

**IN THE MATTER OF**      The Resource Management Act 1991

**AND**

**IN THE MATTER OF**      Notices of Requirement for Drury  
Arterials D1 to D5 by Te Tupu  
Ngatahi Supporting Growth  
(Auckland Transport and Waka  
Kotahi)

**DIRECTIONS FROM THE INDEPENDENT HEARING PANEL CHAIRPERSON**

1. Auckland Council has appointed Independent Commissioners Dave Serjeant (chair), Nigel Mark-Brown and Basil Morrison to hear and recommend on the Notices of Requirement for Drury Arterials D1 to D5 (**the NoRs**) by Te Tupu Ngatahi Supporting Growth (Auckland Transport and Waka Kotahi) (**the Requiring Authorities**).
2. The NoRs have been publicly notified, resulting in 77 submissions from 44 separate parties, with a number of parties submitting on more than one of the NoRs.
3. We are advised that following the receipt of submissions there are a number of actions taking place with the purpose of resolving matters raised in submissions. These include:
  - (i) The Council reporting officers issuing a section 92 request for further information and communications between the Council and the the Requiring Authorities; and
  - (ii) The Requiring Authorities holding discussions with submitters in relation to matters raised.
4. We commend the parties for being pro-active in their efforts to identify and resolve matters.
5. The Council have provided us with a copy of all submissions, and a spreadsheet entitled Project-Wide Submissions by Theme (**attached**) that summarises the submissions. This has assisted us in identifying the matters raised and developing our initial understanding of the principal matters in contention.
6. Our experience of hearing and recommending on NoRs is that by their very nature NoRs comprise a range of very technical matters (such as road design) and principled matters (such as the purchase of some or all of a party's property). For the purposes of conducting an efficient hearing we consider that the refinement of these matters by identifying those that can be agreed by amendments to the proposal, amended conditions of consent or other means is very desirable.

7. Consequently, and notwithstanding the actions noted in 3. above, we consider that the process could benefit from some pre-hearing organisation by us. However, in a similar way to Environment Court hearings we would like to hear from the parties as to what that organisation might best comprise. We consider that an online conference between the parties is the best way to identify these actions and processes. To be clear, the purpose of the conference is not to debate the substantive issues of the NoRs.
8. A draft agenda for the conference is as follows:
  - Introduction by chairperson and roll call.
  - Update from Applicant on project and consultation actions
  - Discussion on processes to reach agreement and refine outstanding issues that might still be needed including:
    - Bilateral discussions (applicant and submitter)
    - Multilateral discussions (applicant and submitters on same/similar concerns)
    - Expert conferencing (e.g. planners to have Agreed Statement on relevant planning provisions)
  - Update from Council reporting team on timelines
  - The means by which the outcomes of these processes are reported back to us.
9. Amendments/enhancements to the agenda prior to the conference are welcome.
10. To this end we invite all parties to an online conference on 3 August 2021 at 10.00am. We direct that the Council is to issue an invitation to all parties for online conferencing. It is not a requirement to attend and no party will be disadvantaged by non-attendance. Should any party not have the ability to attend the conference for technology reasons they should contact the Council hearing officer.
11. This direction has been issued pursuant to our powers under section 99 RMA in relation to pre-hearing meetings and section 41C in relation to further information being requested.

**Dave Serjeant**

**Chairperson**

**21 July 2021**

NoR	Sub #	Submitter Name	Oppose/Support	Wish to be heard	Key Topics / Themes	Relief Sought	Comment
D1	1	KiwiRail Holdings Limited (KiwiRail)		No	Planning	Supports the NoR, subject to asset and project interests being addressed through a suitable NUMP.	
D1	2	Fire and Emergency New Zealand	Neutral	Yes	Transport	<b>Transport:</b> Seeks direct access to SH22 for a fire station and regional headquarter for FENZ. Seeks that Waka Kotahi work collaboratively with submitter.	
D1	3	Kiwi Property No. 2 Limited	Support with amendments	Yes	Transport, Network Utilities	<b>Transport:</b> Opposes the use of multi-lane roundabouts and instead prefers signalised intersections. <b>Planning and transport:</b> That the extent of the designation boundary of NOR D1 be reviewed and reduced; and.	PC48 applicant, land interests in Drury East
D1	4	Oyster Capital	Oppose	Yes	Transport	<b>Transport:</b> Opposes the use of multi-lane roundabouts and instead prefers signalised intersections. <b>Planning:</b> Seeks that the designation boundary is reviewed and reduced.	PC50 applicant, land interests in Drury East
D1	5	Drury South Limited	Support with amendments	Yes	Transport	<b>Transport:</b> Confirm the designation subject to resolving DSL concerns, primarily ensuring that the SH22/Great South Road upgrades are sufficient to accommodate future traffic demands <b>Planning:</b> confirm an implementation date	Subsidiary of Stevensons, owns land in Drury South precincts
D1	6	Lynette Erceg	Oppose	Yes	Landowner effect on property	Opposes the NoR due to adverse effect on property	
D1	7	Lomai Properties Ltd	Support	Yes	Transport, Urban Design, Noise and Vibration	<b>Transport and Noise and Vibration:</b> Supports the NoR and seeks ongoing engagement with Waka Kotahi throughout the project, and at OPW stage, particularly for traffic, noise and vibration. <b>Urban Design:</b> Seeks a high quality interface between its site frontage and SH22.	PC61 applicant, land interests in Drury West
D1	8	Fletcher Residential Limited	Oppose	Yes	Transport	<b>Transport:</b> Opposes the use of multi-lane roundabouts and instead prefers signalised intersections. <b>Planning:</b> Seeks that the designation boundary is reviewed and reduced.	Build partner for Oyster Capital
D1	9	Anthony and Jennifer Joyce	Support with amendments	Yes	Stormwater, Urban Design, Noise and Vibration	<b>All:</b> Supports the NoRs but concerned with loss of developable land, compensation, timing of works, stormwater approach (particularly in relation to designation extent), future amenity/interface	Landowner of 15 Burberry Road
D1	10	Firstgas Limited	Neutral	Yes	Planning	Firstgas seeks that if approved, a framework for both enabling and protecting the gas transmission network (including ancillary equipment) is established. Firstgas notes such a framework is generally provided for in the Application	
D1	11	Karaka and Drury Limited	Support with amendments	Yes	Transport, Urban Design, Stormwater, Noise and Vibration	Supports the NoRs but concerned with: <b>Transport:</b> form and location of intersections (+ consistency with Plan Change 51 and structure plan), <b>Urban design:</b> visual integration of SH22 with surrounds, <b>Stormwater:</b> stormwater infrastructure, <b>Noise and vibration:</b> H20appropriate consideration of construction noise/vibration and operational noise effects on future environment.	PC51 applicant, land interests in Drury West

NoR	Sub #	Submitter Name	Oppose/Support	Wish to be heard	Key Topics / Themes	Relief Sought	Comment
D1	12	Kāinga Ora Homes and Communities	Support with amendments	Yes	Transport, Urban Design	<p><b>Planning:</b> Seeks that the spatial extent of the NoR is reviewed and refined to minimise the extent of affected land</p> <p><b>Planning:</b> Seeks that Condition 3 include a timeframe for when the extent of the designation will be removed, and when the RA will give notice to under s182 RMA to remove the parts of the designation no longer required.</p> <p><b>Urban Design:</b> Seeks that the ULDMP take into account that land will be used for temporary works and subsequently removed from the designation upon completion</p> <p><b>Urban Design:</b> Review and minimise the gradient of the land adjoining the road corridor to ensure safe pedestrian and vehicle access and manage potential stormwater effects.</p> <p><b>Noise and Vibration:</b> Seeks that the applicant comply with the WHO's community noise standards report in relation to Operational Noise Limits.</p> <p><b>Transport:</b> Seeks the provision of suitable pedestrian and/or cyclist access to avoid severance effects.</p>	
D1	13	Heritage New Zealand Pouhere Taonga	Support with amendments	Yes	Heritage	<b>Heritage:</b> Seeks amendments to the Condition 22 HAMP	
D2	01	Robert Sun	Oppose	Yes	Landowner effect on property	Oppose and seeks land compensation from AT	Landowner of 141 Jesmond Road
D2	02	Clive Mackay	Support	No	Landowner effect on property	Seeks land swaps alongside Norrie Road as a form of compensation.	Operates business at 27 and 2/27 Norrie Road, Drury
D2	03	Bruce Stuart-Menteath	Oppose	Yes	Landowner effect on property, Transport	Concerned with scale of works, demand for Jesmond as an arterial road, loss of property value, impact on soils, consistency with Auckland Council policies on climate change	Mother is landowner on Jesmond Road (site not specified)
D2	04	Ishtar Toomey	Oppose	No	Transport	<b>Transport:</b> Seeks to 'abandon this insane proposal', in part because it does not resolve the ongoing transport issues and will only create further congestion.	
D2	05	Melanie Jane HENDRICKSEN Kerry Dean HENDRICKSEN and Warwick Lyndon BREMNER	Oppose	Yes	Transport	<b>Transport:</b> Remove the dogleg in the proposed designation boundary where it extends through the block of land bordered by Creek Street, Bremner Road and Firth Street, Drury (primarily Lot 1 DP 495426). , to enable an accessway from Creek Street to be reinstated.	Owns/has an interest in the block of land bordered by Creek Street, Bremner Road and Firth Street, Drury.
D2	06	Kiwi Property No.2 Limited	Oppose	Yes	Transport, Urban Design	<p><b>Transport and urban design:</b> Amend alignment to align with the location of the Drury Central train station</p> <p><b>Planning and transport:</b> That the extent of the designation boundary of NOR D2 be reviewed and reduced; and</p> <p><b>Transport:</b> Reduce the northern extent of designation for the Waihoehoe Road West FTN, amend the design of the Waihoehoe Road, Fitzgerald Road and Opaheke N-S FTN from a roundabout to a signalised intersection and amend designation extent at this intersection.</p>	

NoR	Sub #	Submitter Name	Oppose/Support	Wish to be heard	Key Topics / Themes	Relief Sought	Comment
D2	07	Oyster Capital	Oppose	Yes	Transport, Noise and Vibration	<p><b>Transport:</b> Reduce the northern extent of designation for the Waihoehoe Road West FTN</p> <p><b>Transport:</b> Amend the design of the Waihoehoe Road, Fitzgerald Road and Opaheke N-S FTN from a roundabout to a signalised intersection and amend designation extent at this intersection.</p> <p><b>Noise</b> - Amend proposed condition 18 so that construction works cannot occur on Sundays or public holidays;</p> <p><b>Noise</b> - Amend proposed condition 28 to enable consideration of traffic noise effects on future dwellings (constructed prior to works under NOR D3 commencing);</p> <p><b>Planning and transport</b> - That the extent of the designation boundary of NOR D3 be reviewed; and Schedule 1 of the proposed conditions of NOR D3 be amended following review of the extent of the designation boundary, including whether additional land is required at the Waihoehoe Road and Drury Hills Road intersection.</p>	
D2	08	David Bratton Saggs	Oppose	Yes	Transport	<b>Transport:</b> Seeks maintenance of transport access to their properties throughout the works, additional access by completing formation of Cameron Road, compensation for development costs.	Landowners of 7 Norrie Road and 239-245 Great South Road
D2	09	Lynette Erceg	Oppose	Yes	Landowner effect on property	Decline the application or approve it in a modified form that would avoid adverse effects on my property	Property address/description not provided
D2	10	GLEESON CONTRACTORS LIMITED	Oppose	Yes	Transport	Seeks that their property is excluded from the designation extent.	Landowners of 69 Creek Street (commercial premises)
D2	11	Lomai Properties Ltd	Support	Yes	Transport, Urban Design	<p><b>Transport and Noise and Vibration:</b> Supports the NoR and seeks ongoing engagement with Waka Kotahi throughout the project, and at OPW stage, particularly for traffic, noise and vibration.</p> <p><b>Urban Design:</b> Seeks a high quality interface between its site frontage and SH22.</p>	
D2	12	Fletcher Residential Limited	Oppose	Yes	Transport, Urban Design, Noise and Vibration	As per relief thought by submission 7 from Oyster Capital	
D2	13	Lyndsay Sutton	Oppose	Yes	Transport	<b>Transport:</b> Have Tui Street meet up with Sutton Road and run parallel with the railway track.	Appears to have an interest in 232 Great South Road
D2	14	Howard Sutton	Oppose	Yes	Landowner effect on property	Seeks that any land not used is offered back to the submitter	Appears to have an interest in 232 Great South Road
D2	15	Soco Homes Limited	Oppose	Yes	Stormwater	<b>Stormwater:</b> Oppose the extent of the designation at 224 Jesmond Road, where a stormwater pond is proposed. Seek relocation of the pond to an alternative location or larger landholding.	Landowner of 224 Jesmond Road
D2	16	Firstgas Limited	Neutral	Yes	Planning	Firstgas seeks that if approved, a framework for both enabling and protecting the gas transmission network (including ancillary equipment) is established. Firstgas notes such a framework is generally provided for in the Application	
D2	17	ELLY S PAN AND BENJAMIN BANN CHONG BONG as trustees of The P & C Family Trust and Elly S Pan	Oppose	Yes	Transport, Urban Design Stormwater	<p><b>Transport:</b> Make provision for local road connections to the Future Road as indicated by Precinct Plan 2 in the Drury 1 Precinct, and confirm the location of the local road on the submitter's site connecting with the Future Road;</p> <p><b>Transport/Urban Design:</b> Delete the proposed fill between Chainage 320 and 520 so that this section of road is the same level as the adjoining road</p> <p><b>Planning:</b> Remove surplus land from the designation</p> <p><b>Stormwater:</b> Ensure that the design of the bridge crossing over no name street will have no increased upstream flooding effects.</p>	Landowners of 341 Jesmond Road and 38 Burberry Road.

NoR	Sub #	Submitter Name	Oppose/Support	Wish to be heard	Key Topics / Themes	Relief Sought	Comment
D2	18	The Drury and Districts Rugby Football and Recreation Club	Oppose	Yes	Transport	<b>Transport:</b> seeks a decision that improves access and provision of parking Tui Street, and clearly defines how north and south bound access will be provided to Tui Street.	
D2	19	Jessie Annamay Barriball	Oppose	Yes	Heritage	<b>Heritage:</b> "We have placental from our mokos buried on our land. This is not to be uplifted. We want our complete property to be left as is."	Landowner of 160 Karaka Road.
D2	20	Karaka and Drury Limited	Support with amendments	Yes	Planning	Seeks approval as notified, and that further amendments do not impact on, impede or preclude the quality of planning outcomes that KDL seeks to achieve in Drury West, or the timing in which those outcomes are delivered.	PC51 applicant
D2	21	Harnett orchards ltd c/- Bruce Harnett	Neutral	Yes	Planning	<b>Planning:</b> Seeks further information, engagement and consultation on the project.	Landowner of 64 Jesmond Road
D2	22	Katherine de Courcy, Greg Smith and Robert Smith		Yes	Heritage	<b>Heritage:</b> Seeks that the Aroha Cottage Historic Heritage Extent of Place at 201 Jesmond Road is extended, and that caretaker access is provided for. Also seeks corrections to Assessment of Effects on Historic Heritage. <b>Planning:</b> Seeks shorter lapse date for the project	
D2	23	Josephine Kleinsman	Oppose	Yes	Transport	<b>Planning:</b> Remove the designation from surplus land identified in Appendix 1 to the submission <b>Transport:</b> Move the boundary of the proposed designation south to achieve an equal land take from both sides of the road reserve <b>Transport:</b> Unclear, but appears to be concerned that right turn facilities from eastbound Waihoehoe Road south to PC48 land benefits the PC48 site.	Landowner of 112 Waihoehoe Road
D2	24	Kāinga Ora Homes and Communities		Yes	Urban Design, Noise and Vibration, Transport	<b>Planning:</b> Seeks that the spatial extent of the NoR is reviewed and refined to minimise the extent of affected land <b>Planning:</b> Seeks that Condition 3 include a timeframe for when the extent of the designation will be removed, and when the RA will give notice to under s182 RMA to remove the parts of the designation no longer required. <b>Urban Design:</b> Seeks that the ULDMP take into account that land will be used for temporary works and subsequently removed from the designation upon completion <b>Urban Design:</b> Review and minimise the gradient of the land adjoining the road corridor to ensure safe pedestrian and vehicle access and manage potential stormwater effects. <b>Noise and Vibration:</b> Seeks that the applicant comply with the WHO's community noise standards report in relation to Operational Noise Limits. <b>Transport:</b> Seeks the provision of suitable pedestrian and/or cyclist access to avoid severance effects.	
D2	25	Ministry of Education	Support with amendments	Yes	Transport, Noise and Vibration	<b>Planning:</b> Seeks that the designation extent be rolled back asap after construction is completed <b>Transport:</b> Seeks changes to transport conditions to require an engagement process with affected landowners to provide opportunities for input into the management of localised traffic effects <b>Noise and Vibration:</b> Supports the CTMP and CNVMP and the management of operational noise and vibration.	
D2	26	Heritage New Zealand Pouhere Taonga	Support	Yes	Heritage	<b>Heritage:</b> Seeks amendments to the Condition 22 HAMP, plus any consequential amendments to give effect to submitter's concerns	

NoR	Sub #	Submitter Name	Oppose/Support	Wish to be heard	Key Topics / Themes	Relief Sought	Comment
D3	1	Godfrey and Ana White	Oppose	Yes	Transport, landscape design and noise	<p><b>Transport-</b> We seek to have the existing concrete drive that services our home preserved, or alternatively modified to provide a practical alternative access to the existing dwelling. We seek to be able to continue to operate the existing detached garage as a fruit outlet shop with an appropriate in and out access together with existing on site parking.</p> <p><b>Landscape and noise</b> -We seek the replacement of the existing road boundary hedge or alternative provisions to preserve our existing privacy and noise reduction from Waihoehoe Road users.</p>	
D3	2	Kiwi Property No.2 Limited	Oppose	Yes	Planning and transport	<p>a. That the extent of the designation boundary of NOR D3 be reviewed and reduced; and b. That Schedule 1 of the proposed conditions of NOR D3 be amended following review of the extent of the designation boundary.</p>	
D3	3	Oyster Capital	Oppose	Yes	Transport, Noise and Vibration	<p><b>Transport</b> - Confirmation that Waihoehoe Road (east of Fitzgerald Road) to Drury Hills Road will be a collector, or if the arterial standard is retained, confirmation that vehicle access to properties will not be unduly restricted;</p> <p><b>Transport</b> - That the design of the proposed Waihoehoe Road-Drury Hills Road intersection (including spatial extent within the proposed designation) be reviewed to confirm whether additional land may be required to accommodate corner rounding which is provided for in the design of all other intersections within NoR D3.</p> <p><b>Noise</b> - Amend proposed condition 18 so that construction works cannot occur on Sundays or public holidays;</p> <p><b>Noise</b> - Amend proposed condition 28 to enable consideration of traffic noise effects on future dwellings (constructed prior to works under NOR D3 commencing);</p> <p><b>Planning and transport</b> - That the extent of the designation boundary of NOR D3 be reviewed; and Schedule 1 of the proposed conditions of NOR D3 be amended following review of the extent of the designation boundary, including whether additional land is required at the Waihoehoe Road and Drury Hills Road intersection.</p>	
D3	4	Gail Spencer	Oppose	Yes	Planning and transport	<p><b>Planning and transport</b> -That the proposed roundabout at the intersection of Waihoehoe Road (East)/Appleby Road/Fielding Road be moved to another location, such as further north, to reduce adverse effects on property at 272 Waihoehoe Road; and/or reduce the extent to which the designation's boundaries and spatial extent encroaches upon 272 Waihoehoe Road to accommodate construction and operational activities</p> <p><b>Planning</b> - that the 15 year lapse date be reduced to 5 years</p>	
D3	5	Lynette Erceg	Oppose	Yes			Property owned by submitter only affected by NoR D4-D5
D3	6	Jason Charles William Simcox and Gloria Maria Castro James	Oppose	No	Planning	Change the designation area so won't disrupt our family living and building structure at 168 Waihoehoe Road	
D3	7	Kiwon and Kihae Pak	Oppose	Yes	Planning, transport, air quality and noise	<p><b>Planning and transport</b> - Shift the roundabout and widening of Waihoehoe Rd towards the northern side of the road so that our house and land at 26A Fielding Road is not impacted (this follows in line with the proposed road upgrade which states the road widening will generally be on the northern side of the road)</p> <p><b>Air quality and noise</b>-We request compensation for the noise and dust from earthworks.</p>	

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D3	8	Fletcher Residential Limited	Oppose	Yes	Transport and noise	As per relief thought by submission 3 from Oyster Capital	
					Transport, noise, planning and urban design	<p><b>Transport</b> - Amend and reduce the proposed designation boundary to minimise the required land take, and reflect the actual and reasonable area of land that is needed to accommodate the appropriate future design for Waihoehoe Road. This must take into account of the final Mill Road alignment.</p> <p><b>Planning and transport</b> - Amend the designation boundary to specifically define the area of land that is required for the road, and separately define the area of land which is required only for temporary occupation for the construction of the road. Land not required for either of these purposes should be removed from the proposed NOR.</p> <p><b>Transport</b> - That the design of the proposed Waihoehoe Road-Drury Hills Road intersection (including spatial extent within the proposed designation) be reviewed to confirm whether additional land may be required to accommodate corner rounding which is provided for in the design of all other intersections within NoR D3.</p> <p><b>Transport</b> - Amend the proposed design of the Waihoehoe Road, Appleby Road and Fielding Road roundabout and the Waihoehoe Road and Cossey Road roundabout to signalised intersections.</p> <p><b>Noise</b> - Amend proposed condition 18 so that construction works cannot occur on Sundays or public holidays;</p> <p><b>Noise</b> - Amend proposed condition 28 to enable consideration of traffic noise effects on future dwellings (constructed prior to works under NOR D3 commencing);</p> <p><b>Planning and urban design</b>-Identify the 'key destinations' which are being connected by NOR D3, and provided direct access to, by D3 Waihoehoe Road East, and amend the NOR as necessary following this clarification.</p>	
D3	9	Fulton Hogan Land Development	Oppose	Yes			
D3	10	Firstgas Limited	Neutral	Yes	Planning	Firstgas seeks that if approved, a framework for both enabling and protecting the gas transmission network (including ancillary equipment) is established. Firstgas notes such a framework is generally provided for in the Application	



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D3	11	Kāinga Ora Homes and Communities	Opposes in part	Yes	Planning, transport, urban design and landscape design, noise and stormwater	<p><b>Planning and transport</b> - That the spatial extent of the NoR is reviewed so that it may be refined to minimise the extent of effected land, or methods are introduced to ensure that land set aside for construction staging does to compromise efficient land use development. in the meantime. Only the area of land required for construction and infrastructure should be included in the NoR</p> <p><b>Urban design and landscape design</b> - That the preparation of the Urban and Landscape Design Management Plan (ULDMP) will specifically address and account for land that will be used for temporary works and subsequently removed from the designation upon completion of construction works, so as to ensure an efficient land use outcome is achieved.</p> <p><b>Transport and stormwater</b> - That the gradient of land adjoining the road corridor should be reviewed and minimised to ensure:  (i) safe pedestrian and vehicular access can be provided to the adjoining sites, following the completion of construction; and  (ii) no adverse effects associated with potential stormwater runoff from roads to adjoining sites.</p> <p><b>Transport</b> - The provision of suitable pedestrian and/or cyclist access across the proposed arterial should be reviewed and included to avoid severance effects between land on either side of the arterial</p> <p><b>Noise</b> - For the avoidance of doubt, the applicant should be complying with the World Health Organisation's community noise standards report in relation to Operational Noise Limits. It is unclear as to whether the NZS noise standards incorporated into the proposed designation conditions comply with these limits.</p>	
D3	11	Kāinga Ora Homes and Communities	Opposes in part	Yes	Planning, transport, urban design and landscape design, noise and stormwater	<p><b>Continued</b></p> <p><b>Planning</b> - That condition 3 should include a timeframe on both  (i) When the extent of the designation will be reviewed; and  (ii) When the Requiring Authority will give notice to Auckland Council in accordance of section 182 of the RMA for the removal of those parts identified above to provide certainty to adjacent land owners and to ensure that the designation is expeditiously removed, ensuring that land being developed adjacent to the designation is not required to apply a yard setback arbitrarily, which may result in inefficient land use and poor frontage outcomes.</p>	
D3	12	Heritage New Zealand Pouhere Taonga	Support with amendments	Yes	Heritage	Seeks amendments to the Condition 22 HAMP	
D4	1	Kiwi Property No.2 Limited	Oppose	Yes	Planning and transport	<p><b>Transport</b> - That the use of multi-lane roundabouts within NOR D4 be reviewed, with signalised intersections considered to be a better option in terms of road safety</p> <p><b>Planning and transport</b> - That the extent of the designation boundary of NOR D3 be reviewed; and Schedule 1 of the proposed conditions of NOR D4 be amended following review of using multi-lane roundabouts and the extent of the designation boundary</p>	

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D4	2	Oyster Capital	Oppose	Yes	Planning, transport, ecology and noise	<p><b>Transport</b> - Amend NOR D4 so that it does not apply to Oyster's land interest at 116, 136 and 140 Waihoehoe Road. If this is not accepted, then amend NOR D4 as per submission points below</p> <p><b>Planning and transport</b> - Reduce the 30m wide road cross section to the 27m wide cross section shown in Attachment 2 to the submission and only include land area necessary for the works.</p> <p><b>Ecology</b> - Amend the alignment of the Opaheke North-South Road as per the Oyster design to avoid the northern wetland as far as practicable</p> <p><b>Ecology</b> - Relocate SRP 5 and Wetland 4 further north to avoid the NPSFM qualifying wetland and amend the extent of the proposed designation boundary accordingly</p> <p><b>Noise</b> - Amend proposed condition 18 so that construction works cannot occur on Sundays or public holidays</p>	
D4	3	Drury South Limited	Support with amendments	Yes	Planning and transport	<p><b>Planning and transport</b> - confirmation that the Notice of Requirement is:</p> <p>(a) well integrated with surrounding land uses and the wider transport network; and</p> <p>(b) sufficient to accommodate future traffic demand, including its role within the regional freight network, if the New Zealand Upgrade Programme projects (eg Mill Road Corridor) are delayed or do not go ahead; and</p> <p>(c) implemented and responds appropriately to the timing, scale and form of urban development in the area.</p>	
D4	4	Lynette Erceg	Oppose	Yes	Planning	That the application be declined. Or if it is approved that it be approved in a modified form to avoid adverse effects on my property at 164 Walker Road	
D4	5	Brian Park	Support with amendments	Yes	Transport	The extent of the Opaheke North-South FTN Arterial is too limited. The alignment should be extended south along Fitzgerald Rd to SH1 and north to Dominion Road, as shown in submission i.e. this should be the Mill Road alignment	
D4	6	Jessie Annamay BARRIBALL	Oppose	Yes			Property owned by submitter only affected by NoR D1
D4	7	Fletcher Residential Limited	Oppose	Yes		As per relief thought by submission 2 from Oyster Capital	

NoR	Sub #	Submitter Name	Oppose/Support	Wish to be heard	Key Topics / Themes	Relief Sought	Comment
D4	8	Asahi Beverages (NZ) Ltd	Oppose	Yes	Planning, transport, urban design and landscape design,	<p>That the NoR section shown on Sheet SGA DRG-STH-004 CI5101, Rev E, dated 27.1.2021, be refused as:</p> <p>There is insufficient information provided as part of NOR 04 to understand the nature and magnitude of potential effects on the Site.</p> <p>The Site needs to be able to operate throughout the entirety of the construction of the Project, and there is no information as to how the applicant will address the construction effects so as to ensure that can occur. There is no information available as to any carparks lost as part of any land take or driveway and access reconfiguration will be provided.</p> <p>There is no information about whether or not there will be any restrictions on right turns in or right turns out of the Site.</p> <p>Based on the information available, it appears that there will direct impacts on site access, on-site carparking, potential relocation and regrading of driveways, and effects on boundary landscaping and fencing. There may be other effects that become evident as more information becomes available. The effects have not been appropriately avoided, remedied or mitigated, and approving the NOR D4 will therefore not give effect to Part 2, Resource Management Act 1991.</p>	
D4	9	Firstgas Limited	Neutral	Yes	Planning	<p>Firstgas seeks that if approved, a framework for both enabling and protecting the gas transmission network (including ancillary equipment) is established. Firstgas notes such a framework is generally provided for in the Application</p>	

NoR	Sub #	Submitter Name	Oppose/Support	Wish to be heard	Key Topics / Themes	Relief Sought	Comment
D4	10	Mr Ken and Mr Aaron Davidson	Oppose	Yes	Planning, transport, ecology and stormwater	<p><b>168 Walker Road, Opaheke</b></p> <p><b>Planning</b> - request clarification of the proposed works footprint in contrast to any proposed landtake footprint on Walker Road East. If any land-take will occur, then our client requests:</p> <p>-compensation bundled in with point 3.2.2 above, by way of Lot 4 Deposited Plan 136369 if possible, so that significant frontage and access on the new arterial road is guaranteed; and</p> <p>-equitable loss of land by property owners on either side of Walker Road East. Specifically, it is requested that the land take from Walker Road East be split evenly between our clients site and the sites at 111 and 115 Walker Road East. Our client is also concerned with the potential future inequitable loss of land implied by the alignment of Walker Road East under Nor D4. We request that any future alignment over the unformed road portion to connect to the Mill Road Corridor take land evenly from north and south landowners so that a more equitable outcome is provided for our client.</p> <p><b>Ecology and stormwater</b> - We request that the adverse effects of Wetland 1 are mitigated by changing the orientation from north-south to a more east-west orientation, as indicated in the hand sketched pond footprint in submission. The requirement for the wetland location outside any floodplain could still be retained while the length of the site frontage to the arterial road would be approximately doubled. Alternatively, it is requested that the balance of Lot 4 Deposited Plan 136369 be exchanged in return for lost land from the pond and the roundabout frontage; or consider relocating the wetland to the following sites:</p> <ul style="list-style-type: none"> <li>• the site to the south, being 140 Walker Road, being Lot 2 Deposited Plan 136369 OR</li> <li>• 174 Walker Road being Lot 6 Deposited Plan 136369.</li> </ul>	
D4	10	Mr Ken and Mr Aaron Davidson	Oppose	Yes	Planning, transport, ecology and stormwater	<p><b>168 Walker Road, Opaheke continued</b></p> <p><b>Planning</b> - We request clarification of what zone is proposed for the site and support a zoning of Heavy Industry zone for the site.</p> <p><b>Transport</b> - Temporary access loss: it is acknowledged that there may be no access to the site during brief periods of road construction, as cited on page 340 of the AEE. Our clients request that this be limited to the hours of 5:00 pm to 6:00 am on Weekdays days.</p>	

NoR	Sub #	Submitter Name	Oppose/Support	Wish to be heard	Key Topics / Themes	Relief Sought	Comment
D4	10	Mr Ken and Mr Aaron Davidson	Oppose	Yes	Planning, transport, noise and vibration	<p><b>70 Hunua Road, Papakura</b></p> <p><b>Planning</b> - request clarification of the proposed works footprint in contrast to any proposed landtake footprint from the site. If any land-take will occur, then it is requested that adverse effects on clients land be mitigated by proposing the following options:</p> <ul style="list-style-type: none"> <li>• a realignment of NoR D4 outside the site so that it is located further away from the site offices which includes a consented office building to be constructed on-site shortly which will have a glass canopy overhanging the proposed designation boundary . It is considered that an increased land-take from the land opposite the site at Independent Liquor would have less adverse effects on our client.</li> <li>• to mitigate the loss of car parking spaces at the site, we request retaining walls are built to replace battering at the boundary.</li> </ul> <p>- request that Pinemor Investments at 70 Hunua Road be added to the list of directly affected landowners</p>	
D4	10	Mr Ken and Mr Aaron Davidson	Oppose	Yes	Planning, transport, noise and vibration	<p><b>70 Hunua Road, Papakura continued</b></p> <p><b>Transport</b> - To mitigate the potential loss of full access to the site, it is requested that a flush median is included adjacent to the site, noting that a raised median would weaken the opportunity to potentially vest the existing right of way on-site with Auckland Transport as part of a future subdivision proposal</p> <p>- Temporary access loss: it is acknowledged that there may be no access to the site during brief periods of road construction, as cited on page 340 of the AEE. Our clients request that this be limited to the hours of 5:00 pm to 6:00 am on Weekdays days</p> <p><b>Noise and vibration</b> - We request that high vibration activities take place outside of office hours</p>	
D4	11	Kāinga Ora Homes and Communities		Yes	Planning, transport, urban design and landscape design, noise and stormwater	As per relief sought for submission 11 on NoR D3	
D4	12	Heritage New Zealand Pouhere Taonga	Support	Yes	Heritage	As per relief sought for submission 12 on NoR D3	
D5	1	Cynthia Kathleen Paterson	Oppose	Yes	Planning	Consideration to be given for not acquiring the full amount of land being proposed from us, as outlined in the NOR for 215A Ponga Road. We have a significant chunk of land being taken for the purposes of a stormwater system to support the road widening. If this above consideration is not likely, then we expect that as well as full market compensation for the value of the land being acquired, we shall also expect full market value of the projected loss of rental income from our rental property, as well as compensation for any costs associated with re-designation of a consented building platform	

NoR	Sub #	Submitter Name	Oppose/Support	Wish to be heard	Key Topics / Themes	Relief Sought	Comment
D5	2	Mr Harvey Ronald Joshua Paltridge	Oppose	No	Planning, transport, landscape design and vibration	Refrain from ANY use of my property, 56 Opaheke Road, prior to, during and after, the proposed period of construction. If it was to be used, driveway on council side to be repoured at project completion. Driveway within property to be repoured at project completion. A complete landscaping of the area under designation including leveling of lawns, all bare areas re top-soiled, re-seeded and watered at the cost of Auckland Council and/or Waka Kotahi NZ Transport Agency, to a design agreed to by myself [Mr Harvey Ronald Joshua Paltridge]. Full compensation for any damage to property including but not limited to; water pipes, storm water, house exterior and settling of land during this period, causing damage to house and/or property. Footing of house to be inspected prior to project commencement, and after completion of project. In which case, any damage, change, or settling in this period must be rectified and repaired at the cost of party/parties involved in co-ordinating the project, which for the purpose of this submission is Auckland Transport and Waka Kotahi NZ Transport Agency	
D5	3	Kiwi Property No.2 Limited	Oppose	Yes	Planning and transport	<b>Planning and transport</b> - That the extent of the designation boundary of NOR D3 be reviewed; and Schedule 1 of the proposed conditions of NOR D4 be amended following review of using multi-lane roundabouts and the extent of the designation boundary	
D5	4	Oyster Capital	Oppose	Yes	Planning and transport	<b>Planning and transport</b> - That the extent of the designation boundary of NOR D3 be reviewed; and Schedule 1 of the proposed conditions of NOR D4 be amended following review of using multi-lane roundabouts and the extent of the designation boundary	
D5	5	Lynette Therese Erceg	Oppose	Yes	Planning	That the application be declined. Or if it is approved that it be approved in a modified form to avoid adverse effects on my property at 198 Ponga Road	
D5	6	HAYES FAMILY TRUST	Oppose	Yes	Planning and transport	(a) That my property at 174 Opaheke Road be excluded from the Notice of Requirement and an alternative route identified; (b) That provision for access to my property, protecting my ability to subdivide now be identified; (c) That the Public Works Act acquisition process now be commenced; and (d) Such other consequential relief as may be necessary to recognise these concerns	
D5	7	A F McMaster & K P McMaster	Oppose	No	Planning, noise, vibration and air quality	Council either declines the proposal in it's current form, or imposes conditions which will specifically required noise and vibration protection measures for our property at 223 Opaheke Road, dust and pollution control and requires the design to ensure suitable and safe clearance distances between the proposed road boundary and our existing dwelling	
D5	8	Fletcher Residential Limited	Oppose	Yes	Planning and transport	<b>Planning and transport</b> - That the extent of the designation boundary of NOR D3 be reviewed; and Schedule 1 of the proposed conditions of NOR D4 be amended following review of using multi-lane roundabouts and the extent of the designation boundary	

NoR	Sub #	Submitter Name	Oppose/Support	Wish to be heard	Key Topics / Themes	Relief Sought	Comment
D5	9	Aaron Abercrombie	Neutral	Yes	Planning, transport, urban design, parks, stormwater	The significant changes being made need to be fully considered in relation to the approved Masterplan Concept and our integrated development scheme. We specifically note that there is a proposed round-a-bout at the intersection of Bellfield Rd and the main entrance (Otuwairoa Esp) to our property at 131 Opaheke Road. We need to fully understand the design requirements of the proposal, impacts of timing of the works, construction methodology, ongoing accessibility the impact on our "Neighbourhood Centre" lot which borders Bellfield Rd/Otuwairoa Esp. The Neighbourhood Centre is a critical element in providing amenity to the Bellfield Estate Subdivision and as such any impacts will need to be fully understood and mitigated. Furthermore, we note that there are proposed works to be carried out within Opaheke Park, these appear to be related to storm water works. Bellfield Estate Ltd has a Development Agreement with Auckland Council and we need to ensure that nothing from your proposed works, impacts the current approved design or the contracted legal obligations under the agreement. These obligations have significant financial, timing and legal implications as between ourselves and Auckland Council therefore we need to be fully consulted in respect to any matters that impact Opaheke Park.	
D5	10	Firstgas Limited	Neutral	Yes	Planning	Firstgas seeks that if approved, a framework for both enabling and protecting the gas transmission network (including ancillary equipment) is established. Firstgas notes such a framework is generally provided for in the Application.	
D5	11	Gordon Mackay	Oppose		Planning and transport	I would object to any upgrade of Opaheke which purports to become a feeder road through Papakura residential areas for the benefit of the huge Drury/Ramarama developments. It would be inappropriate to denigrate the Papakura residential areas by directing large volumes of traffic through Papakura residential streets. The new developments should have their own access roads to the motorway and not through Papakura residential existing streets.	
D5	12	Kāinga Ora Homes and Communities		Yes	Planning, transport, urban design and landscape design, noise and stormwater	As per relief sought for submission 11 on NoR D3	
D5	13	Heritage New Zealand Pouhere Taonga	Support	Yes	Heritage	As per relief sought for submission 12 on NoR D3	
D5	14	Brian Park	Support with amendments	Yes	Transport	That the extent of upgrade of Ponga Road be extended East beyond Jack Paterson Road, as shown in submission	Please note that submission covers both NoR D4 and D5