

20 October 2023

Sonja Lister  
Eastern Busway Alliance  
Auckland Transport  
Private Bag 92250  
Auckland 1142

By email: [sonja.lister@at.govt.nz](mailto:sonja.lister@at.govt.nz)

Dear Sonja,

**Request for further information in accordance with section 92 of the Resource Management Act 1991**

**Notices of requirement:** Eastern Busway EB3C (Auckland Transport)  
Eastern Busway EB4L (Auckland Transport)

This request for further information (**RFI**) relates to the notices of requirement (**NOR**) applications lodged for the projects described above. A request for further information in relation to the resource consents required for the project was issued on 17 October 2023. This request should be read alongside the resource consents RFI as this will be a joint process. Please note that, where requests issued on 17 October 2023 relate to both resource consent and NoR applications they are repeated here only by way of cross reference.

A preliminary assessment of documents lodged for the notices of requirement has confirmed that some further information is required to enable an adequate analysis of the proposals, their effects on the environment and the way in which any adverse effects on the environment may be mitigated. Provision of this further information is also sought to ensure potential submitters are able to adequately assess the extent to which the NOR applications and resource consent applications, and associated environmental effects, will affect their interests. The information requested below will also enable the council to undertake a full and proper assessment of the NoR applications and provide recommendations on each proposal.

Please note that RFIs relate to the information sought to assess the applications. While some idea can be obtained from the RFIs of possible issues, this is not an issues identification stage. Further contact will be made at a later date indicating what the various specialists see as being potential issues.

Under section 92 of the Resource Management Act 1991 (RMA), we request the following further information:

Construction

- A1 *Please provide a more detailed assessment of the construction noise and vibration effects for the dwellings and commercial receivers along the busway alignment between Chinatown and into the Burswood Esplanade Reserve.*
- A2 *Please provide an indication of when the permanent noise barrier in the Burswood area will be constructed, and what (if any) phases of the construction work will it be able to screen effectively.*

Reason

The construction noise and vibration assessment provides some helpful detail on the way that the section of the busway between the approximate extents of Burswood Drive and the industrial area to the south. It appears that the construction noise and vibration effects for some of the closest receivers along that route could be significant, particularly during rock breaking, rock removal, compaction and paving. However, the construction noise and vibration assessment does not clearly describe the specific ways that the construction noise and vibration effects will be managed using tools such as temporary barriers, the permanent 2.4m high operational noise barrier (and the timing of its construction) and possible temporary relocation. The additional assessment should set out the specific methods that are intended to be used, with plans showing the dwellings that will remain in place and the approximate level of noise and vibration effects that each of those dwellings and the closest commercial buildings will receive, based on the indicative construction program.

Operational

- A3 *Please adjust the ambient noise measurements to remove the effects of crickets and cicada noise.*

Reason

The Operational Noise Assessment presents the results of a series of ambient noise measurements. Some of those measurements were undertaken during February and March when cicadas and crickets may have significantly increased the ambient noise levels. The Operational Noise Assessment does not state that cricket and cicada noise have been removed or adjusted for and given that NZS6801:2008 and NZS6802:2008 state that any such adjustments must be declared and quantified. It has therefore been assumed that here has been no adjustment. The noise from these insects is only present in the environment for a relatively short period of the year, and at other times the ambient noise level may be much lower. This is commonly achieved by filtering out the affected 1/3 octave bands – typically 3150-4000 but sometimes higher. All presentations of ambient noise levels and all text referring to ambient noise levels will likely require consequential amendment.

- A4 *Please include the LA90 noise levels in the summary of the averaged noise levels and the detailed time-trace of the ambient noise levels provided in the appendices to both the construction and Operational Noise Assessment.*

A5 *Please provide an assessment of the expected LAFMax noise levels at the residential receivers in the area between Chinatown and the Burswood Esplanade Reserve.*

Reason

The Operational Noise Assessment includes predictions for the LAeq noise level over various time intervals for buses, but there is no prediction of the LAFMax noise levels (it is appreciated that there is likely to be some variation between buses). The information should include the noise generated by buses accelerating away from intersections and from the bend near Chinatown.

A6 *Please provide an explanation of why a traffic noise barrier in the vicinity of 207 Burswood Drive is not considered to be the BPO.*

Reason

This aspect needs to be covered. The assessment should be conducted following the assessment of bus acceleration noise away from the bend behind Chinatown and the likely LAFMax noise levels arising at those houses. If a taller barrier is not practicable, it may be helpful to assess the effectiveness and practicability of installing a low (say 1.2m) high barrier immediately adjacent to the eastbound lane to screen the noise from the exhausts of buses accelerating east at the very minimum.

A7 *Please provide an assessment of the noise levels that from any PA system and the limits that it would design the system to comply with at the residential properties (if a PA system is proposed at all).*

Reason

The Operational Noise Assessment does not mention the possibility of noise from any PA system to be installed at the Burswood Station.

A8 *Please provide information on what measures are intended to be adopted for 'alerting' the receiving environment to the higher noise levels and the need for new development to be acoustically treated to avoid potentially significant or serious adverse sleep disturbance and annoyance / health effects.*

Reason

The noise from the proposed Busway will exceed the AUP noise limits for the residential zone at many residential receivers. While the proposed permanent noise barrier will assist in mitigating the effects at ground level receivers, it will do little or nothing for two or three-storey dwellings that are anticipated and that will likely overlook the noise barrier. There are no requirements in the AUP for new residential dwellings to be acoustically treated to reduce road traffic noise however it is nevertheless expected that the noise from the busway has the potential to cause sleep disturbance effects and a high level of annoyance at the closest dwellings, particularly at night.

#### Further Note

Although not a request for further information, a concern is raised that the assessment of bus noise effects on the residential receivers in the Chinatown – Burswood Esplanade Reserve strip is conducted carefully and to ensure that it properly represents the effects in the change in the noise environment and the overall effects that will result for the residential receivers. Our preliminary view is that the effects could be considerable.

EB3C

*SI 1 Please provide an assessment of pedestrian and cycling safety during construction of Bridge A.*

Reason

Whilst operation will see a vast positive improvement to pedestrian and cycling routes across Pakuranga Creek, current footpaths across the existing bridge are hazardous and in close proximity to traffic lanes. The construction process may provide an additional distraction to drivers as well as pedestrians and cyclists which may create a safety risk. Burswood residents using the bridge to walk or cycle are really only able to use the northern footpath which is immediately adjacent to the bridge at construction works. Although engagement has identified the need for a safe pedestrian connection, particularly for primary school-aged children walking and cycling from the Burswood community to Riverhills School, the SIA does not appear to have considered the impacts of Bridge A construction on these existing users. It is important that the SIA consider this issue and provide further assessment or reference to improving pedestrian safety on the existing bridge during construction of Bridge A. to explain the potential social impacts that might be faced and what mitigation would be necessary.

*SI 2 Please provide an assessment of social impacts of the operation of construction laydown/ compound yards on Burswood residents.*

Reason

The SIA has not identified or assessed the potential social impacts on immediately impacted properties and households, in particular the Wonderkids pre-school facility, regarding the location of construction support areas to be established between Burswood Drive West and East. Whilst it is noted that conditions stipulate construction workers will be requested to behave as 'good neighbours', construction staff and general site noise, amenity, privacy should be a key consideration. For example, these sites and their parking provisions should be located at a reasonable distance from the Wonderkids pre-school and residences to avoid noise and disruption. It would be beneficial if the SIA could list the potentially impacted properties along the route where these laydown/ site offices will likely be located and, in light of other assessments explicitly stipulate any identified mitigation or social impact management strategies that are relevant.

*SI 3 Please provide an assessment of social impacts of acquired property removal and demolition.*

Reason

The SIA has not identified or assessed the potential social impacts on immediately impacted properties and households located in the proximity of the 42 residential and 3 commercial buildings to be demolished/ removed during the enabling works. Building demolition will likely cause noise and disruption to neighbouring properties and the removal of entire structures (if deemed appropriate) may or may not affect neighbours access, property and general noise of loading and removing. The timing and scale of which should be identified and assessed (or

reference made to the relevant technical assessment where this has been addressed) and this process be subject to communication with these affected parties to understand how best to conduct this work with the least disruption and noise. It would be beneficial if the SIA could list the potentially impacted properties that are in the immediate proximity of residences to be demolished and/or removed and, in light of other assessments and the required CEMP explicitly stipulate any identified mitigation or social impact management strategies that are relevant. Furthermore, information should be provided to identify and assess potential security/ safety/ vandalism issues that may occur if people gain access to these vacant properties.

*SI 4 Please provide an assessment of the social impacts of construction noise and vibration.*

Reason

It is clear in the AEE and supporting documentation that construction noise, vibration and depleted amenity will be quite significant, particularly for properties and sensitive receivers in proximity to the works. The social impacts of this, despite mitigation through a CNVMP and CCP, is considered by the SIA to be 'moderate adverse' (p.150). Whilst the noise effects assessment has identified 16 residences and 9 commercial receivers of noise and vibration during construction, there is limited evidence to justify these properties, and why other/ more receivers may not be included. Moreover, there is limited clarity provided by the SIA of the potential impacts on family life that are specific to who these receivers are, such as do babies, elderly, disabled or mental-health challenged or other vulnerable people occupy, live or work in these premises and what would the social impacts upon them specifically be. For example, in the post-pandemic period more and more people are working remotely from home and noise and disruption may affect their performance and mental health. Further information is required for the SIA, based on the engagement and consultation with these households and businesses in close proximity to noise and vibration effects, to illustrate that every effort has been made to identify sensitive receivers and assess the impacts upon them based on their current living and working situations. This information should precede and inform the requirement of the CNVMP to identify and list the directly impacted properties and sensitive receivers (within 100m of the construction noise, as recommended by the noise assessment) and establish measures such as adjusting construction times to avoid sensitive times where practicable. Furthermore, the indication that some nightwork construction may be likely and may require the relocation of households is a significant social impact that is not addressed by the SIA. Whilst it is acknowledged that it is difficult to anticipate this eventuality until the construction methodology is refined and detailed, it is important that the SIA make a comment about the potential impacts of such an issue and what mitigation or management measures should be required to ensure families are well-prepared, how they will be compensated and how potential stress and concerns will be identified and addressed in a suitable manner.

*SI 5 Please provide an assessment of social impacts on Burswood residences adjacent to the working/ construction corridor.*

Reason

Limited information is provided by the SIA regarding the visual amenity, safety and security of properties that will buttress the construction work along the proposed offline corridor – how their properties and fencing will be affected by the works, what temporary barriers will limit their view of the construction work and/ or prevent children from accessing the corridor whilst

work is occurring and/ or ensure people do not enter their property from the corridor, attracted by the vacant properties and ongoing construction. A more visually pleasing barrier than temporary mesh fencing may be more suitable. It would be beneficial if the SIA addressed these access, security and safety issues by listing those properties directly buttressing the corridor construction site and an assessment provided that may inform the relevant management plan of mitigation and management of these social impacts.

*SI 6 Please provide a social impact assessment of the Torrens Road access to Burswood Bus station*

Reason

The SIA has not identified or assessed any potential disruption to businesses and residences located at 22 and 28 Torrens Road during the construction of the access route to the bus station. It is not clear what the construction works will involve, their timing and duration or whether people working and living in these properties have been engaged to assess the impacts. Whilst it is likely that the new access way, once operational, will have a positive impact on business access and patronage, the potential social and business disruption impacts and the relevant mitigation strategies during construction should be identified by the SIA. It is also relevant to identify the potential safety issues of a shared access point for pedestrians and cyclists who may share the space with cars of the employees and delivery vehicles to these businesses at 22 and 28 Torrens Road when operational.

*SI 7 Please provide an assessment of social impacts of the operational pedestrian and cycling access and crossing of Ti Raukau Drive from the Burswood Bus Station.*

Reason

Given that the Burswood Bus Station will improve intermodal connectivity for employees of the many businesses south of Ti Raukau Drive, the SIA should explain and assess the impacts of the proposed pedestrian crossings that will cater to these employees and businesses. A review of the documentation has not identified any assessment of this matter.

*SI 8 Please provide an assessment of what SIA inputs there will be into Construction methodology*

Reason

It is noted in the EB3C and EB4L Construction Methodology documents that the construction methodology will be refined and developed during detailed design phases. It would be beneficial to understand if and how the SIA, particularly in light of ongoing CCP engagement and effects monitoring/ reporting in both of these areas of the Project, will inform this refined construction methodology.

#### EB4L

*SI 9 Please provide clarification of the potential for social impacts in EB4L area to be higher than other stages of the project.*

## Reason

On p.121 of the SIA it states “Social impacts in EB4L area will have the potential to be higher than other stages of the project as the community will not have benefitted from detailed and specific engagement”. This requires further clarification given that the process of consultation and engagement will be ongoing to determine potential social impacts of affected parties in this area. Clarification is required as to why this statement is relevant – what social effects, specifically - and the mitigation and mediation strategy required by the SIA to ensure ongoing engagement and consultation reduces these impacts or can potential generate improved outcomes for the community.

*SI 10 Please clarify proposed inputs of SIA and SIA team into CCP and other management plans.*

## Reason

It is acknowledged that the community and neighbours in proximity to the construction and operation of EB4L will be engaged in more detailed consultation in the coming months. However, the SIA should provide further information about this methodology and process. Whilst potential impacts have been preliminary identified and assessed, SIA engagement is required to further identify, test and assess these and any other impacts with the affected community of residences and businesses. Further detail of how the SIA will inform and be informed by the proposed engagement strategy and how emerging impacts will be assessed and mitigated by the relevant management plans (CEMP, CTMP, CNVMP) is required.

*SI 11 Please provide an assessment of social impacts of the operational Piccolo Park ECE.*

## Reason

Whilst privacy (in operation) and amenity and construction noise (in construction) impacts upon Piccolo Park ECE are noted by the SIA, with reference to mitigation by the UDLP, there is a need for further information regarding the potential impacts of the presence of the construction laydown compound yard that will be located immediately adjacent to the ECE. The close proximity of construction workers, general noise of the site, particularly as the ECE has a glass perimeter, may not be suitable for young children without further mitigation. Whilst it is acknowledged that young children would be interested in the machinery, there is a child safety aspect at potential issue here. This should be considered by the SIA and part of further impact assessment with the ECE and parents.

*SI 12 Please provide an assessment of the operational Construction noise for residences.*

## Reason

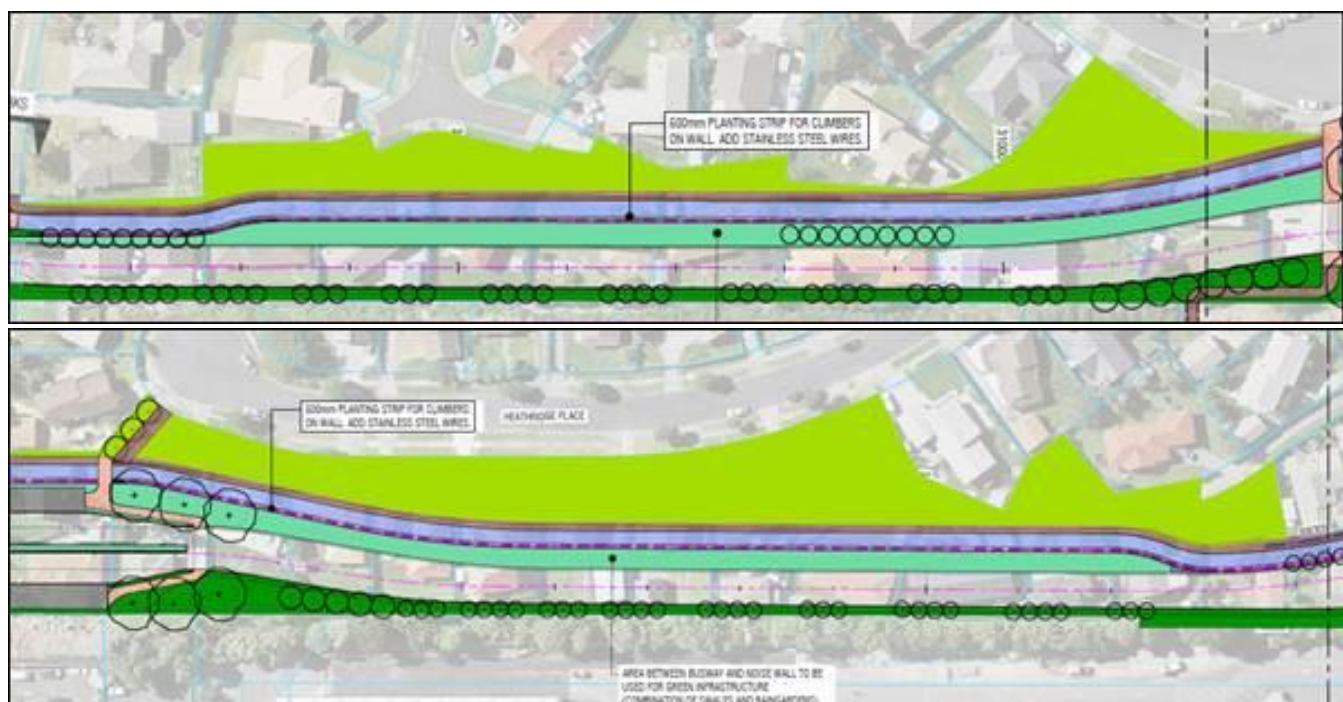
Whilst it is acknowledged that residences in direct proximity to the works on Guys Reserve and Whaka Maumahara (notably 47 Huntington Dr, Saidia Pl, Cottesmore Pl, Kiriki Ln, Waihi Way) are yet to be engaged specifically, the SIA needs to provide further information regarding the consideration of potential social impacts of construction noise. For example, the construction methodology notes vegetation removal, earthworks, bridge building and other noisy works that need more consideration by the SIA.

*P1 In relation to the 2.4m noise wall proposed along part of EB3C route between the two legs of Burswood Drive please outline if there are any CEPTED effects that may be generated on future open space areas and the new pedestrian and cycling facilities as a result of the wall.*

**Reason**

The provision of the wall makes sense from a noise management point of view/amenity for residents. Condition 31 for EB3 will look at CEPTED matters for the bus stop, but passive surveillance/visibility into the bus stop area appears to be compromised by the proposed wall.

It is noted (although not an RFI) that the noise wall is positioned north of a stormwater swale (which is understood to be for stormwater treatment/management). From an amenity and ease of maintenance perspective, a noise wall directly adjacent to the busway could be more appropriate and may also support art/mural opportunities being provided on the walls around the station.



*P2 In respect of the implementation of open space mitigation package identified in Section 8 of Appendix 10, please explain how the conditions will provide certainty of outcome and timing for delivery of the identified outcomes.*

**Note**

It is noted that the conditions for EB3C (10-11) and EB4L (11-12) include a Communication and Consultation Plan which will cover the consultation with the community to establish what they want in the various parks, but it is not clear how this can be built into an 'implementation' condition. It is agreed that it makes sense to deliver upgrades ahead of the main works.



## Further Note

Parks' landscape advisor Daneil Chong has recommended the following:

*"I would recommend a separate large and small tree schedule for the cycleway. Some tree species on that schedule would not be fit for purpose if planted in the cycleway areas. For example, karakas, this tree could cause safety issues to pedestrians and cyclists when they drop their seed. I would also recommend more diversity in the tree selection, the use of non-natives can also be incorporated into the tree selection of the cycleway."*

### **Traffic** (Don McKenzie don@dmconsulting.co.nz)

**T1** *Extent of ITA Consideration and Cumulative Effects. Please confirm the findings of the ITA and overall transport assessment for the NOR on the basis that the Botany Transport Interchange is not delivered. On the basis of this sensitivity test (or equivalent assessment approach) could EBA also confirm whether there is reliance upon the provision of A2B and Botany Transport Interchange and whether there is need to tie together EB4 with A2B/Botany Transport Interchange by way of possible condition or other wider network integration condition such as used in the A2B and Northwest NOR processes.*

#### Reason

As discussed broadly in the Executive Summary and in some detail in Section 1.2 (Scope) of the ITA, the NOR and supporting ITA does not propose or consider a Transport Interchange (and connecting with services via the Airport to Botany ("A2B") project) at the Botany Town Centre. Rather there is a proposed modified signalised intersection with the Botany Town Centre at the southern end of EB4L at Te Irirangi Road. The EB4L elements of the project via both NOR (and associated consents) provides for a proposed connection/termination of the general EB4 route into the Town Centre intersection at Te Irirangi Road with modifications to turning lanes and rearrangement of walking and cycling features. The proposed western connection point of the EB4 route to both the current road/public transport infrastructure/service as well as the potential for future onward connections to other parts of the Auckland public transport network, is a critical location in the overall transport network. It is especially important in terms of delivering the overall Project Objectives (see Section 1.1.2 of the ITA) which refer to:

*"Provide a multimodal transport corridor that connects Pakuranga and Botany to the wider network and increases choice of transport options"*

There is both implicit and explicit reliance with many parts of the ITA on the whole busway and onward connection to the A2B project/route to deliver the benefits of the whole Eastern Busway project but no assessment of the detailed implications of the EB4 on the Botany Town Centre location. The framing of the ITA in general and especially at Section 1.2, refers to the cumulative effect of the Eastern Busway project overall (including earlier EB1, EB2, EB3R phases and referenced in part by the inclusion of nearly the full extent of the previous EB2/3R ITA as an appendix to this current EB3C/4L ITA). While the recent Commissioner recommendation to approve EB2/EB3R is positive, there is similarly no certainty that either the

EB2/3R section or A2B will be delivered in the manner that will deliver on the Project Objectives (especially if funding delays or reallocations occur). It is necessary to understand the full effect of the NOR's being sought to test the transportation assessment outcomes against a scenario if A2B (and especially the Transport Interchange at Botany Town Centre) is not delivered/approved. This should be both in terms of public transport passenger modelling/assessment as well as general transport operations.

- T2 *Modelling Approach. Please provide a statement and/or update as to whether and how the 2019 Beca model review/update is still relevant for the assessment of transport considerations going forward especially in light of the recent Medium Density Residential Standards ( and possible further changes to the AUP) applicable to residential development within the catchment areas adjacent to and surrounding the NOR area.*

Reason

Section 2.4 refers to the EBA's adoption of the previous modelling approach using a cascading range of transport and traffic models and a review of the 2018 Base Model undertaken by Beca in 2019. It is appreciated that the structure of the modelling including various assumptions and modelling parameters is generally relevant, however it is relevant to continue to review and confirm the appropriateness of the modelling approach through each successive stage of the Eastern Busway project, especially in relation to future development and growth surrounding the busway corridor, and the representation of that activity within future year land-use and traffic models.

- T3 *Traffic and Travel Variability Assessment. Please provide further information as to the assessment of future bus travel time reliability and comparison with the base/existing scenario (per Section 3.4.2).*

Reason

In the earlier section of describing the current environment (Table 3, Sec 3.4.2) there is information provided on the variability of current (via a modelled scenario) of 2018 bus travel times. Later analysis and modelling of the effect of the project on bus travel times does not include any assessment of variability or "reliability". One of the Project Objectives (Objective 4, Section 1.1.2) refers to improving reliability and the assessment more broadly pointing to avoiding the need for buses to share the roadway with general traffic. The assessment of bus travel time reliability should therefore be a key metric in supporting the project.

- T4 *Traffic Data Age. please provide a further information as to the validity/consistency of the different traffic counting and data collection methods adopted in Section 3.4.*

- T5 *Traffic Data Age. Please provide data for cyclist and pedestrian movements (to align with understanding of the vehicular traffic and bus passenger volumes) within the network to give an appreciation of the potential impacts of construction works (and to a lesser degree permanent situation) on these active mode users.*

Reason

The ITA adopts a base date for modelling and assessment of base data using 2017 traffic counts included in Section 3.4.1. Here the ITA authors state that there are a combination of

methods used to assemble the traffic counts (e.g. SCATS traffic count loops, RAMM database, One Network Road Classification (ONRC) database). For a project of this importance it is important for there to be a consistent method of traffic counting to ensure consistency throughout the routes and for different parts of the routes (e.g. cycling counts, intersection traffic movement counts).

- T6 *Alignment of Burswood Section of Route. Please provide a further detailed assessment and consideration of the “diversion” effects on walking and cycling along Ti Rakau Drive (i.e. will there be a significant number of pedestrians and cyclists who wish to carry on in a straight line along Ti Rakau Drive without having to deviate around the “Burswood loop” and also around the bus depot).*
- T7 *Alignment of Burswood Section of Route. Please provide clarification/confirmation of the ability for “through” cyclists (i.e. those travelling along Ti Rakau Drive and not originating or destined for activity within the Burswood Drive area) to continue along Ti Rakau Drive. On some plans (e.g. EB3C Consent Plan Sheet 6 of 8, Drawing Number EB-2-R-4-PL-DG-000114) there is connection between the “footpath” along Ti Rakau Drive and the “bi-directional cycleway” (to the rear of the bus depot).*

#### Reason

As identified in the pre-lodgment comments, there was limited assessment within the ITA from a specific transportation point of view as to the justification for the “dog leg” in the route via Burswood. During the site walkover undertaken on Friday 15 September EBA personnel confirmed a significant amount of detail was provided within the Assessment of Alternatives (Appendix 19 EB3C Options Assessment). It is appreciated that within the multi-criteria assessment prepared by EBA and its technical specialists included transport planning input (per Section 13.2.1 of Appendix 19), however the depth of this analysis and consideration is not particularly detailed. In order to assess the appropriateness of the option selection it is recommended that further specific consideration is given, especially of the deviation and diversion of walking and/or cycling from the Ti Rakau Drive route via the selected Burswood option.

- T8 *Mitigation – Drive Behaviour Change and Community Engagement. Please provide commentary and if possible quantitative evaluation of the likely success of such “strategic [or non-strategic] public consultation” within the Auckland context in delivering appropriate diversion of peak period travel, retiming of traffic or overall commuter/general travel demand suppression as a means of mitigation of the Project’s construction transport effects.*

#### Reason

Within Section 7 of the ITA there is a summarised discussion regarding the community engagement and public information mitigation measures to be adopted to assist with the reduction of effects to peak period travel especially throughout the construction periods. At Sections 7.1.3 (Construction Vehicles and Routes) and Section 7.1.4 (Road Traffic) the authors of the ITA recommend that “strategic public communication” be undertaken to inform and provide alternative routes and general travel recommendations. This approach is similar to that put forward within the EB2/EB3R section of the busway, however it remains unknown as to the scale and success rate of such measures within the Auckland context for projects of

this scale, extent and duration.

**Urban Design** (Andrew Henderson Andrew.Henderson@aucklandcouncil.govt.nz)

*UD1 Please provide a separate detailed Urban Design statement which provides design analysis and rational, underpinning the thinking behind the design of the proposed scheme.*

Reason

This information in detail has not been found within the submitted documents for review. Partial summaries and high level opinions are found at some points but not which gives detailed analysis. (eg options assessment Section 11 and 12) Please highlight if this is provided elsewhere). The Urban Design document's aim should be to ensure the project is responsive to its unique context, explains opportunities and constraints, identifies outcomes and mechanisms to combat adverse effects, and preferably highlights best practice design thinking on the issues presented.

*UD2 Please provide a detailed analysis and design rational of all the different options for line position and bus stop numbers/locations.*

Reason

A high-level summary appears to only be provided for most of the options.

*UD3 Please provide perspective views (inclusive of landscaping and elevations) to understand the visibility of the bus stop platforms from the cul-de-sacs of Dulwich Pl. and Heathridge Pl.*

*UD4 Please provide perspective views (inclusive of landscaping and elevations) the end of the retail strip No.22 towards the bus stop platforms.*

Reason

This is to understand and identify the level of impact, visibility and security implications of the new bus stop area and access to it.

*UD5 Please provide a separate and consolidated CPTED analysis of the proposed development.*

Reason

The Information requested has not been found within the proposal. Please ensure that the above design statement addresses the design quality, amenity and safety for the proposed connection between the central bus stop and Torrens Road.

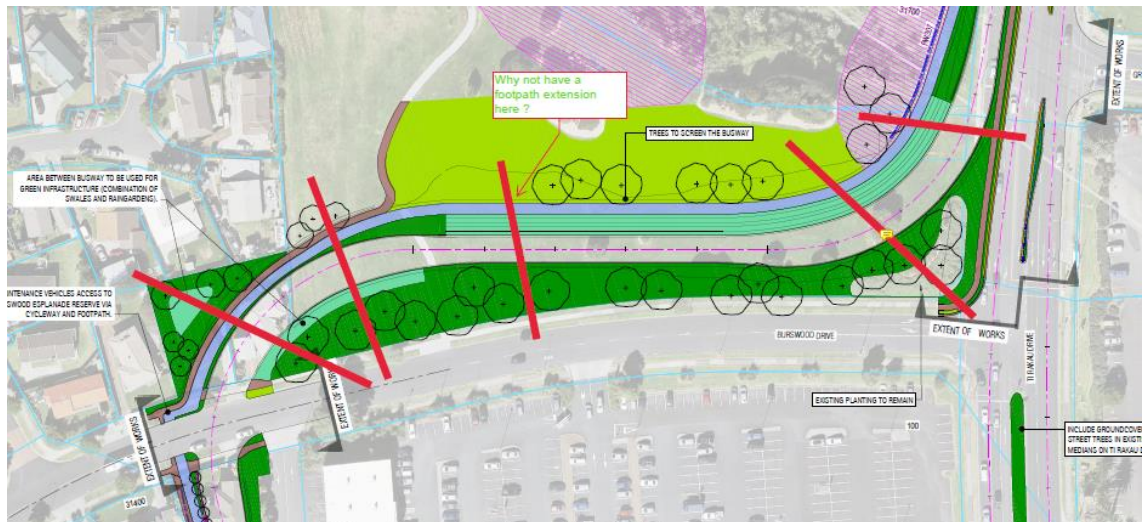
*UD6 Please provide an indicative lighting plan.*

## Reason

No plan is provided or any indication of the areas to be illuminated, only that it will be addressed at a later stage.

**UD7** *Please provide some rationale for not providing a pedestrian path extension around the rear of the bus depot alongside the bike path.*

**UD8** *Please provide proposed section plans as indicated by red lines in image below.*



## Reason

This will allow for an understanding of effects of the interface and visibility of the proposal from public locations.

## Further Note

A number of design concerns were raised at the pre-application stage. It is not clear where where a response to these has been provided in the package of information lodged.

## Arboriculture (Phil Oster phil.oster@aucklandcouncil.govt.nz)

**Ar1** *Please advise whether consideration has been given to providing a canopy cover within or over the cycle path.*

## Reason

There is no provisioning of canopy cover within or over the cycle path. This has been identified as an issue with the AMETI project. A canopy will mitigate the heat island effect from extensive concreting for the cycleway and associated footpath or busway.

**Ar2** *Please provide an assessment of canopy loss and clarify what new trees are proposed as mitigation for existing trees lost.*

## Reason

Section 7.2 of the Arboricultural Effects Assessment notes the quantity of plantings for mitigation, but not specifically which ones are for mitigation for existing trees lost to the project versus 'other' trees proposed to mitigate the project. To accurately assess mitigation value (as much as possible at this stage) an assessment of canopy loss caused by the removal of existing trees and a 'worst case scenario' of canopy loss for the failure or unsuitability of transplanted trees is required.

## Further Note

80L and 160L trees are highly susceptible to failure without irrigation and intensive management for no less than 5-years. Substitution with more 45L trees will be more beneficial in the long-term, require shorter maintenance periods (3-years) and easier incorporate into the cycleway/pathway design than large trees.

## Other Matters

The following matters, addressed in the resource consent s92, are also RFIs relevant to the NoRs.

- Planning
- Archaeology
- Coastal
- Contamination
- Earthworks
- Streamworks
- Ecological
- Groundwater
- Stormwater

To clarify, there are no RFIs for landscape.

You must provide this information within 15 working days (10 November 2023). If you are unable to provide the information within 15 working days, then please contact me so that an alternative timeframe can be mutually agreed.

**Note:** If you require more than 15 working days to provide this further information, I will seek that you agree to an extension of time under section 37 of the Resource Management Act 1991 (the RMA). This will enable appropriate time for me to undertake the necessary review of the information once provided.

**If you do not respond within 15 working days, refuse to provide the information or do not meet an agreed alternative timeframe between the council and yourself, this application must be publicly notified as required by section 95C of the Resource Management Act 1991.**

In accordance with the Resource Management Act, processing of your notice of requirement and resource consents will remain on hold until the indicated date, pending your response to this request. Please note that the processing clock will stop as this is the first request for additional information.

If you have any queries regarding the above, please contact Peter Reaburn on 027 447 9248 or [peterr@catobolam.co.nz](mailto:peterr@catobolam.co.nz).

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Peter Reaburn'.

Peter Reaburn,  
Consultant