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Dear Alison and Vanessa,

**Re: Response to further information request for the Warkworth Package**

Thank you for working with Te Tupu Ngātahi through the post-lodgement review process. This letter collates responses to the questions and matters raised in the Informal Request for Further Information letter, dated 6 June 2023 and the further information request letter dated 13 July 2023, as outlined in *Table 1 – Information Requested*. These matters were identified by Council to provide assistance in the analysis, and to better inform the consideration of the Warkworth Notices of Requirement.

As stated in the request letter, this information as sought is not considered to impact on a person's understanding of the notices of requirement in a manner that would affect notification.

**Table 1: Council information request correspondence**

Date	Topic
6 June 2023	<p>Te Tupu Ngātahi <i>Supporting Growth Alliance - Warkworth – Information Request</i></p> <ul style="list-style-type: none"> <li>- Ecological Assessment</li> <li>- Planning Assessment</li> <li>- Noise Assessment</li> <li>- Transport Assessment</li> <li>- Landscape Assessment</li> <li>- Urban Design Evaluation</li> </ul> <p><i>Note: Council advised that there were no Arboricultural, Stormwater/Flooding or Archaeological/Heritage information requests.</i></p>
13 July 2023	<p>Te Tupu Ngātahi <i>Supporting Growth Alliance - Warkworth – Further Information Request</i></p> <ul style="list-style-type: none"> <li>- Transport Assessment</li> <li>- Landscape Assessment</li> </ul>

The responses to the request for further information are outlined in the table below. For ease of reference, the original June 2023 request and the corresponding response has also been included in the table alongside the July 2023 request and response.

Yours sincerely,



Simon Titter  
 Lead Planner Warkworth

## Response to Request for Further Information

Notices of Requirement - NoR 1 – NoR 8 – Warkworth					
Request reference	Informal Information Request, June 2023	Reason for Request, June 2023	Te Tupu Ngātahi Response, June 2023	Further Informal Information Request, July 2023	Te Tupu Ngātahi Response to further information request, July 2023
TR10	Please provide plans that show how alternative access routes would be achieved within the designation to provide access to the properties that are affected by the Sandspit Link during the operation of the project.	The report states that there are options to provide access to properties that are affected by the alignment of the Sandspit Link which follows the existing driveway / access. These options include construction staging from the north or provision of an access route adjacent to the corridor. It states that the designation is sufficiently wide to provide for this. However, the plans provided show extensive batters that extend for much of the designation width and it is not clear whether it is practical to provide adjacent access routes.	During construction the effects on access are proposed to be managed via the CTMP Condition.  It is intentionally general to cover sites that are present at the time of implementation, some of which may not exist currently. We consider that the designation is wide enough to accommodate construction and access through the use of haulage routes or implementation staging. This will be completed in consultation with properties that utilise the access.	<i>The response to TR10 for NoR7 provided refers to the CTMP for construction, which is satisfactory (and dealt with by TR11). However, we are not clear how permanent access to the quarry and other properties would be provided as this is not explained nor shown on the drawings.</i>  <b>Can this please be further clarified / information provided.</b>	In addition to the management of construction effects through the CTMP the following additional condition is now proposed as part of the Warkworth NOR package to address the retention of existing property vehicle access, such as that of the quarry and other properties.  *A full updated set of NOR conditions for the Warkworth Package will be provided separate to this response.  <b>Existing property access</b>  <i>Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the requiring authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.</i>
LANDSCAPE					
LS3	Please provide GIS elevation and hydrology mapping that is specific for each NoR spatial corridor / area and includes the general arrangement plan information, at a closer scale (minimum 1:10,000) than has currently been provided within the assessment.	The GIS elevation and hydrology maps that are included within and support the assessment of landscape effects are at too large a scale to allow for an understanding of the proposal within context of the local landform, such that it is difficult to assess potential effects.	It is considered that the current GIS elevation and hydrology mapping information, combined with the additional documentation and drawings, is sufficient for assessment of the NOR to occur. The NoRs are available to view on the Auckland Council GIS viewer with hydrology contours.	<i>The response to LS3 is not considered to be adequate and the effects remain difficult to assess. In order to satisfactorily assess the landscape effects, unless the required mapping at the scales identified are provided by the Applicant, the Council will be required to undertake its own GIS mapping analysis of elevation and hydrology. We note that the time and cost of this will be passed onto the Applicant.</i>	As clarified at the meeting between Council and SGA landscape specialists and planning leads on Monday 24 July, the scope of this request was confirmed as relating to NOR 6 – Western Link-South only.  Furthermore, it was confirmed that the requested GIS mapping was required to understand the existing present day situation, with the future environment anticipated to undergo considerable change by the time of implementation in line with the anticipated urbanisation of the area.

Notices of Requirement - NoR 1 – NoR 8 – Warkworth

				<p><b>Please advise if the Applicant will provide the additional mapping requested.</b></p>	<p>As such, it is considered that as outlined in the initial RFI response, sufficient information is available in the lodged documentation and on Auckland Council GIS viewer to satisfactorily assess the landscape effects as they relate to NOR 6.</p> <p>It is requested that Council please provide confirmation that the additional mapping is only required to provide a greater context to the landscape assessment of the existing situation, but is not specifically required for the assessment of NOR 6 to occur.</p>
<p>LS5</p>	<p>Please provide further consideration of the actual and potential effects on identified Māori cultural landscape values as part of the assessment of landscape effects, taking into account the Cultural Values Assessment(s).</p>	<p>The assessment of landscape effects is not entirely consistent with the Tuia Pito Ora, New Zealand Institute of Landscape Architects, 2022 Te Tangi a te Manu Aotearoa New Zealand landscape assessment guidelines.</p>	<p>Only Manawhenua can speak to the impact that a project may have on their cultural values, heritage and aspirations. The methodology for assessing effects has been to engage with Manawhenua representatives and seek input on the potential impacts of each corridor. Manawhenua Māori culture, values and aspirations are addressed in the AEE section 11.</p> <p>Due to the expressed preferences from the author of the CIA this document was not made available for consideration in specialist assessments, including the landscape assessment.</p> <p>Te Tangi a te Manu is a guide, in this specific project we have deferred to the wishes of Manawhenua. Refer to the proposed conditions for process of incorporating Manawhenua values into process.</p>	<p><i>The response to LS5 continues to leave a gap in the assessment and will mean that Council is unable to consider Māori cultural landscape values either (unless a relevant submission(s) is received from tangata whenua). At this stage there does not appear to be any such submission. This will likely also make this aspect difficult for the Hearings Panel to make a decision on.</i></p> <p><b>Are any parts of the CVA or any details of iwi interests able to be provided to address this gap? Furthermore, is a statement able to be provided from iwi confirming that they are satisfied with the proposed conditions such that, in their view, cultural effects are avoided or mitigated.</b></p>	<p>As outlined in section 11 of the AEE as a partner of Te Tupu Ngātahi Supporting Growth, Te Tupu Ngātahi has engaged with Manawhenua from the commencement of the Te Tupu Ngātahi programme, through corridor identification, development and NOR preparation, both at a programme wide and Project specific level, including input into the programme wide Te Tupu Ngātahi conditions sets that formed the basis for the proposed Warkworth NOR conditions.</p> <p>With regard to the CIA document, as noted previously due to the expressed preferences from the author of the CIA this document has not been made available in full for consideration. Te Tupu Ngātahi continue to engage with the author regarding the provision of any further information relating to this CIA.</p> <p><i>Landscape Specialists Comment</i></p> <p>Further to the LNCVA assessment Section 6.8 Cultural Significance, the proposed condition framework is supported to align and integrate cultural values in the landscape outcomes.</p> <p>Having reviewed the CIA recommendations and Te Tupu Ngātahi responses, the emphasis placed on highlighting the importance of Manawhenua participation in the detail design phases as partners in the process to assist with informing design outcomes from an early stage is supported</p>

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					<p>Manawhenua participation is critical to ensure that mitigation measures sought are integrated in the landscape outcomes. The inter-relationship between the proposed Cultural Advisory Report and the Construction Environmental Management Plan (CEMP), Tree Management Plan, Ecological Management Plan (EMP) and the Urban and Landscape Design Management Plan (ULDMP) supports this, and importantly allows timeframes for this to occur prior to detail design stages commencing.</p>
<p>LS6</p>				<p><i>The further information response provides clarification that there will be various 'significant' adverse landscape effects, if recommended 'mitigation' measures are not included; and that various remaining 'more than minor' adverse landscape effects that will continue to arise, even with the mitigation measures in place. Therefore, it would appear to us that there are landscape effects that cannot be avoided, remedied or mitigated by the proposed conditions. From the SGA landscape report, the NoRs where this situation arises include the following:</i></p> <ul style="list-style-type: none"> <li>• <i>NoR 4 – Matakana Road Upgrade - Relating to construction (temporary) and operational (permanent) effects on landscape character.</i></li> <li>• <i>NoR 5 – Sandspit Road Upgrade - Relating to construction (temporary) and operational (permanent) effects on landscape and natural character.</i></li> <li>• <i>NoR 6 – Western Link (South) - Relating to construction (temporary) effects on landscape character.</i></li> <li>• <i>NoR 8 – Wider Western Link (North) - Relating to construction (temporary)</i></li> </ul>	<p>As confirmed at the meeting between Council and SGA landscape specialists and planning leads on Monday 24 July, it was agreed that an additional joint landscape specialist site visit was not necessary.</p> <p>To clarify the approach to the assessment of landscape effects, for any NoR there is a degree of generalisation across the length of the corridor to provide a level of effect. The level of effect provided in the submitted landscape assessment is the 'worst case'.</p> <p>For construction effects, it is noted that these effects are temporary in nature and have a finite limit.</p> <p>For operational effects, these are the worst case which may occur for an NOR 'at day one' of operation. It is anticipated that over time as the surrounding land use changes as is anticipated e.g. takes on an established urban built form, and as any mitigation within the transport corridors matures and establishes, it will become part of the urban fabric expected in an urban node, lessening the effects over time. In remaining areas of the designation, the level of effects would be less than this and accordingly are anticipated to reduce over time.</p> <p>Further to respond to specific NoRs effects queried, the determining factors are as outlined in Appendix A.</p>

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				<p><i>effects on landscape and natural character</i></p> <p><i>We understand that for the North-West NoRs, the Council's landscape specialists undertook a joint site visit with the SGA landscape specialist following the close of submissions and prior to drafting specialist review memos. That was a helpful exercise. We therefore suggest a similar exercise be undertaken for the Warkworth NoR's, sometime in the week of 17-21 July 2023. This would assist with landscape reporting and the above landscape issues could also be further discussed.</i></p> <p><b>Can you please confirm if a joint landscape specialist site visit is able to be arranged.</b></p>	
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## Attachment A – Further response to specific landscape effects LNCVA Assessment Clarification

LNCVA Assessment	Clarification
<b>NoR 4 – Matakana Road Upgrade</b>	
<p><b>Without recommended measures to avoid, remedy or mitigate effects, it is anticipated that effects will be as follows:</b></p> <ul style="list-style-type: none"> <li>• Construction effects on landscape character: <b>‘High’</b></li> <li>• Operational effects on landscape character: <b>‘High’</b></li> </ul>	
<p><b>Proposed construction mitigation:</b></p> <ul style="list-style-type: none"> <li>• Provide temporary screening for residential properties adjacent areas of cut and fill until earthworks are remediated.</li> </ul> <p>With the above recommended measures, it is anticipated that construction effects within, and adjacent to, the proposed designation will be:</p> <ul style="list-style-type: none"> <li>• Landscape character: <b>‘Moderate-High’</b></li> </ul>	<p>The higher rating is an acknowledgment of the proximity of the NoRs to existing dwellings and likely removal of existing road frontage landscape elements. There is limited space between the designation and dwellings to provide mitigation. Any remedial or mitigation landscape will take time to re-establish, and in the short term will be disruptive to these (relatively few) residents. It is noted that the road itself is an existing feature, with widening to accommodate new features of cycle lanes and footpaths.</p>
<p><b>Proposed operational mitigation:</b></p> <ul style="list-style-type: none"> <li>• the north of the Te Honohono ki Tai tie-in, consider opportunities to frame key rural views for northbound transport corridor users.</li> </ul> <p>With the above recommended measures, it is anticipated that operational effects within, and adjacent to, the proposed designation will be:</p> <ul style="list-style-type: none"> <li>• Landscape character: <b>‘Moderate’</b></li> </ul>	<p>This is an acknowledgment of the role of this section of road defining and containing the urban edge to Warkworth in the future. In part this context is dependant on the timing and character of surrounding development. The ULDMP condition provides a mechanism to address this, but again, will take time to establish.</p>
<b>NoR 5 – Sandspit Road Upgrade</b>	
<p><b>Without recommended measures to avoid, remedy or mitigate effects, it is anticipated that effects will be as follows:</b></p> <ul style="list-style-type: none"> <li>• Construction effects on landscape character: <b>‘High’</b></li> <li>• Construction effects on natural character: <b>‘High’</b></li> <li>• Operational effects on landscape character: <b>‘Moderate-High’</b></li> <li>• Operation effects on natural character: <b>‘Moderate-High’</b></li> </ul>	
<p><b>Proposed construction mitigation:</b></p> <p>With the recommended measures outlined in Section 7.5, it is anticipated that construction effects within, and adjacent to, the proposed designation will be:</p> <ul style="list-style-type: none"> <li>• Landscape character: <b>‘Moderate-High’</b></li> <li>• Natural character: <b>‘Moderate-High’</b></li> </ul>	<p>This is an acknowledgement that while this NoR application does not authorise the removal of SEA or works within waterways and wetlands, there will be effects on these landscape and natural features. These effects will be mitigated through the ULDMP and EMP (along with CEMP), along with regional consenting (e.g. stormwater management) as required, but will</p>

	take time to fully establish and mature to provide value.
<p><b>Proposed operational mitigation:</b></p> <ul style="list-style-type: none"> <li>• Where feasible, and appropriate, enable opportunities for cultural expression in the design of the Mahurangi River boardwalk.</li> <li>• Investigate opportunities to frame key rural views to the north of Sandspit Road, for transport corridor users.</li> </ul> <p>With the above recommended measures, it is anticipated that operational effects within, and adjacent to, the proposed designation will be:</p> <ul style="list-style-type: none"> <li>• Landscape character: <b>'Moderate'</b></li> <li>• Natural character: <b>'Moderate'</b></li> </ul>	<p>In addition to above, this is an acknowledgment of the likely loss of vegetation cover and any permanent modification to waterways.</p> <p>This section of road will be through future urban zone, so there is also an element of timing and staging to consider in terms of the views to/ from rural surrounds e.g. Introducing urban transport corridor elements, such as lighting. In part this context is dependent on the timing and character of surrounding development. The ULDMP condition provides a mechanism to address this, but again, will take time to establish.</p>
NoR 6 – Western Link (South)	
<p><b>Without recommended measures to avoid, remedy or mitigate effects, it is anticipated that effects will be as follows:</b></p> <ul style="list-style-type: none"> <li>• Construction effects on landscape character: <b>'Moderate-High'</b></li> </ul>	
<p><b>Proposed construction mitigation:</b></p> <p>Where practicable, stage earthworks. Provide temporary screening, as feasible, for residential properties on the block between Mason Heights, Jamie Lane and Dunningham Street, until earthworks are remediated.</p> <p>With the above recommended measures, it is anticipated that construction effects within, and adjacent to, the proposed designation will be:</p> <ul style="list-style-type: none"> <li>• Landscape character: <b>'Moderate'</b></li> </ul>	<p>This is an acknowledgement of the proximity of the designation to existing residential properties, and high visibility of construction due to topography limits the ability to screen. In addition, it is noted that construction effects are temporary, and that the staging of works should be considered through the mechanism of the CEMP rather than the ULDMP.</p>
NoR 8 – Wider Western Link (North)	
<p><b>Without recommended measures to avoid, remedy or mitigate effects, it is anticipated that effects will be as follows:</b></p> <ul style="list-style-type: none"> <li>• Construction effects on landscape character: <b>'Moderate-High'</b></li> <li>• Construction effects on natural character: <b>'Moderate-High'</b></li> </ul>	
<p><b>Proposed construction mitigation:</b></p> <ul style="list-style-type: none"> <li>• As appropriate, provide temporary screening for #346 Woodcocks Road (at on the northern extent of the designation) until earthworks are remediated.</li> </ul>	<p>This is an acknowledgement of the close proximity of the existing dwelling to the proposed designation boundary, and the scale of construction activity required to construct the proposed intersection.</p> <p>The construction will likely involve the removal of mature existing road frontage landscape</p>

With the above recommended measures, it is anticipated that construction effects within, and adjacent to, the proposed designation will be:

- Landscape character: '**Moderate**'
- Natural character: '**Moderate**'

elements. Any remedial or mitigation landscape will take time to re-establish, and in the short term will be disruptive to these (relatively few) residents.

Noting that mitigation recommendations should be read in conjunction with the overall recommended measures outlined in Section 7.5 and Section 7.7 (as relevant) of the LNCVA.









