and cycling infrastructure)
	Description of how rural properties are used	<p>As per table 9.3 of the Assessment of Environmental Effects:</p> <p>The corridor traverses through Rural Countryside Living, Mixed Rural and Rural Production Zones. The Countryside Living zone provides for rural lifestyle activities and is characterised by low-rise large lot residential, agricultural and viticultural land activities.</p> <p>The Auckland Unitary Plan (H19.3.1) states that Rural Production Zones in Auckland's North are characterised by large rural properties, low intensity settlement and an environment less modified by humans than other zones in the north. The Rural Production Zone provides for activities such as forestry, greenhouses and intensive farming.</p> <p>The Auckland Unitary Plan (H19.4.1) states that the Mixed Rural Zone provides for rural production generally on smaller rural sites</p>
NoR S2 – Main Road	Extent of corridor	Approx 4.5km long (between Old Railway Road and Foster Road) – widening the existing 20m wide corridor to 24m wide.
	Description of how rural properties are used	<p>As per table 9.5 of the Assessment of Environmental Effects:</p> <p>The western portion of the Project within rural zoned land is characterised by pastoral and arable fields and rural residential properties. The rural area at the eastern end of Main Road is characterised primarily by viticulture fields.</p>
NoR S3 – RTC and RAMC	Extent of corridor	Approx 9.5km long . The RTC will be approx. 14m wide, increasing to 20m wide where the active mode corridor abuts the corridor.
	Description of how rural properties are used	<p>As per table 9.6 of the Assessment of Environmental Effects:</p> <p>The rural section is characterised by larger plots and agricultural land use, as well as some lifestyle blocks. With the FUZ, most existing land uses are also rural, with land use predominantly for viticulture and agriculture.</p>

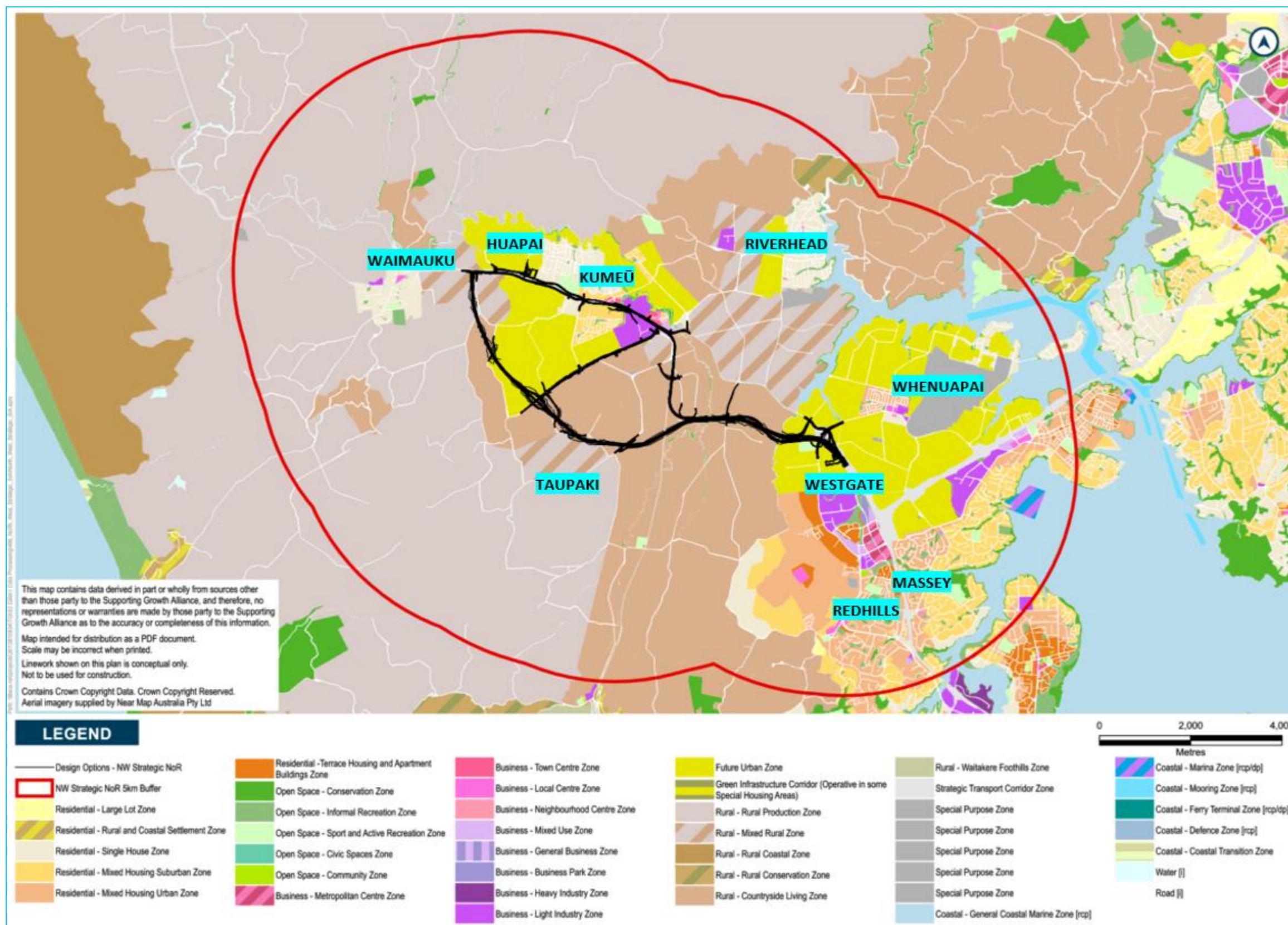
4.1 Updated maps

The review comments included requests to update the maps in the SIA to be more useful to the reader, including adding the names of communities and any other key points of interest.

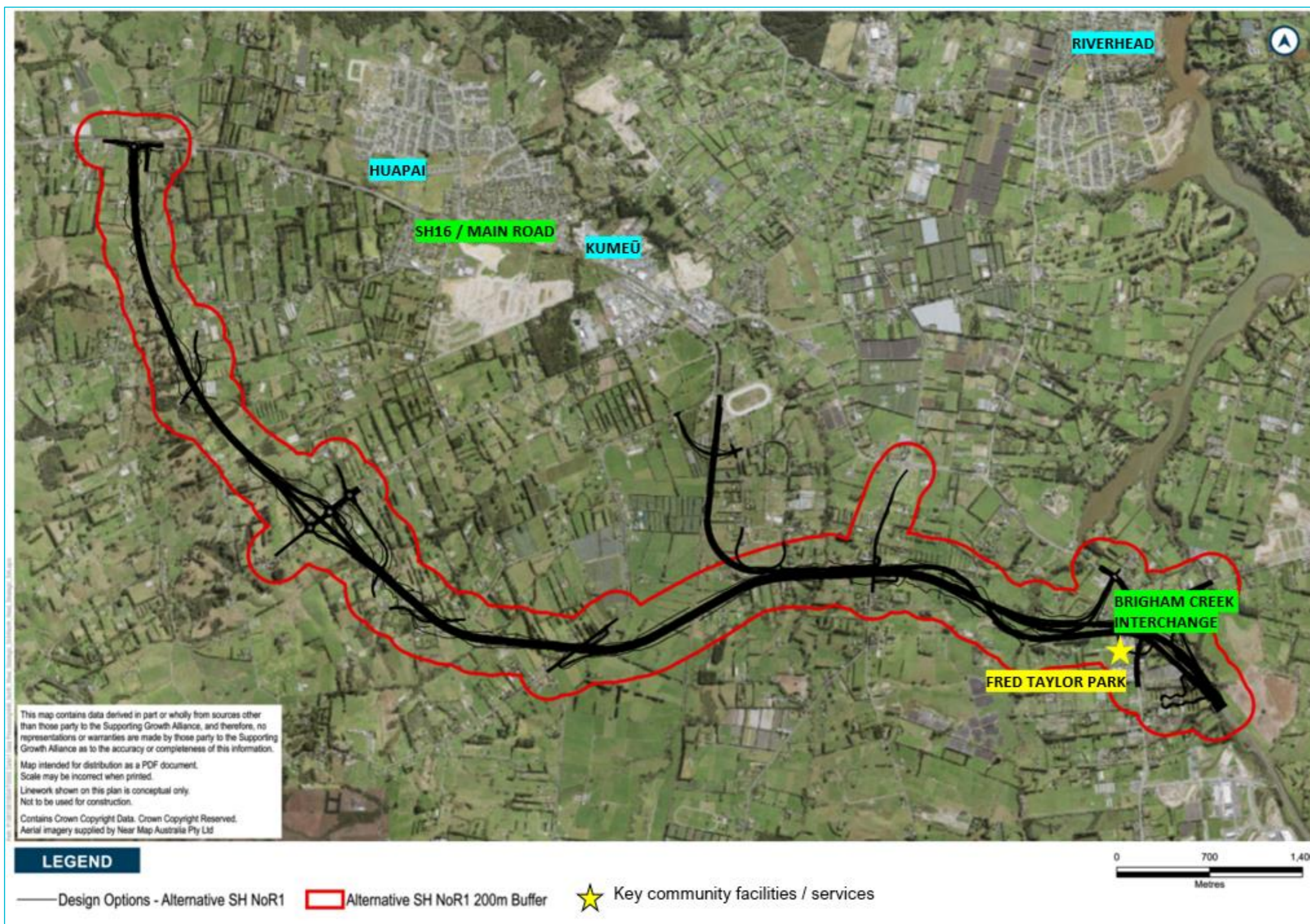
4.1.1 Updated Figure 3.2 – Extent of wider community



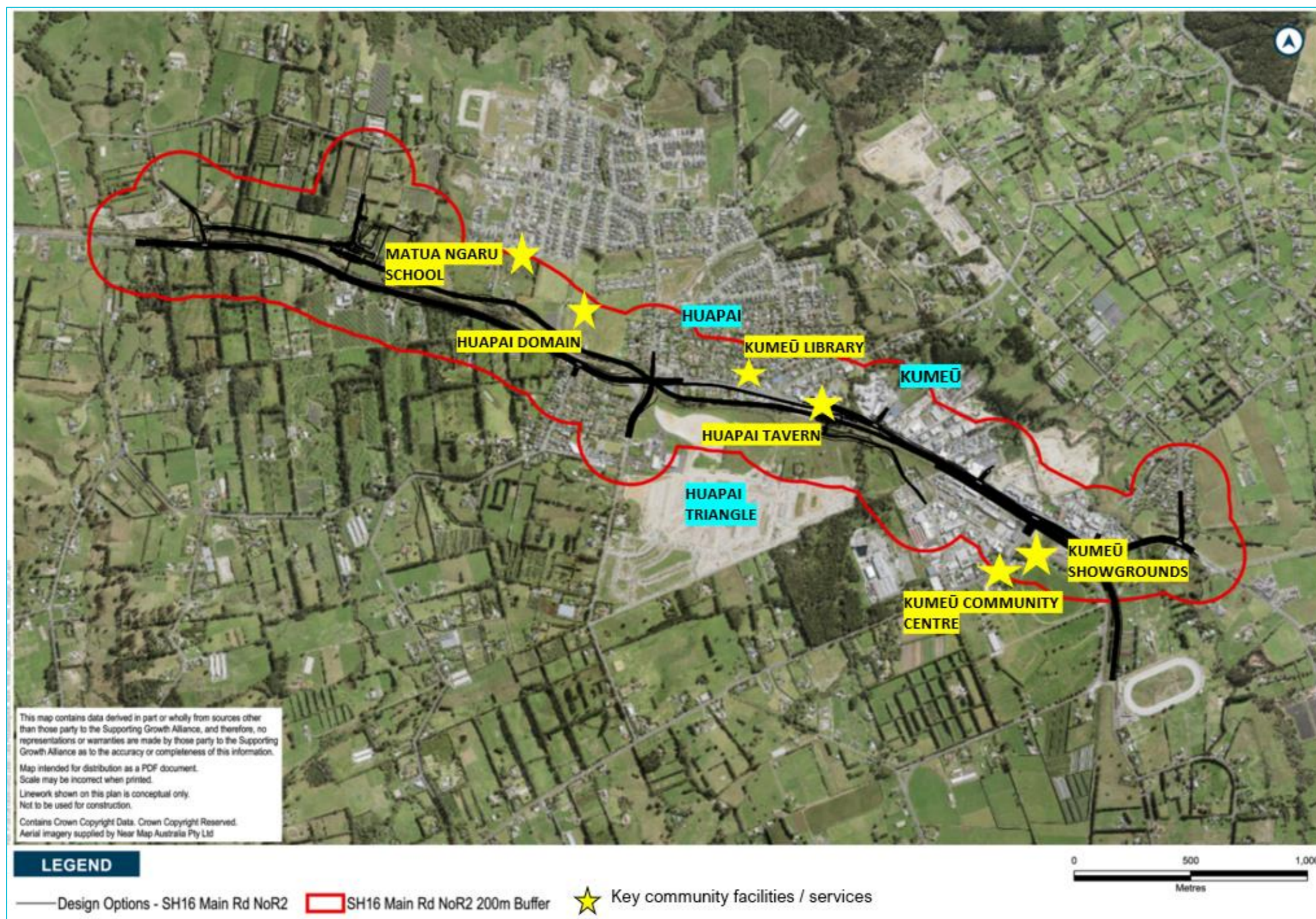
4.1.2 Updated Figure 3.4 – current zoning of wider community



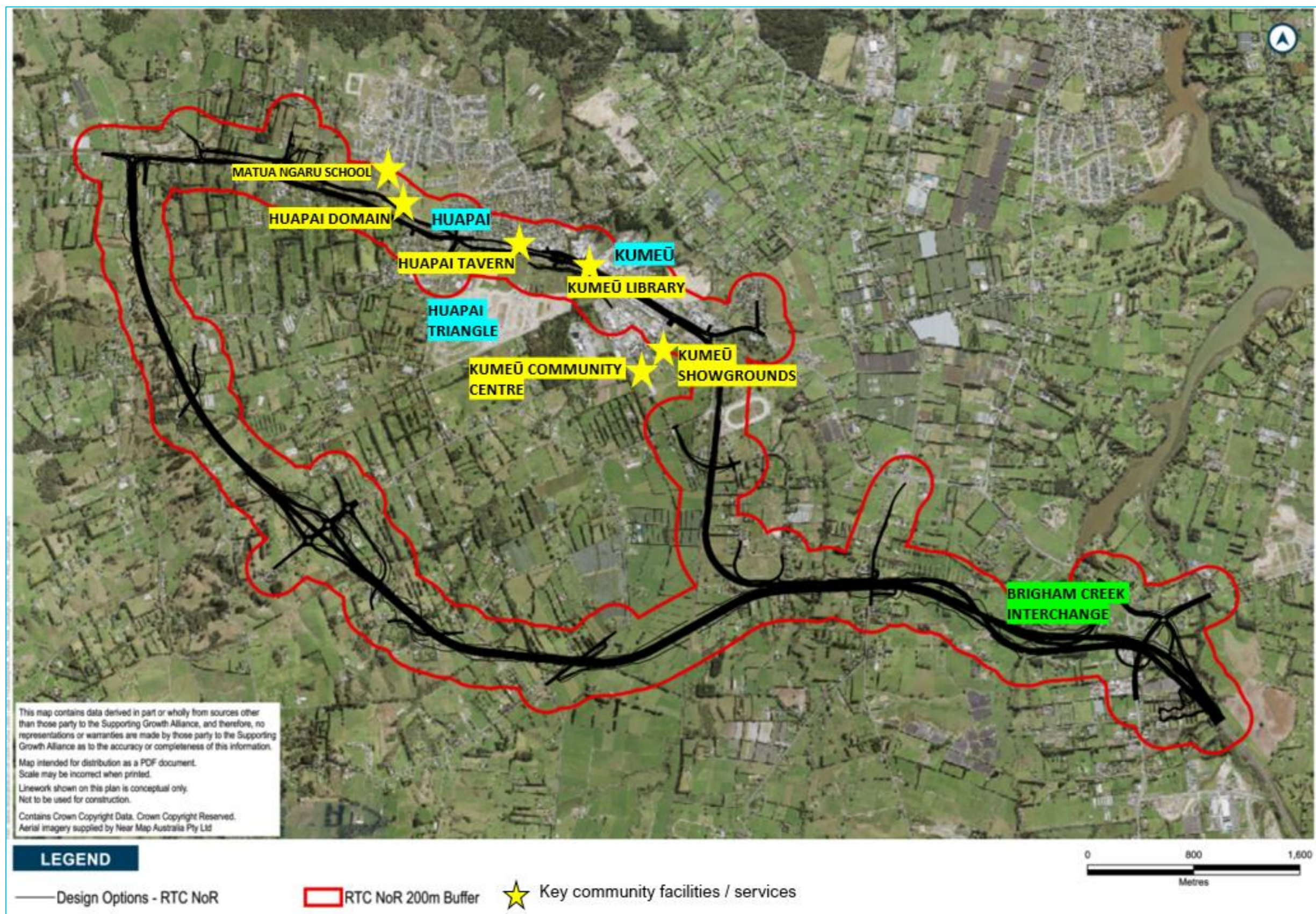
4.1.3 Updated Figure 3.6 – Alternative State Highway local community



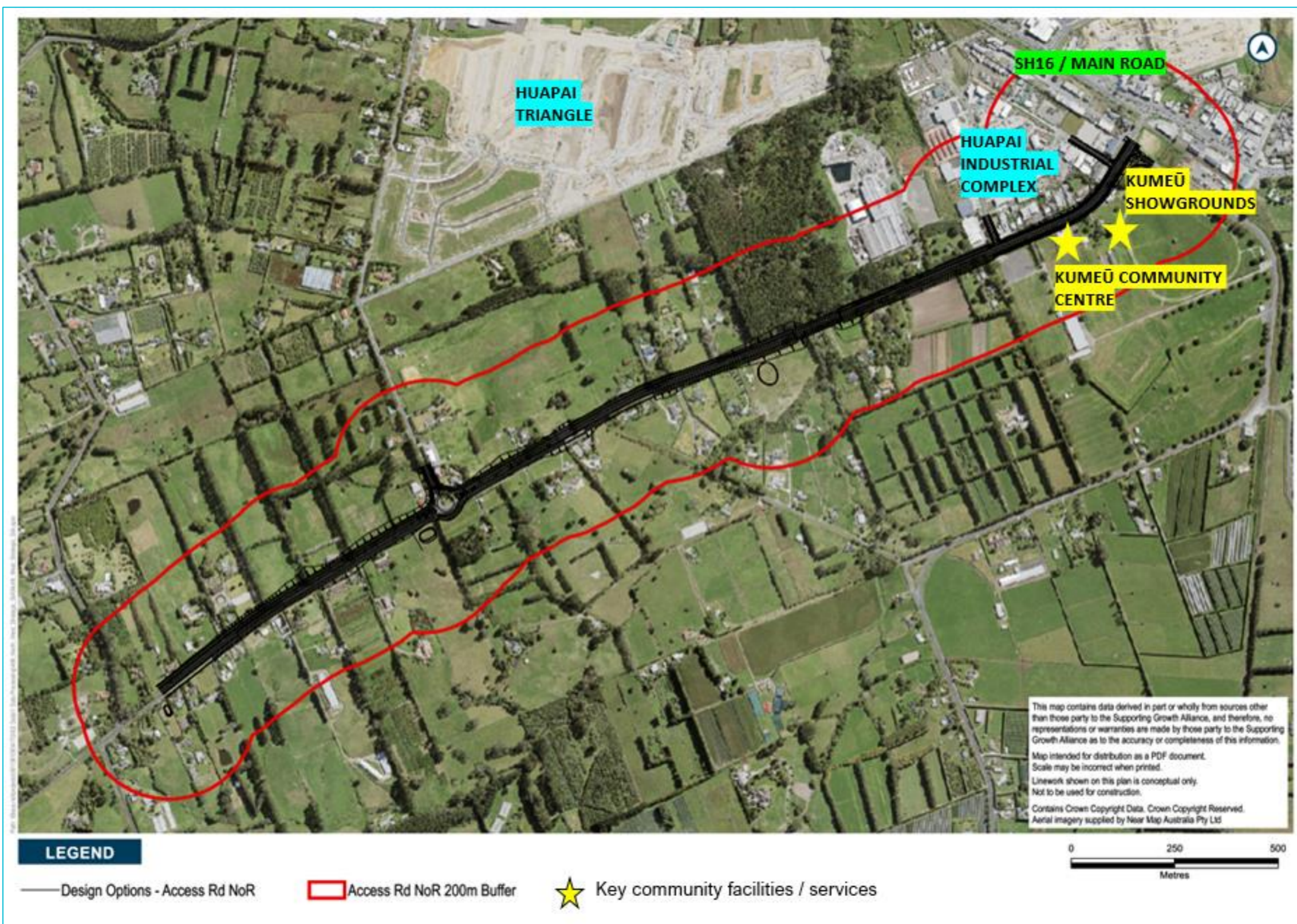
4.1.4 Updated Figure 3.7 – Main Road Upgrade local community



4.1.5 Updated Figure 3.8 – RTC and RAMC local community



4.1.6 Updated Figure 3.9 – Access Road local community



5 Additional demographic analysis

The following table provides additional demographic data about Riverhead (using 2018 Census data), which was unintentionally left out of the demographic analysis in the SIA (section 6 and Appendix B of the SIA):

Census Area	Population	Population change 2013 - 2018	Total private dwellings	Usual residence one year ago	Means of travel to work	Means of travel to education
Riverhead	2802	51.39%	867	Same as usual residence: 75% <i>(NZ average 79%)</i> Elsewhere in New Zealand: 21.3% <i>(NZ average 15.6%)</i> Not born one year ago: 2.2% <i>(NZ average 1.6%)</i> Overseas: 1.4% <i>(NZ average 3.6%)</i>	Private or company vehicle: 81.3% Work from home: 11.7% Bus: 2% Bike: 0.2% Walk or jog: 1.1% Train: 0.4%	Private vehicle: 54.7% Study at home: 6.6% Bus (school or public): 18.5% Bike: 3.3% Walk or jog: 14% Train: 0.8%

Key observations from these demographics are as follows:

- The population of Riverhead has dramatically increased between 2013 and 2018
- The proportion of people who lived elsewhere in NZ prior to the Census year is higher than the New Zealand average, indicating people moving in to the area at above average levels (which aligns with the significant increase in population over this time).
- Public transport use and active transport use are lower than the Auckland average; for example 2% of people in Riverhead commute using a public bus compared to 7% for Auckland. Similarly, 1% of people in Riverhead walk or jog to work compared to 4.3% for Auckland.
- For travel to education, travel by bus is much more common (compared to people travelling to work) however the bulk of these students travel by school bus rather than public bus (14.8%

of students in Riverhead travel to school by school bus, compared to 3.7% who travel by public bus).

- These findings (regarding travel to work and education) largely align with the other Census areas considered as part of this SIA, in that compared to the Auckland average there are lower rates of public transport and active mode use, and higher rates of private vehicle use. Working from home is more common in both Riverhead and other parts of the North West than for the rest of Auckland, noting that these figures are from 2018 and working from home patterns may have changed substantially since then as a result of the Covid-19 pandemic.

5.1 Employment

This section provides additional detail on the key economic / employment sectors in each of the Census areas that make up the wider community.

	% of residents employed full time	% of residents unemployed	Most common occupations	Median income
Auckland average	51.9%	4.1%	1. Professionals (25.9%) 2. Managers (18.1%) 3. Clerical and administrative workers (12.6%)	\$34,400
Riverhead	61.8%	2.3%	1. Professionals (27.4%) 2. Managers (24.6%) 3. Clerical and administrative workers (12.6%)	\$52,000
Kumeū – Rural West	52.9%	1.5%	1. Managers (24.1%) 2. Professionals (20%) 3. Technicians and trade workers (15.3%)	\$38,300
Kumeū – Rural East	51.5%	2.5%	1. Managers (28%) 2. Professionals (17.2%) 3. Clerical and administrative workers (12.4%)	\$35,200
Kumeū - Huapai	62.4%	2.2%	1. Managers (24.8%) 2. Professionals (23.1%) 3. Clerical and administrative workers (14.5%)	\$47,800
Whenuapai	59.3%	3%	1. Professionals (21.6%)	\$43,800

			2. Managers (20.8%) 3. Technicians and trade workers (16%)	
Taupaki	51.5%	2.3%	1. Managers (23.9%) 2. Professionals (21.2%) 3. Technicians and trade workers (15.4%)	\$37,200
Waimauku	56.3%	1.7%	1. Managers (25.6%) 2. Professionals (23.6%) 3. Technicians and trade workers (12.6%)	\$45,400
Waipatukahu	54.1%	3.2%	1. Managers (28.1%) 2. Professionals (19%) 3. Technicians and trade workers (12%)	\$40,500

Key observations from this data are as follows:

- Employment rates are above the Auckland average in all census area units, and are highest in Kumeū - Huapai. Unemployment is lower than the Auckland average across all Census area units; the areas with highest unemployment are Waiapukahu and Whenuapai.
- The most common occupations are similar across most census area units and are similar to the Auckland average, with both managers and professionals being amongst the 3 most common professions across all census units. In 5 of the census area units, technicians and trade workers make up one of the top three most common occupations. In all census areas there was a higher proportion of 'managers' than the Auckland average; this could potentially be a reflection of much of the area being rural and people managing their own farms and lifestyle blocks.
- Median incomes across all census areas are higher than the Auckland average. The more rural parts of the wider community typically have slightly lower incomes (Kumeū Rural East and Rural West, Taupaki, Waipatukahu) compared to the more urban / urbanising areas such as Whenuapai and Riverhead.

6 Integration with other technical assessments

The table below summarises the three technical assessments that are the most relevant in the assessment of social impacts; the Construction Noise and Vibration Assessment, the Operational Noise Report and the Integrated Transport Assessment. For each report, the key findings of relevance to social impacts are listed, and a brief overview is then given of how these findings have been integrated into the Social Impact Assessment.

Technical assessment	Key findings of relevance to social impacts	How this has influenced the report
Construction noise and vibration assessment	<p>NoR S1 (ASH):</p> <ul style="list-style-type: none"> Rural buildings and dwellings are typically located 20-60m from the designation corridor boundary (with some exceptions). Most works will be a sufficient distance from buildings so that most of time, daytime noise criterion (70dB) will be complied with. Construction noise could intermittently be as high as 80dB at those dwellings in closest proximity to the earthworks – but this will be for a limited duration as construction will be staged. Inside the closest dwellings, noise levels could reach 55 to 60 dB which could be high enough to result in some behaviour changes such as avoiding rooms facing the noise source. The construction will be staged so exceedances will be of a limited duration. <p>Mitigation recommended:</p> <ul style="list-style-type: none"> While noise levels will be within daytime criterion most of the time, the Construction Noise and Vibration management plan will set out a management framework to manage intermittent high noise and vibration levels, including monitoring and reporting requirements, a procedure for handling complaints and a procedure for reviewing the CNVMP throughout the works. <hr/> <p>NoR S2 (Main Road):</p> <ul style="list-style-type: none"> Main Road is an existing State Highway corridor so has a higher level of ambient noise than surrounding rural areas Construction could intermittently be as high as 80dB at the closest dwellings when earthworks are occurring in close proximity – but the duration of this would be a matter of hours or (at most) days Inside the closest dwellings, noise levels could reach 55 to 60 dB which could be high enough to result in some behaviour changes such as avoiding rooms facing the noise source. The construction will be staged so exceedances will be of a limited duration. Most works will be a sufficient distance from buildings so that most of time, daytime noise criterion (70dB) will be complied with. <p>Mitigation recommended:</p> <ul style="list-style-type: none"> While noise levels will be within daytime criterion most of the time, the Construction Noise and Vibration management plan will set out a management framework to manage intermittent high noise and vibration levels, including monitoring and reporting requirements, a procedure for handling complaints and a procedure for reviewing the CNVMP throughout the works. <hr/> <p>NoR S3, KS and HS (Rapid Transit Corridor, Active Mode Corridor, Rapid Transit Stations):</p> <ul style="list-style-type: none"> Construction noise could intermittently be as high as 80dB at those dwellings in closest proximity to the earthworks – but this will be for a limited duration as construction will be staged. Inside the closest dwellings, noise levels could reach 55 to 60 dB which could be high enough to result in some behaviour changes such as avoiding rooms facing the noise source. The construction will be staged so exceedances will be of a limited duration. Most works will be a sufficient distance from buildings so that most of time, daytime noise criterion (70dB) will be complied with. 	<ul style="list-style-type: none"> Construction phase impact ratings for each NoR have taken into account the findings of the noise report. The report acknowledges that within the local community for each NoR, construction noise and vibration may temporarily impact: <ul style="list-style-type: none"> The character of the community and quality of the environment (particularly in rural parts of the local community, whereby people may perceive a temporary change from a quiet rural environment to one characterized by higher levels of noise and activity) People's daily routines (i.e. spending more time indoors or less time to avoid construction noise) People's health and wellbeing (if construction noise causes stress and anxiety) Drawing on the findings of the noise report, it is acknowledged in the SIA that these impacts would only be experienced by individual properties close to the designation boundary (i.e. within the 'local community'), for short periods of time due to the linear/staged nature of construction. In addition, the SIA acknowledges that the noise-related impacts listed above may be more significant for those in the rural parts of the community (who are used to a quieter environment) than for those in the urban / urbanizing parts of the community which typically have higher levels of noise and activity. Mitigation measures recommended for each NoR align with those proposed in the noise report. In addition, the SIA recommends that local residents receive clear communications about the timing and nature of construction so that they understand how this is likely to impact them, and what mitigation measures will be in place.

- Station construction noise will occur over a more sustained duration and several buildings are likely to experience noise levels up to 75dB

Mitigation recommended:

While noise levels will be within daytime criterion most of the time, the Construction Noise and Vibration management plan will set out a management framework to manage intermittent high noise and vibration levels, including monitoring and reporting requirements, a procedure for handling complaints and a procedure for reviewing the CNVMP throughout the works.

NoR S4 (Access Road):

- There are a large number of dwellings along Access Road which will be affected by construction noise given their proximity to the designation boundary.
- Predicted noise could be intermittently as high as 80dB at the closest dwellings when there are earthworks in close proximity.
- Inside the closest dwellings, noise levels could reach 55 to 60 dB which could be high enough to result in some behaviour changes such as avoiding rooms facing the noise source. The construction will be staged so exceedances will be of a limited duration.
- Overall, the majority of works for most of the time are predicted to comply with the 70dB daytime noise criterion.

Mitigation recommended:

While noise levels will be within daytime criterion most of the time, the Construction Noise and Vibration management plan will set out a management framework to manage intermittent high noise and vibration levels, including monitoring and reporting requirements, a procedure for handling complaints and a procedure for reviewing the CNVMP throughout the works.

Operational Noise

NoR S1 (Alternative State Highway):

- The introduction of a new major road into a low noise, largely rural environment will result in significant noise level increases for some
- One third of PPFs (generally those adjacent to the new road) will receive noticeable to significant noise level increases, but with mitigation the resultant noise levels will be acceptable for residential use.

Mitigation recommended:

- Installation of 2.4m high roadside boundaries along the ASH

NoR S2 (Main Road):

- The establishment of walking and cycling facilities along Main Road is not anticipated to cause any appreciable change in noise levels
- No mitigation is proposed with this in mind
- Noise levels may *reduce* in the Main Road area as a result of the North West Strategic Package being implemented, as traffic will be redistributed across the area and may reduce along Main Road.

NoR S3, HS and KS (RTC, AMC and Rapid Transit Stations)

- Minimal impacts on the overall noise environment are predicted, given that rapid transit will be co-located with existing transport routes and will only add marginally to the overall noise level of the road.

- Construction phase impact ratings for each NoR have taken into account the findings of the noise report.
- For the ASH, the SIA acknowledges (drawing on the operational noise report) that the addition of a new highway into a largely rural area will change the environment/community character (including through increases in noise levels).
- The SIA does not report any anticipated adverse noise related impacts for NoRs 2, 3 or 4, drawing on the operational noise report's findings that there will not be noticeable increases in noise due to the project.

	<ul style="list-style-type: none"> With regards to the two transit stations, the closest sensitive receivers are at significant distances and therefore it is not anticipated that station noise will have any significant effect on the overall noise environment. <p>Mitigation recommended:</p> <ul style="list-style-type: none"> No specific mitigation is recommended, provided the road is kept maintained in a smooth and even condition. <p>NoR S4 (Access Road):</p> <ul style="list-style-type: none"> With the proposed mitigation (2m boundary fences) in place, only one receiver (a double storey dwelling on Tawa Road) is predicted to receive noise levels above Category B. The noise level along Access Road is anticipated to <i>reduce</i> by an average of 3 dB as a result of the North West Strategic Package being in place. 	
<p>Transport</p>	<p>NoR S1 (ASH):</p> <ul style="list-style-type: none"> During construction there will be some temporary disruption to people’s travel patters – but these will mostly be limited to interfaces with the surrounding network given the bulk of construction will occur offline. Traffic at these interfaces will be able to be appropriately managed through a Construction Traffic Management Plan. Access to three properties along Brigham Creek Road will be temporarily impacted during construction; a temporary access road will be required to maintain access to these properties and this can be provided for through the CTMP process. Once operational, the ASH will provide considerable positive transport effects. Any potential adverse effects on local roads (where these cross the ASH corridor) have been adequately addressed by grade separation and, where necessary, realignment of local roads. Property effects (in relation to access driveways and private access roads) can be specifically considered as part of further design, as well as through the CTMP. 	<p>The SIA has assessed potential impacts bearing in mind the findings of the transport assessment:</p> <ul style="list-style-type: none"> For the ASH, the SIA notes that impacts will be minimized by the fact that construction is largely occurring offline, but also acknowledges that there will be some disruption at key interfaces such as Brigham Road. The SIA also notes that once operational, the ASH will provide positive effects by improving connectivity around the region. In regards to mitigation, the SIA recommends (as per the transport assessment) that a CTMP is prepared which identifies and sets out mitigation and management measures for any identified impacts.
	<p>NoR S2 (Main Road):</p> <ul style="list-style-type: none"> During construction, temporary disruption to travel patterns will be inevitable given that Main Road is currently a significant transport corridor. The proposed staged construction methodology will mean that the entire corridor is not impacted at the same time, but will still result in reduced vehicle speeds and potentially reduced capacity at intersections. Once operational, the upgrades will provide considerable positive transport effects. Property effects (in relation to access driveways and private access roads) can be specifically considered as part of further design, as well as through the CTMP. <p>Recommended mitigation:</p> <ul style="list-style-type: none"> Maintaining two-way traffic with a minimum of one lane in each direction along the corridor will be ‘essential’ to minimize adverse effects during construction. Outside of busier periods (i.e. overnight) there would be potential for one-way operation such as stop-go signs for certain construction activities. Temporary effects on the surrounding network could be appropriately managed through a CTMP which outlines these measures. Impacts would be substantially reduced if the ASH was provided before works on Main Road began, as this would provide an alternative route for traffic to travel through Kumeū and Huapai. 	<p>The SIA has assessed potential impacts bearing in mind the findings of the transport assessment:</p> <ul style="list-style-type: none"> It is acknowledged that SH16 is a major transport corridor and that without mitigation, there could be significant impacts on people’s way of life if it becomes more difficult for people to move through the area during the construction period. These impacts are noted as likely being more significant for the local community who use Main Road more frequently. Drawing on the transport assessment, the SIA notes that any temporary road closures that do not allow two-way traffic would be particularly disruptive. In regards to mitigation, the SIA identifies the need for a CTMP which will outline any mitigation and management processes that will be put in place; in addition the SIA recommends that the community should be kept informed of these plans well in advance so that they can plan ahead for any disruption. Drawing on the transport assessment, the SIA acknowledges property access as a potential temporary construction impact and recommends that temporary access is provided wherever existing accessways are blocked by construction works. Once operational, the SIA notes that there will be positive impacts in terms of transport, as people will be able to move through and around the area more easily.
	<p>NoR S3, HS, KS (RTC, AMC, Rapid Transit Stations):</p> <ul style="list-style-type: none"> During construction, temporary disruption to typical travel patterns will be inevitable given the scale of the project. However the predominantly offline construction of the RTC/RAMC means that adverse effects will largely be limited to identified interfaces with the surrounding network, where they can be appropriately managed through a CTMP. Once operational, the upgrades will provide considerable positive transport effects. 	<p>The SIA has assessed potential impacts bearing in mind the findings of the transport assessment:</p> <ul style="list-style-type: none"> The SIA notes that impacts will be minimized by the fact that construction is largely occurring offline, but also acknowledges that there will be some disruption at key interfaces which could make it temporarily more difficult for people to move around the area.

- Property effects (in relation to access driveways and private access roads) can be specifically considered as part of further design, as well as through the CTMP.

Recommended mitigation:

- Impacts on access to the Huapai Domain and Kumeū Fire Station can be addressed by viable mitigation solutions with the agreement of FENZ and Auckland Council parks
- Maintaining two-way traffic with a minimum of one lane in each direction along the corridor will appropriately minimize adverse effects during construction. Outside of busier periods (i.e. overnight) there would be potential for one-way operation such as stop-go signs for certain construction activities. Temporary effects on the surrounding network could be appropriately managed through a CTMP which outlines these measures.

NoR S4 (Access Road):

- Once operational, the upgrades will provide considerable positive transport effects.
- Property effects (in relation to access driveways and private access roads) can be specifically considered as part of further design, as well as through the CTMP.
- During construction, temporary disruption to typical travel patterns will be inevitable. However it is considered that adverse effects can be appropriately managed through a CTMP.

Recommended mitigation:

- Adverse effects on the Kumeū Community Centre and Showgrounds can be addressed by developing viable mitigation solutions with the agreement of the Showgrounds and Community Centre.

- The SIA notes (as acknowledged in the transport assessment) that Huapai Domain may be temporarily impacted if construction limits access to the domain for park users.
- The SIA also notes that once operational, the RTC and AMC will provide positive effects by improving connectivity around the region.
- In regards to mitigation, the SIA recommends (as per the transport assessment) that a CTMP is prepared which identifies and sets out mitigation and management measures for any identified impacts.

The SIA has assessed potential impacts bearing in mind the findings of the transport assessment:

- The SIA notes that during the construction phase, there will be disruption to the way people are able to move around the area. In particular, access impacts for Kumeū Community Centre and Kumeū Showgrounds are noted as having the potential to impact operations at each of these facilities.
- The SIA notes (as acknowledged in the transport assessment) that Huapai Domain may be temporarily impacted if construction limits access to the domain for park users.
- The SIA also notes that once operational, the RTC and AMC will provide positive effects by improving connectivity around the region.

In regards to mitigation, the SIA recommends (as per the transport assessment) that a CTMP is prepared which identifies and sets out mitigation and management measures for any identified impacts, and also recommends that mitigation options take into account the schedules and needs of the Community Centre and Showgrounds, to minimize impacts on these facilities where possible.

7 Summary of engagement

The SIA has been informed by a series of interviews undertaken by the authors of this report (the social research team), and engagement carried out by the communications & engagement team Te Tupu Ngātahi. Engagement is summarised in the Assessment of Environmental Effects and the 2021 Te Tupu Ngātahi Engagement Summary Report. A summary of engagement is included below:

7.1 Te Tupu Ngātahi engagement

The following parties have been engaged with by Te Tupu Ngātahi between 2021 and 2022:

- Landowners ((engaged through letters, drop-in sessions, one-on-one meetings, Social Pinpoint, feedback forms, phone calls and emails)
- Mana whenua (Ngāi Tai ki Tāmaki, Ngā Maunga Whakahii o Kaipara, Ngāti Manuhiri, Ngāti Maru, Ngāti Te Ata, Te Ākitai Waiohua, Te Kawerau ā Maki, Ngāti Paoa Trust Board, Ngāti Whanaunga)
- KiwiRail
- Auckland Council (including the Parks and Plans and Places teams)
- Elected Members and Local Boards (Upper Harbour Local Board, Rodney Local Board, Henderson and Massey Local Board)
- Ministry of Education
- New Zealand Defence Force
- Kāinga Ora
- Fire and Emergency New Zealand
- New Zealand Automobile Association
- Watercare Services Ltd
- Utility owners (Transpower, Vector, First Gas, Spark)
- Atlas Concrete
- Better Transport Incorporated
- Developers (Oyster Capital, Cabra Development Ltd, Liberty Property Trustees, Hugh Green Group, Woolworths New Zealand, Roscrea No 2 Trustee Limited, Neil Group)
- Future-Kumeū

Findings from this engagement are summarised more thoroughly in the Assessment of Environmental Effects and Engagement Summary Report, however key themes are highlighted below:

- Most stakeholders were keen to see solutions that would reduce traffic congestion and make it easier to get around the area. SH16 is seen as a particular problem by many people given it is often very congested.
- There is support for public and active transport solutions (in addition to road upgrades) to make it easier for people to get around on foot or using public transport
- There is support for public and active transport solutions (in addition to road upgrades) to make it easier for people to get around on foot or using public transport
- Landowners were typically supportive of the projects and were supportive of solutions to reduce traffic congestion and make public and active modes more accessible for people. People are keen to see better options for commuting to and from the city centre, and safer connections around the community (i.e. to and from schools).
- Separated walking and cycling facilities were supported by landowners for safety reasons

- The main concerns expressed by the public were around certainty and timing of the projects. Firstly, people are keen to see traffic congestion in the area reduced as soon as possible, and some people were concerned that solutions would not be delivered for years. Secondly, some members of the public feel frustrated about a lack of certainty over when and where transport projects in the area will be occurring, particularly where their property is potentially affected and there is uncertainty around how the projects will affect their property value and/or property access.
- Other concerns raised by some landowners included:
 - Loss of amenity and rural character (people do not want to live next to a busy motorway)
 - Acquisition potentially disrupting people's plans for their future (i.e. people who were planning on retiring in their current home but are now unsure whether they will be able to remain)
 - Traffic and noise disruption during construction
 - Some scepticism around people using cycleways as there are low rates of walking and cycling currently.
 - Flooding effects within Kumeu Huapai
- Business owners were typically supportive of the projects (noting that they will help to provide for anticipated growth in the area and reduce traffic congestion) but were keen for effects on their operations to be minimised. Some business owners were also keen for the ASH to be accelerated. Some business and property owners have expressed a concern that Main Road business owners could lose money during the route protection phase if there is uncertainty around the future of Main Road, as well as experiencing general stress and anxiety about the future of their businesses.

7.2 Engagement led by the social research team

The social research team interviewed a number of additional stakeholders and community facility owners to understand potential impacts on these groups. A large number of parties had already been engaged by Te Tupu Ngātahi (see section 6.1) and it was additionally noted that large parts of the wider community are anticipated to undergo significant change in future. As such, the social research team focused on interviewing important community facilities which were anticipated to remain within the community in the coming decades.

The social research team interviewed:

- West Coast Rangers Football Club
- Kumeū Showgrounds
- Kumeū Community Centre
- Matua Ngāru School
- Kumeū Cricket Club (noting this interview was run by members of the Te Tupu Ngātahi project team rather than the social research team, but questions were provided by the social research team).

High level findings from each interview are summarised below:

Interview	Findings
Kumeū Cricket Club	<ul style="list-style-type: none"> • Club is located in Huapai Domain and has been running since the 1950s • The club serves a wide catchment with people coming from all over West Auckland • The Club mostly uses the Domain over summer – in summer the club operates most nights for trainings, and for games on weekends.

	<ul style="list-style-type: none"> • The clubrooms are used by the Club and also rented out to community groups. There are plans to extend the building, improve the changing rooms and/or provide a multisport indoor facility at the domain. • Club are not supportive of the projects impacting the Domain as this would impact their operations. The clubrooms have been around for a long time and are important / of heritage value to the community, so even if a new building was provided there would still be impacts on people.
Kumeū Community Centre	<ul style="list-style-type: none"> • The Community Centre is located on Access Road and was opened in 1981. Consists of one 'small' hall with a kitchen and one larger hall suitable for indoor sports, as well as a smaller meeting room used by the Lions Club. • Well used by the community – in use 4-5 nights per week and booked up on the weekends well in advance. Most events have between 40-100 people at them. • Range of events offered at the Centre – parties, meetings, line dancing, church, indoor netball, Lions Club etc. • No plans to physically expand the facilities but would like to grow the number of events at the Centre and the number of people attending events. • Vehicle access to the centre, and the carpark out the front, are important – lots of people attending events are elderly and need to drive or be driven. • In terms of project impacts – designation would remove two rows of carparks which might result in some events not going ahead at all if there is not enough parking for everyone. There is a lack of other large community halls in the area so if the Centre couldn't be used it would be a big loss to the whole community. • In terms of mitigation – would like their carparks provided elsewhere (i.e at the side or back of the Centre) and some noise barriers installed as the road will be closer to the Centre once the upgrades have occurred. • Can see the benefits of the wider package of upgrades but not sure that it would positively impact the Centre much – most people drive there and think it's unlikely that people will switch to public transport, walking or cycling.
Kumeū Showgrounds	<ul style="list-style-type: none"> • Located on Access Road – 34 hectare site used for a wide range of events: Kumeū Show, Folk Festival, Hot Rod Show, monthly farmers markets, fireworks displays etc. • Very well used community resource – people come from all over Auckland for events and often stay in the area (or stay on the site in campervans) when they are here. There is no comparable facility in Auckland and with ASB Showgrounds being uncertain over its future, it is likely that Kumeū Showgrounds will host even more events in future. • Traffic congestion is a problem all the time, but especially when there are big events on. Getting to the point where it is potentially deterring people from coming to events at the Showgrounds

	<ul style="list-style-type: none"> • Supportive of the projects reducing traffic congestion and making it easier for people to get to and from Kumeū. Some concerns about access during construction – if congestion is already an issue, any disruption from construction could make it even harder for people to get to and from events. • Biggest concern is about the loss of parking (designation envelope covers part of the existing gravel carpark) – the carpark is always at capacity for events so they wouldn't be able to function with a reduced number of carparks, but have limited space to extend the carpark (extending it into the paddocks would mean less space for livestock and shows).
Matua Ngaru School	<ul style="list-style-type: none"> • Primary and intermediate school which opened in 2019 and shares a boundary with Huapai Domain • Primarily serves the new subdivisions in Kumeū, with very few students being from the 'rural' parts of the community. • Anticipating to grow from 413 students to 1000 over the coming years • Supportive of a solution to traffic congestion – but would like to see this now rather than in the future. • Not confident that the RTN would change how students get to school – for most parents it would still be quicker to drop kids on their drive to work rather than walk them to the station and then start their own commute • Huapai Domain is well used by the school for sports and tournaments. If the school needs to add extra buildings to deal with roll growth, they may have to use the Domain for break space for the students
West Coast Rangers Football Club	<ul style="list-style-type: none"> • Newly formed football club which formed as part of a merger between Waitakere City and Nor West United clubs. Operates out of both Huapai Domain and Fred Taylor Park. • 5th largest club in Auckland – 1400 members and currently seeing 'exponential' growth • Currently working with Cricket Club to privately fund a new clubhouse and better changing rooms at Huapai Domain – at Fred Taylor Park they would like to add floodlights and tiger turf • Supportive of the projects but unsure people would use public or active transport to get to games – think cars will remain popular. • Not too concerned about the existing clubhouse being impacted by the designation given how far away the projects are – even if they built a clubhouse now and construction on the RTN started in 20 years, they would still get 15 years of use out of the new facility.