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I hereby give notice that a hearing by commissioners will be held on:

**Date:** **Monday 17 to Thursday 20 June**  
**Monday 24 to Thursday 27 June and**  
**Monday 1 to Thursday 4 July 2024**  
(Note: not all days may be required)

**Time:** **9.30am**

**Meeting Room:** **North Lounge (17-20 June) and South Lounge (24-27 June and 1-4 July)**

**Venue:** **North Harbour Stadium, Stadium Road, Albany**

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## **HEARING REPORT: VOL 1 – REPORTING OFFICER’S REPORT, APPENDIX 1 & 2**

## **THIRTEEN NOTICES OF REQUIREMENT FOR THE NORTH PROJECT**

## **TE TUPU NGATAHI - SUPPORTING GROWTH ALLIANCE**

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### **COMMISSIONERS**

**Chairperson** **Richard Blakey (Chairperson)**  
**Commissioners** **Mark Farnsworth**  
**Vaughan Smith**

**Chayla Walker**  
**KAITOHUTOHU WHAKAWĀTANGA**  
**HEARINGS ADVISOR**

Telephone: 098902009 or 027 2315937  
Email: [chayla.walker@aucklandcouncil.govt.nz](mailto:chayla.walker@aucklandcouncil.govt.nz)  
Website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)

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**Note:** The reports contained within this document are for consideration and should not be construed as a decision of Council. Should commissioners require further information relating to any reports, please contact the hearings advisor.

## **WHAT HAPPENS AT A HEARING**

### **Te Reo Māori and Sign Language Interpretation**

Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

### **Hearing Schedule**

If you would like to appear at the hearing please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.

Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

### **Cross Examination**

No cross examination by the requiring authority or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the requiring authority or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

### **The Hearing Procedure**

The usual procedure for a hearing is:

- **the chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- The Requiring Authority (the applicant) will be called upon to present their case. The Requiring Authority may be represented by legal counsel or consultants and may call witnesses in support of the application. After the Requiring Authority has presented their case, members of the hearing panel may ask questions to clarify the information presented.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
  - Late submissions: The council officer's report will identify submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
  - Should you wish to present written evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The **requiring authority** or their representative then has the right to summarise the application and reply to matters raised. Hearing panel members may ask further questions. The requiring authority's reply may be provided in writing after the hearing has adjourned.
- **The chairperson** will outline the next steps in the process and adjourn or close the hearing.
- The hearing panel will make a recommendation to the Requiring Authority. The Requiring Authority then has 30 working days to make a decision and inform council of that decision. You will be informed in writing of the Requiring Authority's decision, the reasons for it and what your appeal rights are.

**THIRTEEN NOTIFIED NOTICE OF REQUIREMENTS TO THE AUCKLAND COUNCIL  
UNITARY PLAN BY TE TUPU NGATAHI - SUPPORTING GROWTH ALLIANCE**

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Andrew Wilkinson, Planner

Reporting on thirteen proposed Notice of Requirements for the North project.

**REQUIRING AUTHORITY:** TE TUPU NGATAHI - SUPPORTING GROWTH ALLIANCE

The 13 NoRs are:

**NOR1 - NORTH: NEW RAPID TRANSIT CORRIDOR, INCLUDING A WALKING AND CYCLING PATH – WAKA KOTAHI (NZTA)**

Notice of requirement lodged by Waka Kotahi (New Zealand Transport Agency) for a designation for a new Rapid Transit Corridor between Albany Bus Station and Milldale, via Dairy Flat, including a cycleway and/or shared path.

**NOR2 – NORTH: NEW RAPID TRANSIT STATION AT MILLDALE – WAKA KOTAHI (NZTA)**

Notice of requirement lodged by Waka Kotahi for a designation for a new Rapid Transit Station in Milldale, including transport interchange facilities and active mode facilities.

**NOR3 – NORTH: NEW RAPID TRANSIT STATION AT PINE VALLEY ROAD – WAKA KOTAHI (NZTA)**

Notice of requirement lodged by Waka Kotahi (New Zealand Transport Agency) for a designation for a new rapid transit station at Pine Valley Road, Dairy Flat, including transport interchange facilities, active mode facilities and park and ride facilities.

**NOR4 – NORTH: STATE HIGHWAY 1 IMPROVEMENTS – ALBANY TO ŌREWA AND ALTERATIONS TO EXISTING DESIGNATIONS 6751, 6760, 6759, 6761 – WAKA KOTAHI (NZTA)**

Notice of requirement lodged by Waka Kotahi to alter Designations 6751 State Highway 1 - Albany, 6759 State Highway 1 – Silverdale, 6760 State Highway 1 – Redvale to Silverdale, and 6761 State Highway 1 – Silverdale to Puhoi for State Highway 1 improvements from Albany to Ōrewa.

**NOR5 – NORTH: NEW STATE HIGHWAY 1 CROSSING AT DAIRY STREAM – AUCKLAND TRANSPORT (AT)**

Notice of requirement lodged by Auckland Transport for a designation for a new urban arterial corridor with active mode facilities and State Highway 1 motorway overbridge in the vicinity of Dairy Stream, between Top Road in Dairy Flat and East Coast Road in Stillwater.

**NOR6 – NORTH: NEW CONNECTION BETWEEN MILLDALE AND GRAND DRIVE, ŌREWA – AUCKLAND TRANSPORT (AT)**

Notice of requirement lodged by Auckland Transport for a designation for a new urban arterial corridor with active mode facilities between Wainui Road in Milldale and Grand Drive in Upper Ōrewa.

**NOR7 – NORTH: UPGRADE TO PINE VALLEY ROAD – AUCKLAND TRANSPORT (AT)**

Notice of requirement lodged by Auckland Transport for a designation for an upgrade to Pine Valley Road in Dairy Flat to an urban arterial corridor with active mode facilities between Argent Lane and the rural-urban boundary.

**NOR8 – NORTH: UPGRADE TO DAIRY FLAT HIGHWAY BETWEEN SILVERDALE AND DAIRY FLAT – AUCKLAND TRANSPORT (AT)**

Notice of requirement lodged by Auckland Transport for a designation for an upgrade to Dairy Flat Highway to an urban arterial corridor with active mode facilities between Silverdale Interchange and Durey Road in Dairy Flat.

**NOR9 – NORTH: UPGRADE TO DAIRY FLAT HIGHWAY BETWEEN DAIRY FLAT AND ALBANY – AUCKLAND TRANSPORT (AT)**

Notice of requirement lodged by Auckland Transport for a designation for an upgrade to Dairy Flat Highway between Durey Road in Dairy Flat and Albany village, including active mode facilities and safety improvements.

**NOR10 – NORTH: UPGRADE TO WAINUI ROAD – AUCKLAND TRANSPORT (AT)**

Notice of requirement lodged by Auckland Transport for a designation for an upgrade to Wainui Road to an urban arterial corridor with active mode facilities, between Lysnar Road in Wainui, and the State Highway 1 northbound Wainui Road offramp.

**NOR11 – NORTH: NEW CONNECTION BETWEEN DAIRY FLAT HIGHWAY AND WILKS ROAD – AUCKLAND TRANSPORT (AT)**

Notice of requirement lodged by Auckland Transport for a designation for a new urban arterial corridor with active mode facilities between Dairy Flat Highway (at the intersection of Kahikatea Flat Road) and Wilks Road in Dairy Flat.

**NOR12 – NORTH: UPGRADE AND EXTENSION TO BAWDEN ROAD – AUCKLAND TRANSPORT (AT)**

Notice of requirement lodged by Auckland Transport for a designation for for an upgrade and extension to Bawden Road to an urban arterial corridor active mode facilities, between Dairy Flat Highway and State Highway 1.

**NOR13 – NORTH: UPGRADE TO EAST COAST ROAD BETWEEN SILVERDALE AND REDVALE – AUCKLAND TRANSPORT (AT)**

Notice of requirement lodged by Auckland Transport for a designation for an upgrade to East Coast Road to an urban arterial corridor with active mode facilities, between Hibiscus Coast Highway in Silverdale and the Ō Mahurangi Penlink (Redvale) Interchange.

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Notices of requirement under sections 168 and 181 of the Resource Management Act 1991 by Waka Kotahi (New Zealand Transport Agency) and Auckland Transport (AT) for new designations to enable the construction, operation and maintenance of transport corridors	 <b>Auckland Council</b> <small>Te Kaunihera o Tāmaki Makaurau</small>
To:	Hearing Commissioners
Report Date:	8 April 2024
Scheduled Hearing Date:	17 June - 4 July 2024


Notes:

- This report sets out the advice of the reporting planner and Council Specialists.
- This report has yet to be considered by the Hearing Commissioners delegated by Auckland Council (**Council**) to make recommendations to the requiring authority. Accordingly, the recommendations in this report are not the decisions on the notices of requirement.
- A decision on the notices of requirement will be made by the requiring authority, Auckland Transport) after it has considered the Hearing Commissioners' recommendations, subsequent to the Hearing Commissioners having considered the notices of requirement and heard the requiring authority and submitters.

**Summary**

<b>Requiring Authority:</b>	Waka Kotahi and Auckland Transport
<b>Notices of Requirement (NoR):</b>	<p>NoR 1 – New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path</p> <p>NoR 2 – New Milldale Station and Associated Facilities</p> <p>NoR 3 – New Pine Valley East Station and Associated Facilities</p> <p>NoR 4 – SH1 Improvements</p> <p>NoR 5 – New SH1 crossing at Dairy Stream</p> <p>NoR 6 – New Connection between Milldale and Grand Drive</p> <p>NoR 7 – Upgrade to Pine Valley Road</p> <p>NoR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat</p> <p>NoR 9 – Upgrade to Dairy Flat Highway between Dairy Flat and Albany</p> <p>NoR 10 – Upgrade to Wainui Road</p>

	NoR 11 – New Connection between Dairy Flat Highway and Wilks Road NoR 12 – Upgrade and Extension to Bawden Road NoR 13 – Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange	
<b>Resource Consent Applications:</b>	No resource consent applications have been lodged by the requiring authority for this project.	
<b>Site Addresses:</b>	Various – Refer to Attachment B of the Form 18 documents.	
<b>Lodgement Date:</b>	20 October 2023	
<b>Notification Date:</b>	16 November 2023	
<b>Submissions Closing Date:</b>	14 December 2023	
<b>Number of Submissions Received:</b>	<b>NoR</b>	<b>Submissions</b>
	NoR 1	101
	NoR 2	15
	NoR 3	15
	NoR 4	46
	NoR 5	21
	NoR 6	11
	NoR 7	17 (including 1 late)
	NoR 8	62 (including 2 late)
	NoR 9	29
	NoR 10	14
	NoR 11	22
	NoR 12	43
	NoR 13	36
	<b>Total</b>	<b>432</b>

<b>Report prepared by:</b>	 Andrew Wilkinson, Consultant Planner, Scott Wilkinson Planning on behalf of Auckland Council
<b>Date:</b>	8 April 2024

<b>Reviewed and Approved for Release By:</b>	<i>P Vari</i> Peter Vari, Team Leader Planning, Regional, North, West and Islands
<b>Date:</b>	8 April 2024

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- Appendix 2:** Auckland Council Technical Specialist Reviews
- Appendix 3:** Summary of Submissions for each NoR
- Appendix 4:** Copies of Submissions
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- Appendix 6:** Proposed Notices of Requirement Conditions

## Abbreviations

AEE	North Assessment of Effects on the Environment September 2023 Version 1.0 (prepared by Te Tupu Ngātahi Supporting Growth).
Active Mode(s)	Walking and cycling
AT	Auckland Transport
AUP	Auckland Unitary Plan (Operative in Part)
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
EMP	Ecological Management Plan
FTN	Frequent Transit Network
FULSS	Auckland Future Urban Land Supply (2017)
FUZ	Future Urban Zone
HHMP	Historic Heritage Management Plan
Kiwirail	KiwiRail Holdings Limited
NES-FW	National Environmental Standards for Freshwater
NoRs	Notices of Requirement
NPS-HPL	National Policy Statement on Highly Productive Land 2022
NPS-UD	National Policy Statement on Urban Development 2020
NPS-FM	National Policy Statement on Freshwater Management 2020
NPS-ET	National Policy Statement on Electricity Transmission 2008
NUMP	Network Utilities Management Plan
NZCPS	New Zealand Coastal Policy Statement 2010
OPW	Outline Plan of Works
RA	Requiring Authority
RMA	Resource Management Act 1991 and all amendments
RTC	Rapid Transit Corridor
SCEMP	Stakeholder Communication and Engagement Management Plan
SEA	Significant Ecological Areas
SGA	Te Tupu Ngātahi Supporting Growth Alliance
The Council	Auckland Council
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan

## 1. Introduction

Waka Kotahi (New Zealand Transport Agency (**NZTA**)) and Auckland Transport (**AT**), as Requiring Authorities under section 167 of the Resource Management Act (**RMA**), have applied for thirteen Notices of Requirement (**NoRs**) to designate land for future strategic transport corridors and associated infrastructure as part of the Te Tupu Ngātahi Supporting Growth Programme (**SGA**) to enable the future construction, operation and maintenance of transport infrastructure in the North area. Twelve of the thirteen are for new designations under s168, while one (being NoR 4) is for changes to existing designations for SH1 under s181 of the RMA.

### 1.1 Report Author

My name is Andrew Wilkinson.

I hold a Bachelor of Planning (Hons) degree (Auckland University 1998). I have been a Ministry for the Environment accredited RMA commissioner since 2021. I am a member of the New Zealand Planning Institute and a member of the Resource Management Law Association.

I have 26 years statutory planning experience in New Zealand. I have worked for local authorities (most recently Auckland Council) and within the private sector. I am a planning consultant and director of the firm Scott Wilkinson Planning.

I have experience in assessing plans, plan changes and notices of requirements for Auckland Council. I also have experience in the preparation and assessment of resource consent applications, both for Councils and for private clients.

I am also on the Council Commissioner Panel for Auckland Council.

### 1.2 Code of Conduct for Expert Witnesses

I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. I have complied with the Code of Conduct in preparing this planning report (being also expert evidence), and I agree to comply with it when giving any oral evidence during this hearing. Except where I state that I am relying on the evidence of another person, my evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

During the pre-application phase I attended the site visit arranged by the SGA on 30 May 2023. I also undertook my own further site visit to the area on 4 April 2024.

## 2. The Notices of Requirement

Pursuant to section 168 and 181 of the RMA, Waka Kotahi (New Zealand Transport Authority (**NZTA**)) and Auckland Transport (**AT**) as the requiring authorities have lodged thirteen notices of requirement for twelve new designations and one alteration to an existing designation, in the Auckland Unitary Plan (Operative in Part) (**AUP**) for the North area.

The thirteen NoRs seek the route protection of future strategic transport corridors (highway connections, rapid transit and local roading) as part of the Supporting Growth Programme to enable the future construction, operation and maintenance of transport infrastructure in the North area of Auckland.

**Table 1: North NoRs**

NoR	Project	Description	Requiring Authority
1	New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path	<ul style="list-style-type: none"> <li>• A 16km-long RTC corridor.</li> <li>• An 80km/hr design speed (other than around stations).</li> <li>• Walking and cycling path (Active mode facilities) for the length of RTC between SH1 and Dairy Flat Highway, with connections to other proposed/existing active mode facilities including along SH1 (as part of NoR 4), Dairy Flat Highway (as part of NoR 8), and the future local active mode network. Grade separated crossings at intersections with other transport corridors.</li> <li>• The NoR will overlap with the existing SH1 motorway designation and NoR 4 (SH1 Improvements) between Albany and just south of Bawden Road.</li> <li>• The RTC is assumed to be bus-based for the purposes of assessment and this NoR; however the corridor is also futureproofed for light rail as the mode is uncertain.</li> <li>• The RTC provides opportunity for 5-6 stations to be built in the future. Not all potential stations are proposed to be designated at this time, to allow flexibility for their locations and form to be confirmed as part of future planning of the future urban areas.</li> </ul>	Waka Kotahi
2	New Milldale Station and Associated Facilities	<ul style="list-style-type: none"> <li>• A new rapid transit station which comprises the northern terminus of the RTC and includes: <ul style="list-style-type: none"> <li>• Station platforms and building with associated station facilities.</li> <li>• Cycle and shared mobility device parking provision.</li> <li>• Local bus layover and stop provision.</li> <li>• Taxi and ride share drop-off facilities.</li> <li>• Parking bays for on-demand vehicles and station operation / services.</li> </ul> </li> </ul>	Waka Kotahi
3	New Pine Valley East Station and Associated Facilities	<ul style="list-style-type: none"> <li>• A new rapid transit station which includes: <ul style="list-style-type: none"> <li>• Station platforms and building with associated station facilities on a structure over New Pine Valley Road.</li> <li>• Cycle and shared mobility device parking provision</li> <li>• Local bus layover and stop provision.</li> <li>• Layover facilities for bus based RTC mode.</li> <li>• Taxi and ride share drop-off facilities.</li> <li>• Park and ride facility (up to 500 car parking spaces).</li> <li>• Upgrade to Old Pine Valley Road along station frontage.</li> <li>• Parking bays for on-demand vehicles and station operations / services.</li> </ul> </li> </ul>	Waka Kotahi
4	SH1 Improvements	<ul style="list-style-type: none"> <li>• Improvements to the existing SH1 corridor between Albany and Grand Drive, Ōrewa, including: <ul style="list-style-type: none"> <li>• Widening the SH1 carriageway from two lanes to three lanes in each direction from just south of the Lonely Track Road overbridge to the Silverdale interchange. The additional lanes are likely to be used for interim bus shoulder lanes initially until the RTC is operational, beyond which the lanes could be managed for freight or high occupancy vehicles.</li> </ul> </li> </ul>	Waka Kotahi

		<ul style="list-style-type: none"> <li>• Upgraded Ō Mahurangi Penlink (Redvale) interchange - upgrading this interchange (soon to be constructed) to add north facing ramps and a separated active mode bridge.</li> <li>• New interchange at Wilks Road (south facing ramps only) with separated active mode crossing; and an upgraded Wilks Road connection to East Coast Road (30m urban arterial with 4 vehicle lanes and separated walking and cycling both sides).</li> <li>• Silverdale interchange upgrade for east-west capacity and allowing for separated active modes.</li> <li>• New active mode corridor (cycleway and / or shared path) along SH1 with connections to the local road network- an approximately 16 km long active mode facility (cycleway and / or shared path) along one side of SH1 from Albany to Grand Drive (starts on east of SH1 at Ōteha Valley Road, crosses to west of SH1 around Bawden Road on a new bridge and then back to east around Silverdale interchange)</li> <li>• Silverdale to Highgate Active Mode Connection – connection between the new active mode corridor along SH1 at Silverdale across to Highgate Parkway.</li> <li>• Wainui interchange upgrade for active modes – new bridge for active modes across SH1.</li> </ul>	
5	New SH1 crossing at Dairy Stream	<ul style="list-style-type: none"> <li>• A new two-lane urban arterial connection and SH1 motorway overbridge between Top Road and East Coast Road near Huruhuru (Dairy Stream).</li> <li>• Active mode facilities on both sides of the carriageway.</li> <li>• The overbridge would cross six lanes of motorway, a two-lane link road to the motorway service centre and the New Walking and Cycling Path on SH1 (refer to NoR 4 above).</li> </ul>	AT
6	New Connection between Milldale and Grand Drive	<ul style="list-style-type: none"> <li>• A new two-lane urban arterial with separated walking and cycling facilities on both sides between Wainui Road (Milldale) and the western edge of the Ara Hills development in Ōrewa. This will connect through to Grand Drive at SH1 via a new road corridor to be vested by the Ara Hills developer.</li> </ul>	AT
7	Upgrade to Pine Valley Road	<ul style="list-style-type: none"> <li>• An upgrade to Pine Valley Road (Future Urban Zone (FUZ) section) between Poynter Lane and Argent Lane to a two-lane urban arterial with separated walking and cycling facilities on both sides.</li> </ul>	AT
8	Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat	<ul style="list-style-type: none"> <li>• Upgrade to a 4-lane urban arterial on sections where FUZ land is located both sides of the road (between Silverdale interchange and Wilks Road and between Richards Road and Durey Road), with separated walking and cycling paths on both sides of the corridor.</li> <li>• Upgrade to a 2-lane rural arterial between Wilks Road and Richards Road – with a swale on the west and separated walking and cycling on the east.</li> <li>• Upgraded bridge over Huruhuru (Dairy Stream).</li> </ul>	AT
9	Upgrade to Dairy Flat Highway between Dairy Flat and Albany	<ul style="list-style-type: none"> <li>• An upgrade to Dairy Flat Highway between NoR 8 at Durey Road in Dairy Flat and Albany village for active mode and safety improvements including a central wire rope barrier and side barriers.</li> </ul>	AT

		<ul style="list-style-type: none"> <li>The widened road corridor will retain two lanes (one in each direction) and will also retain the northbound crawler lane.</li> <li>Cycle path added on the western side of the carriageway between Durey Road and the Coatesville Riverhead Highway Roundabout and then on the eastern side between the Roundabout and Te Wharau (Albany Village).</li> </ul>	
10	Upgrade to Wainui Road	<ul style="list-style-type: none"> <li>Upgrade to Wainui Road to a 2-lane urban arterial between Lysnar Road and the Wainui interchange.</li> <li>Separate, dedicated, walking and cycling facilities on both sides of the carriageway.</li> <li>Upgraded bridge over Waterloo Creek (tributary to Ōrewa River).</li> </ul>	AT
11	New connection between Dairy Flat Highway and Wilks Road	<ul style="list-style-type: none"> <li>A new 2-lane urban arterial with separated walking and cycling facilities on both sides between Kahikatea Flat Road and Postman Road.</li> <li>Connecting to a new 4-lane urban arterial between Postman Road and SH1 at the new Wilks interchange, with separated cycling and walking facilities, two lanes of general traffic and two-lanes where priority may be given to freight traffic.</li> </ul>	AT
12	Upgrade and Extension to Bawden Road	<ul style="list-style-type: none"> <li>Upgrade and extension to Bawden Road between Dairy Flat Highway (NoR 8) and the upgraded Ō Mahurangi Penlink (Redvale) interchange at SH1 (NoR 4). This will include a four-lane urban arterial with walking and cycling facilities on both sides. Two lanes for general traffic and two lanes for a frequent transit network (likely bus lanes).</li> <li>Road intersects with the RTC. The road is likely to go under the RTC (grade separated crossing).</li> </ul>	AT
13	Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange	<ul style="list-style-type: none"> <li>Upgrade to the footpath on the west side and new footpath on east side between Hibiscus Coast Highway and Silverwater Drive.</li> <li>From Silverwater Drive to Newman Road the upgrade features a two-lane urban arterial upgrade (24m) with separated walking and cycling facilities on both sides.</li> <li>From Newman Road to Jackson Way (where one or both sides is rural) the upgrade has a shared path to the west only, with no works to the existing carriageway and no swales.</li> <li>From Jackson Way to south of the Ō Mahurangi Penlink (Redvale) interchange the upgrade features a two-lane urban arterial upgrade with walking and cycling facilities on both sides.</li> </ul>	AT

**Source:** SGA AEE, Pages 2-6, Table 1.1 The North Package

The general location of the NoRs are shown in **Figures 1** and **2** below. The reader is also referred to each NoR specific General Arrangement Plan supporting the NoRs which outline the extent of the NoRs and the general nature of the proposed works. Refer to links below.

NoR 1:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/11a\\_nnor1\\_general\\_arrangement\\_plan\\_1\\_of\\_4.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/11a_nnor1_general_arrangement_plan_1_of_4.pdf)

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/11b\\_nnor1\\_general\\_arrangement\\_plan\\_2\\_of\\_4.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/11b_nnor1_general_arrangement_plan_2_of_4.pdf)

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/11c\\_nnor1\\_general\\_arrangement\\_plan\\_3\\_of\\_4.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/11c_nnor1_general_arrangement_plan_3_of_4.pdf)

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/11d\\_nnor1\\_general\\_arrangement\\_plan\\_4\\_of\\_4.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/11d_nnor1_general_arrangement_plan_4_of_4.pdf)

NoR 2:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12\\_nnor2\\_general\\_arrangement\\_plan.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12_nnor2_general_arrangement_plan.pdf)

NoR 3:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12\\_nnor3\\_general\\_arrangement\\_plan.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12_nnor3_general_arrangement_plan.pdf)

NoR 4:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12a\\_nnor4\\_general\\_arrangement\\_plan\\_1\\_of\\_4.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12a_nnor4_general_arrangement_plan_1_of_4.pdf)

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12b\\_nnor4\\_general\\_arrangement\\_plan\\_2\\_of\\_4.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12b_nnor4_general_arrangement_plan_2_of_4.pdf)

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12c\\_nnor4\\_general\\_arrangement\\_plan\\_3\\_of\\_4.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12c_nnor4_general_arrangement_plan_3_of_4.pdf)

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12d\\_nnor4\\_general\\_arrangement\\_plan\\_4\\_of\\_4.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12d_nnor4_general_arrangement_plan_4_of_4.pdf)

NoR 5:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12\\_nnor5\\_general\\_arrangement\\_plan.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12_nnor5_general_arrangement_plan.pdf)

NoR 6:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12\\_nnor6\\_general\\_arrangement\\_plan.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12_nnor6_general_arrangement_plan.pdf)

NoR 7:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12\\_nnor7\\_general\\_arrangement\\_plan.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12_nnor7_general_arrangement_plan.pdf)

NoR 8:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12a\\_nnor8\\_general\\_arrangement\\_plan\\_1\\_of\\_3.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12a_nnor8_general_arrangement_plan_1_of_3.pdf)

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12b\\_nnor8\\_general\\_arrangement\\_plan\\_2\\_of\\_3.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12b_nnor8_general_arrangement_plan_2_of_3.pdf)

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12c\\_nnor8\\_general\\_arrangement\\_plan\\_3\\_of\\_3.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12c_nnor8_general_arrangement_plan_3_of_3.pdf)

NoR 9:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12a\\_nnor9\\_general\\_arrangement\\_plan\\_1\\_of\\_3.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12a_nnor9_general_arrangement_plan_1_of_3.pdf)

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12b\\_nnor9\\_general\\_arrangement\\_plan\\_2\\_of\\_3.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12b_nnor9_general_arrangement_plan_2_of_3.pdf)

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12c\\_nnor9\\_general\\_arrangement\\_plan\\_3\\_of\\_3.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12c_nnor9_general_arrangement_plan_3_of_3.pdf)

NoR 10:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12\\_nnor10\\_general\\_arrangement\\_plan.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12_nnor10_general_arrangement_plan.pdf)

NoR 11:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12\\_nnor11\\_general\\_arrangement\\_plan.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12_nnor11_general_arrangement_plan.pdf)

NoR 12:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12\\_nnor12\\_general\\_arrangement\\_plan.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12_nnor12_general_arrangement_plan.pdf)

NoR 13:

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12a\\_nnor13\\_general\\_arrangement\\_plan\\_1\\_of\\_3.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12a_nnor13_general_arrangement_plan_1_of_3.pdf)

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12b\\_nnor13\\_general\\_arrangement\\_plan\\_2\\_of\\_3.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12b_nnor13_general_arrangement_plan_2_of_3.pdf)

[https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12c\\_nnor13\\_general\\_arrangement\\_plan\\_3\\_of\\_3.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/12c_nnor13_general_arrangement_plan_3_of_3.pdf)



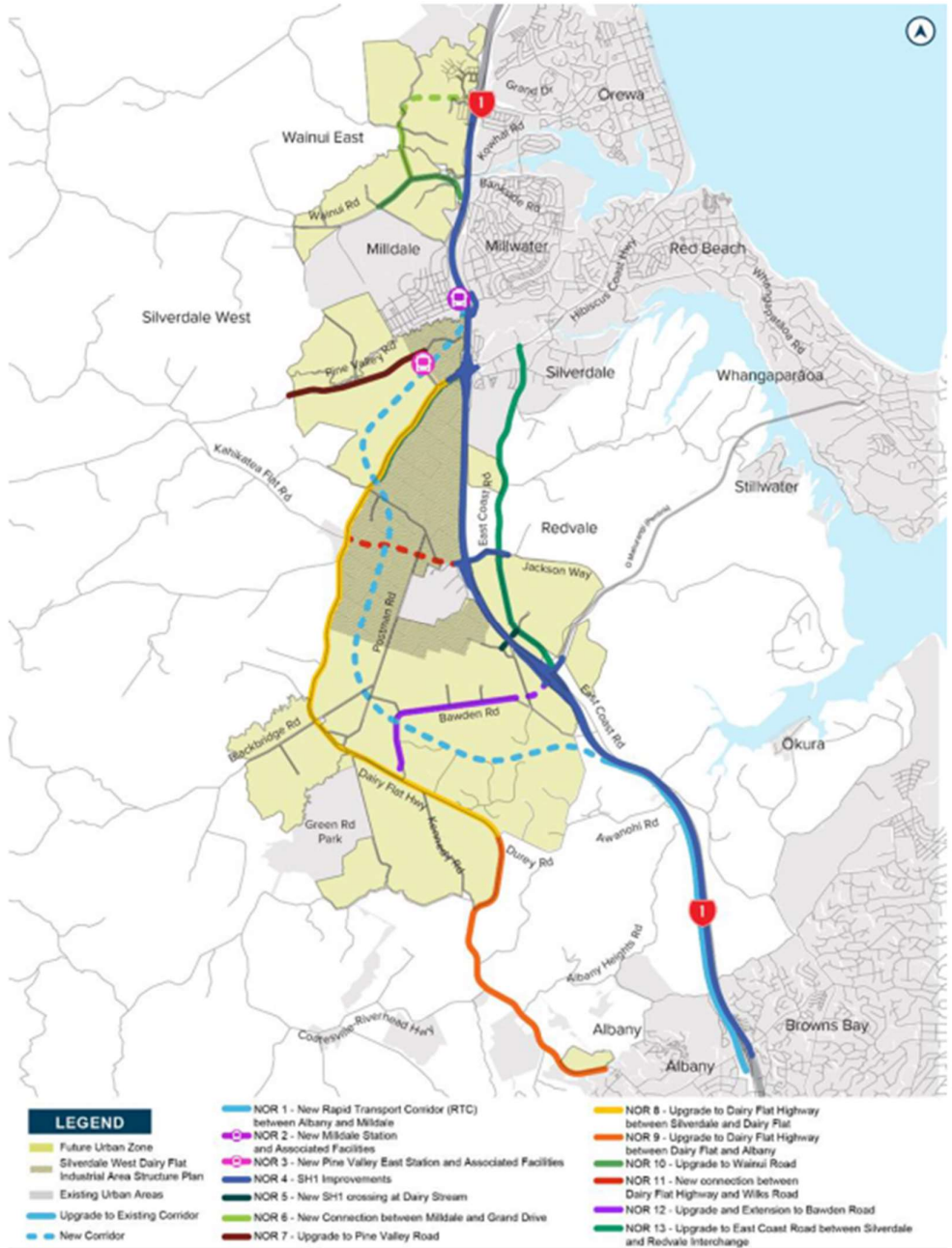


Figure 1: The North Projects/NORs Location  
 Source: SGA AEE, Figure 1.1

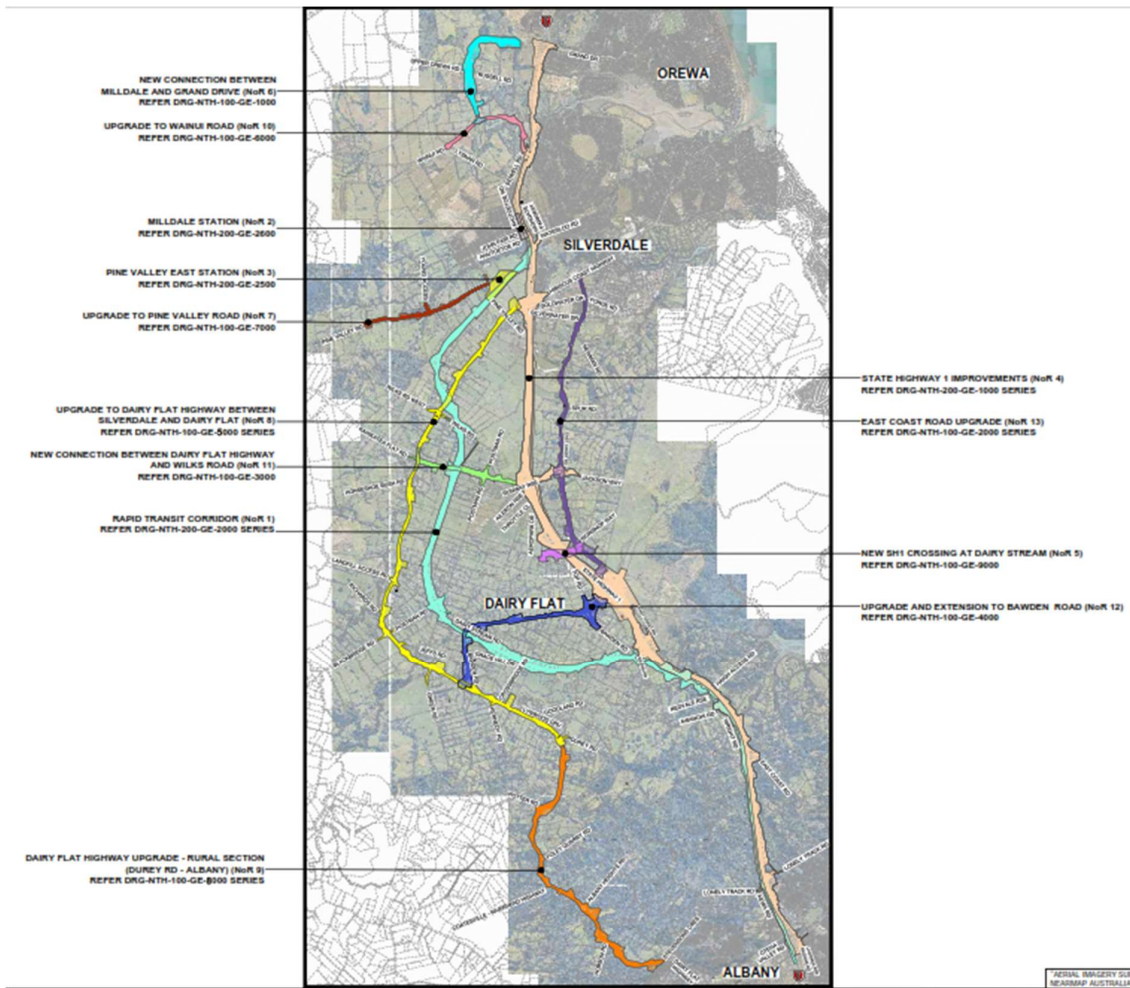


Figure 2: General Arrangement Plan Overall  
Source: SGA AEE

## 2.1 Notice of Requirements Documents

The lodged North package of NoRs consist of the following documents, all dated September 2023 and all being Version 1.0.

North Package - All NoRs	
•	North Assessment of Effects on the Environment
○	Appendix A - Assessment of Alternatives for North – 1 of 2
○	Appendix A – Assessment of Alternatives for North – 2 of 2
○	Appendix B – Conditions of Designations – 1 of 2
○	Appendix B – Conditions of Designations – 2 of 2
○	Appendix C - Construction Area Requirements
○	Appendix D - Statutory Assessment
○	Appendix E - Joint Cultural Impact Assessment (Partially Redacted)
○	Appendix F – Manawhenua Engagement Summary
•	Assessment of Arboricultural Effects
•	Assessment of Archaeological and Heritage Effects
•	Assessment of Construction Noise and Vibration Effects

<ul style="list-style-type: none"> <li>• Assessment of Ecological Effects 1 of 6</li> <li>• Assessment of Ecological Effects 2 of 6</li> <li>• Assessment of Ecological Effects 3 of 6</li> <li>• Assessment of Ecological Effects 4 of 6</li> <li>• Assessment of Ecological Effects 5 of 6</li> <li>• Assessment of Ecological Effects 6 of 6</li> <li>• Assessment of Flooding Effects 1 of 3</li> <li>• Assessment of Flooding Effects 2 of 3</li> <li>• Assessment of Flooding Effects 3 of 3</li> <li>• Landscape and Natural Character and Visual Assessment 1 of 2</li> <li>• Landscape and Natural Character and Visual Assessment 2 of 2</li> <li>• Assessment of Social Impacts</li> <li>• Assessment of Operational Noise and Vibration Effects</li> <li>• Assessment of Transport Effects</li> <li>• Urban Design Evaluation Report - 1 of 5</li> <li>• Urban Design Evaluation Report - 2 of 5</li> <li>• Urban Design Evaluation Report - 3 of 5</li> <li>• Urban Design Evaluation Report - 4 of 5</li> <li>• Urban Design Evaluation Report - 5 of 5</li> </ul>
<p><b>NoR 1 – New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path</b></p>
<ul style="list-style-type: none"> <li>• Form 18 1 of 3</li> <li>• Form 18 2 of 3</li> <li>• Form 18 3 of 3</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 1 1 of 4</li> <li>• General Arrangement Plan – NoR 1 2 of 4</li> <li>• General Arrangement Plan – NoR 1 3 of 4</li> <li>• General Arrangement Plan – NoR 1 4 of 4</li> <li>• Attachment A Designation Plans 1 of 2</li> <li>• Attachment A Designation Plans 2 of 2</li> <li>• Attachment B Schedule of Directly Affected Property</li> <li>• Attachment C - Conditions of Designation</li> </ul>
<p><b>NoR 2 – New Milldale Station and Associated Facilities</b></p>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• Attachment A Designation Plan</li> <li>• Attachment B Schedule of Directly Affected Property</li> <li>• Attachment C Conditions of Designation</li> </ul>
<p><b>NoR 3 – New Pine Valley East Station and Associated Facilities</b></p>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 3</li> </ul>

<ul style="list-style-type: none"> <li>• Attachment B Schedule of Directly Affected Property</li> <li>• Attachment C Conditions of Designation</li> </ul>
<b>NoR 4 – SH1 Improvements</b>
<ul style="list-style-type: none"> <li>• Form 18 1 of 3</li> <li>• Form 18 2 of 3</li> <li>• Form 18 3 of 3</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 4 – 1 of 4</li> <li>• General Arrangement Plan – NoR 4 – 2 of 4</li> <li>• General Arrangement Plan – NoR 4 – 3 of 4</li> <li>• General Arrangement Plan – NoR 4 – 4 of 4</li> <li>• Attachment A Designation Plan</li> <li>• Attachment B Schedule of Directly Affected Property</li> <li>• Attachment C Conditions of Designation</li> </ul>
<b>NoR 5 – New SH1 crossing at Dairy Stream</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 5</li> <li>• Attachment A Designation Plan</li> <li>• Attachment B Schedule of Directly Affected Property</li> <li>• Attachment C Conditions of Designation</li> </ul>
<b>NoR 6 – New Connection between Milldale and Grand Drive</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 6</li> <li>• Attachment A Designation Plan</li> <li>• Attachment B Schedule of Directly Affected Property</li> <li>• Attachment C Conditions of Designation</li> </ul>
<b>NoR 7 – Upgrade to Pine Valley Road</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 7</li> <li>• Attachment A Designation Plan</li> <li>• Attachment B Schedule of Directly Affected Property</li> <li>• Attachment C Conditions of Designation</li> </ul>
<b>NoR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 8 1 of 3</li> <li>• General Arrangement Plan – NoR 8 2 of 3</li> <li>• General Arrangement Plan – NoR 8 3 of 3</li> <li>• Attachment A Designation Plan</li> <li>• Attachment B Schedule of Directly Affected Property</li> </ul>

<ul style="list-style-type: none"> <li>• Attachment C Conditions of Designation</li> </ul>
<b>NoR 9 – Upgrade to Dairy Flat Highway between Dairy Flat and Albany</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 9 1 of 3</li> <li>• General Arrangement Plan – NoR 9 2 of 3</li> <li>• General Arrangement Plan – NoR 9 3 of 3</li> <li>• Attachment A Designation Plan</li> <li>• Attachment B Schedule of Directly Affected Property</li> <li>• Attachment C Conditions of Designation</li> </ul>
<b>NoR 10 – Upgrade to Wainui Road</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 10</li> <li>• Attachment A Designation Plan</li> <li>• Attachment B Schedule of Directly Affected Property</li> <li>• Attachment C Conditions of Designation</li> </ul>
<b>NoR 11 – New Connection between Dairy Flat Highway and Wilks Road</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 11</li> <li>• Attachment A Designation Plan</li> <li>• Attachment B Schedule of Directly Affected Property</li> <li>• Attachment C Conditions of Designation</li> </ul>
<b>NoR 12 – Upgrade and Extension to Bawden Road</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 12</li> <li>• Attachment A Designation Plan</li> <li>• Attachment B Schedule of Directly Affected Property</li> <li>• Attachment C Conditions of Designation</li> </ul>
<b>NoR 13 – Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 13 1 of 3</li> <li>• General Arrangement Plan – NoR 13 2 of 3</li> <li>• General Arrangement Plan – NoR 13 3 of 3</li> <li>• Attachment A Designation Plan</li> <li>• Attachment B Schedule of Directly Affected Property</li> <li>• Attachment C Conditions of Designation</li> </ul>

Given the large quantum of information supporting the NoRs, it has not been attached to this report. Instead, the information on the thirteen NoRs can be found on the Auckland Council website: Notices of Requirement to designate land (NoR) web page:

<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/notices-of-requirement-to-designate-land/Pages/default.aspx>

## 2.2 Informal Requests for Further Information

An informal request for further information was made to SGA on 16 November 2023 with responses provided by SGA on 20 December 2023 (being the majority of response themes), 25 January 2024 and 8 February 2024 (both related to flooding). There were four information items that Council considered were not sufficiently responded to. Therefore, a further informal information request was sent to SGA on 13 July 2023. This was subsequently responded to by SGA on 27 July 2023.

The Council's informal information requests and the SGA responses are provided as **Appendix 1** to this report.

## 2.3 Amended Conditions

On 16 February 2024 SGA provided amended or updated conditions for each of the NoRs. SGA advised that the updated condition sets reflect updates to the Te Tupu Ngātahi Programme Wide condition set which have resulted from changes made in response to feedback from Council and on other Te Tupu Ngātahi Projects where it was deemed that there was a benefit in their inclusion in all Te Tupu Ngātahi Project packages.

Via Direction 1 dated 20 February 2024 the Hearings Panel directed that the amended / updated conditions can be used by Council officers and submitters in their reporting and evidence. It is these conditions that are considered and recommended to be further amended in this report.

## 2.4 Technical Specialist Reviews

The assessment in this report takes into account the reviews and advice from the Council's technical specialists listed in **Table 2** below.

**Table 2: Technical Specialists Assisting the Council**

Technical Specialist Name	Technical Specialty
Mat Collins, Senior Transportation and Associate Transportation Engineers, Abley Limited	Transport effects
Peter Runcie, Consultant, Acoustics and Vibration Expert, SLR Consulting Limited	Noise and vibration effects
Paul Murphy, Landscape Designer, Auckland Council	Landscape and visual effects
Nick Denton, Urban Designer, Auckland Council	Urban design effects
Danny Curtis and Lee Te, Healthy Waters, Auckland Council	Flooding and stormwater effects

Mark Lowe, Consultant Environmental Scientist (Ecologist), Morphem Environmental Limited	Ecology effects
Joe Mills, Specialist Historic Heritage, Cultural Heritage Implementation, Heritage Unit, Auckland Council	Archaeological effects
Dan Winwood, Heritage Advisor, Auckland Council	Built heritage effects
Rhys Caldwell, Arborist, Auckland Council	Arboricultural effects
Gerard McCarten, Consultant Parks Planner, Sentinel Planning	Open space effects
Rebecca Foy, External Consultant – Formative limited	Social Impact Assessment

The specialist reviews are provided in **Appendix 2** to this report. The order of the specialist reviews corresponds with the order in the assessment of effects.

### 3. Notices of Requirement Description

#### 3.1 Background and Context

The background and context to the NoRs is outlined in sections 1 (Introduction), 2 (Background and context) and 3 (The recommended network) of the AEE prepared by SGA. This is summarised below.

The Auckland Plan 2050 signals that Auckland could grow by 720,000 people over the next 30 years, generating demand for more than 400,000 additional homes and requiring land for 270,000 more jobs. Around a third of this growth is expected to occur in Future Urban zoned areas identified within the AUP.

In the AEE it is noted that:

*The North growth areas are approximately 20km north of Auckland's central city, and 4km north of Albany. Auckland Council has identified approximately 4000 ha of land for future urban development in the North, including parts of Ōrewa, Wainui East, Silverdale West, Dairy Flat and Redvale. The North growth areas will make a significant contribution to the future growth of Auckland's population by providing for approximately 41,000 new dwellings, 110,000 new residents, and employment activities that will contribute approximately 22,000 new jobs across the North.*

As stated in Section 2.1 of the AEE:

*In July 2017, the Future Urban Land Supply Strategy (2017) (FULSS) was updated in line with AUP zonings, with 15,000 hectares of land allocated for future urbanisation. The FULSS provides for sequenced and accelerated greenfield growth in ten areas of Auckland.*

The AEE outlines that in 2015 AT, Waka Kotahi and Auckland Council formed a programme to investigate, plan and deliver transport networks needed to connect urban growth areas across north, north-west and south Auckland over the next 30 years. A strategic business case was prepared and this informed and confirmed the scale and urgency of the need to address the transport issue to support Auckland's growth.

In 2016, AT, Waka Kotahi and Auckland Council prepared a business case identified route protection of key transport corridors as the priority focus under the TfUG Programme. The TfUG Programme is now known as the Te Tupu Ngātahi Supporting Growth Programme.

While in May 2019 an Indicative Business Case (IBC) was approved for each growth area, including the North. This identified an indicative strategic transport<sup>1</sup> network including indicative locations for new or upgraded public transport connections, walking, cycling links, roads, or state highways. The Indicative Strategic Transport Network for the North was endorsed by the AT and Waka Kotahi boards in May 2019.

The IBC was progressed to a Detailed Business Case (DBC) in 2023. The detailed business case identifies that the current North transport network is presently rural in character, but with the extent of Future Urban zoned land in the area, the existing population could triple. In this regard, the existing transport system is identified as not being appropriate, and this growth will exacerbate existing transport problems resulting in the current network being unsuitable to support this planned future growth.

Section 3.3 of the AEE states that the required transport network will play a vital role in the success of new neighbourhoods by providing safe, accessible, and sustainable travel choices that connect communities, freight services, and encourage a transformational shift from private vehicles to public transport and active transport.

### **3.2 Project Objectives**

Informed by the IBC and DBC objectives, a set of project objectives have been developed for each NoR.

For NoR 1, the objectives are the following:

- a) *Improves connectivity.*
- b) *Is safe.*
- c) *Is efficient, resilient and reliable.*
- d) *Integrates with and supports planned urban growth.*
- e) *Supports a quality compact urban form*
- f) *Integrates with and supports the existing and future transport network.*
- g) *Improves travel choice and contributes to mode shift.*

For NoR 2 and 3, the objectives are the following:

- a) *Improves connectivity.*
- b) *Is safe.*
- c) *Integrates with and supports planned urban growth.*
- d) *Supports a quality compact urban form.*

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<sup>1</sup> Refer to Figure 2.1 of AEE, page 7.



- e) *Provides accessibility to economic and social opportunities for the Northern growth area, as an integral component of the rapid transit corridor.*
- f) *Integrates with and supports the existing and future transport network.*
- g) *Improves travel choice and contributes to mode shift.*

The objectives are the following for NoR 4:

- a) *Improves connectivity.*
- b) *Is safe.*
- c) *Is efficient, resilient and reliable.*
- d) *Integrates with and supports planned urban growth.*
- e) *Provides for inter-regional and freight movements.*
- e) *Supports a quality compact urban form*
- f) *Integrates with and supports the existing and future transport network.*
- g) *Improves access to SH1 from/to the Silverdale West future industrial area and from/to the Dairy Flat future urban area.*
- h) *Improves travel choice and contributes to mode shift.*

NoR's 5 to 13 have the same project objectives as follows:

- a) *Improves connectivity.*
- b) *Is safe.*
- c) *Is efficient, resilient and reliable.*
- d) *Integrates with and supports planned urban growth.*
- e) *Integrates with and supports the existing and future transport network.*
- f) *Improves travel choice and contributes to mode shift.*

### **3.3 Need for Route Protection**

Section 3.4 of the AEE states that the need for route protection in the North is driven by the rate and scale of committed developments, including the planned release of land by Auckland Council and pressure from developers proposing to accelerate urban growth in the area. Recently approved or known proposed plan changes include:

- The need for industrial land in the North has been identified and Auckland Council did undertake the Silverdale West Structure Plan.<sup>2</sup>
- Several developers have land holdings in the area and have a desire to develop the area within the next five years.
- Te Tupu Ngātahi is aware of early structure planning underway by a developer for the Milldale North area as the Milldale area is growing faster than anticipated.

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<sup>2</sup> The AEE states that Council is progressing a Plan Change. The Council is not currently doing so, but notes that Fletchers are progressing a private plan change request.

- A Fast-Track consent application has been referred to the Minister for a surf park with solar farm and data centre located in Dairy Flat.
- An outcome of policy changes (such as the National Policy Statement on Urban Development (NPS:UD)) may increase 'out of sequence' plan changes by third parties as has been the case in other areas in Auckland.
- The NPS:UD requires Auckland Council to prepare a Future Development Strategy. That has been released since the preparation of the NORs and proposes North growth areas.<sup>3</sup>
- Implementation of Ō Mahurangi (Penlink) has the potential to increase development pressure through improved accessibility for the eastern FUZ land adjoining this corridor.
- Proposed Plan Change 78, is an Auckland Council initiated Intensification Plan Change to give effect to the National Policy Statement on Urban Development 2020 (NPS-UD) and the Medium Density Residential Standards (MDRS) introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.

The AEE states that:

*If the transport corridors in the North are not protected ahead of development, this may result in:*

- *Significant disruption to future communities (e.g., if the corridor is built into prior to delivery).*
- *Poorly integrated land use, including reduced ability to influence good urban form and land use integration, resulting in reduced access to social and economic opportunities.*
- *Reduced opportunities to maximise transport catchments to increase mode share for public transport and active modes.*
- *Compromised ability to deliver a comprehensive transport network which supports public transport and active modes.*
- *Decreased safety, including additional conflict between active modes and increasing traffic volumes.*
- *Reduced viability of industrial land.*
- *Uncertainty for private development investment.*
- *Reduced reliability of bus networks which will be delayed in congestion.*
- *Increasing growth in demand for private vehicle travel in the absence of reliable alternatives, resulting in increased congestion on the local network.*
- *Reliance on rural roads which are not fit for purpose, safe or efficient to accommodate increased traffic volumes or multimodal travel.*

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<sup>3</sup> Section 3.4 of the AEE states that the area is subject to 'further investigation'. However, the finalised FDS does not identify further investigation being the case in this area.

- *Reduced resilience arising from limited access to SH1 and congestion at key interchanges as a result (such as Silverdale Interchange).*

### **3.4 Proposal**

The proposal for each of the thirteen NoRs is described within each of the Form 18s. A more detailed description of the NoRs can be found in sections 8.1 to 8.13 of the AEE. Summaries of each NoR are set out in the sections that follow.

#### **3.4.1 NoR 1 – New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path**

Waka Kotahi is the requiring authority for this NoR. As a long-term public transport and active mode spine for the North growth areas a new 16km long Rapid Transit Corridor (RTC) is proposed. The RTC corridor will run between the existing Albany bus station (just south of Ōteha Valley Road) and Milldale. This corridor will service communities of Dairy Flat, Silverdale West and Pine Valley. The RTC provides the opportunity for up to 5 to 6 stations in the future. Two of these stations are proposed to be designated now (as part of the North Projects with Waka Kotahi, the requiring authority – NoR 2 and 3). The remaining stations will be decided upon in the future.

The RTC partially overlaps the SH1 corridor between Albany and Bawden Road. The RTC corridor then tracks north-west through the Dairy Flat (and which could connect to a likely future town centre) to the north between Dairy Flat Highway and Postman Road (planned future industrial area), crossing under Dairy Flat Highway (north of the current Wilks Road intersection) and then passing through the Pine Valley (future growth area), connecting to a future urban residential area and a proposed station at Pine Valley East (NoR 3) and terminating at the proposed Milldale Station (NoR 2) beside SH1.



**Figure 3:** NoR 1 Rapid Transit Corridor alignment through the North future growth areas between Albany and Milldale - indicate designation footprint  
 Source: AEE

### 3.4.2 NoR 2 – New Milldale Station and Associated Facilities

Waka Kotahi is the requiring authority for NoR 2. This NoR relates to the proposal of the Milldale RTC Station and associated facilities. The station is proposed at the northern end of the RTC network and will have a focus on local access through active modes. The station will be located between the SH1 corridor and existing residential areas (Milldale, north of Kathy’s Thicket (**SEA**)), providing access to the RTC for the Millwater community. It is intended that the station building will have customer service facilities, public toilets, ticketing facilities, staff rooms, maintenance, and equipment rooms (approximately 240m<sup>2</sup>). Facilities at the interchange include a bus layover area (approximately 5,000m<sup>2</sup>), spaces for drop-off/pickup, taxi and ride share services and accessibility spaces, cycle parking (approximately 500 cycle parking spaces), local bus bays – local bus drop off (approximately 3X terminating and 2X through services), parking bays (on-demand vehicles and station operations/services) and parking spaces for emergency and maintenance vehicles). Other facilities include passenger platforms (including overbridge with universal access facilities) and tie ins to existing network

at John Fair and Ahutoetoe Road, with walking and cycling access. In terms of site works. A combination of retaining walls and batter slopes with associated cut and fill activities (earthworks) are expected, with some vegetation removal.

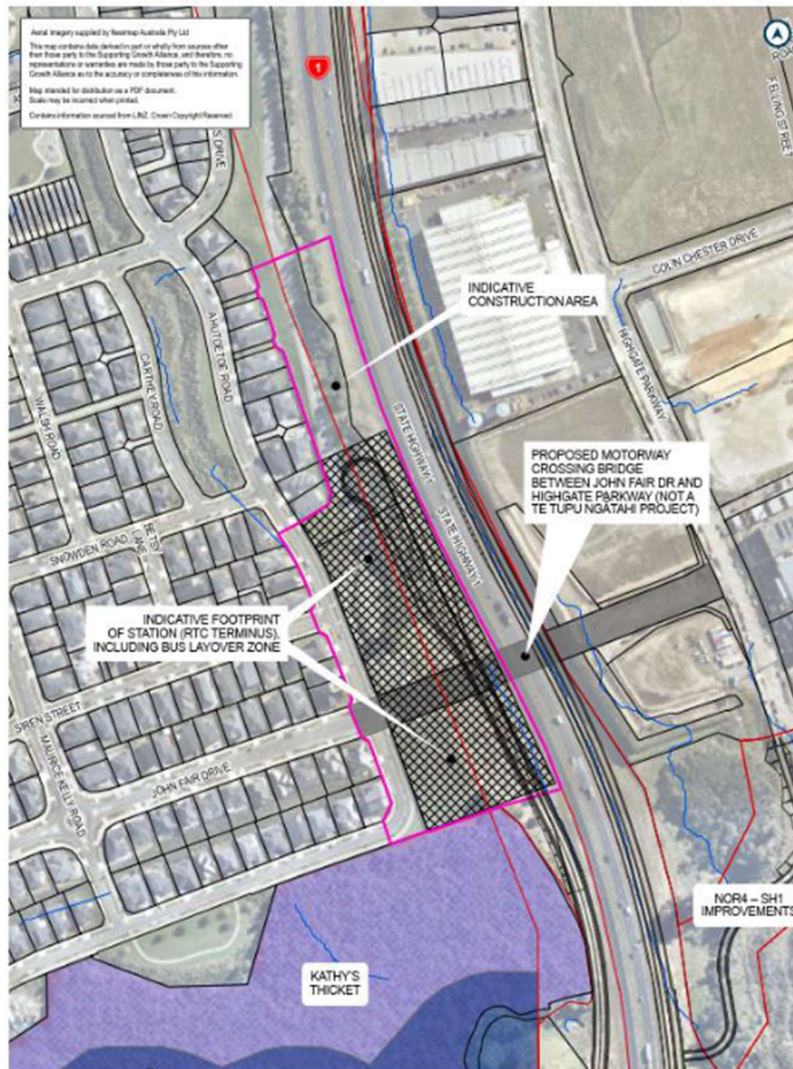


Figure 4: Milldale Station indicative designation footprint  
 Source: SGA AEE, Figure 8.6

### 3.4.3 NoR 3 – New Pine Valley East Station and Associated Facilities

Waka Kotahi is the requiring authority for NoR 3. This NoR relates to the proposal of the Pine Valley East Station on Pine Valley Road (border of future east and north industrial area and the Pine Valley FUZ area which is likely to be high density 6+ storey residential development and also a local centre). The station will operate in a terminus station capacity. The station will have the same provisions as the Milldale RTC Station (NoR 2) except the station building with associated station facilities is on a structure over New Pine Valley Road with associated stairs and lift towers. In addition, the local bus bays – local bus drop off will have approximately 1X terminating and 3X through services instead of 2x terminating and 3x terminating through services in Milldale. The station is intended to tie in with the new Pine Valley Road alignment,

with active mode access (via overbridge). The park and ride facility has provision for approximately 500 car parking spaces.

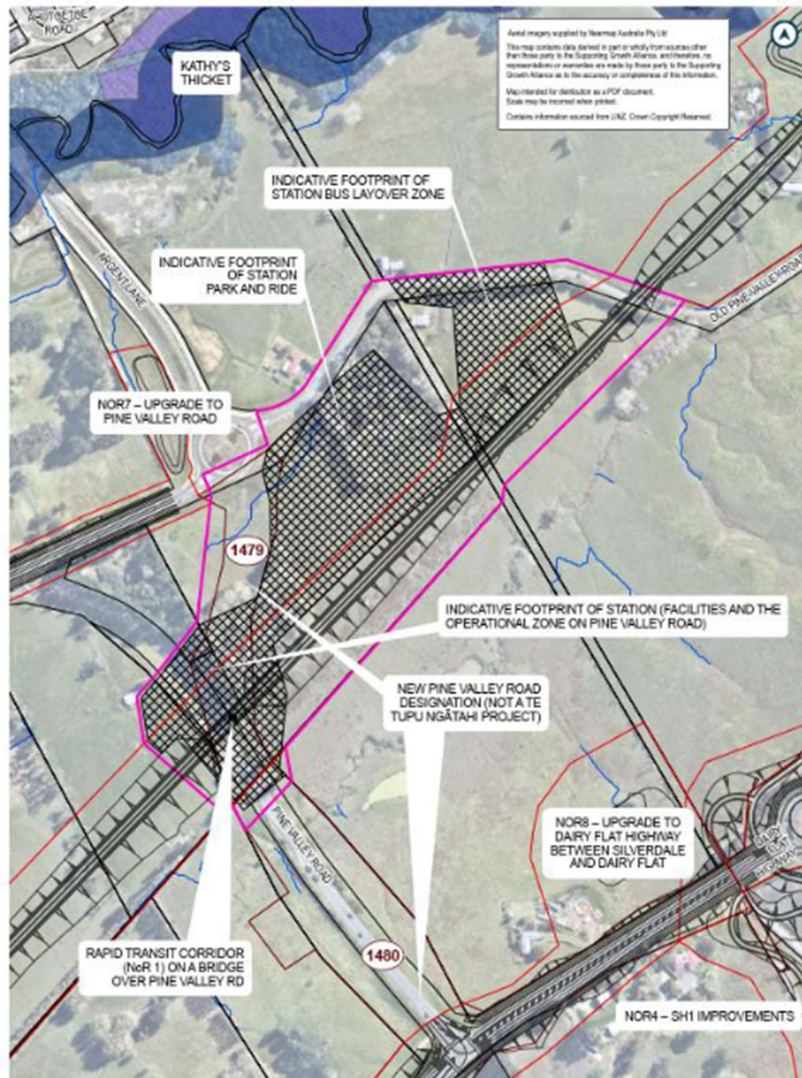
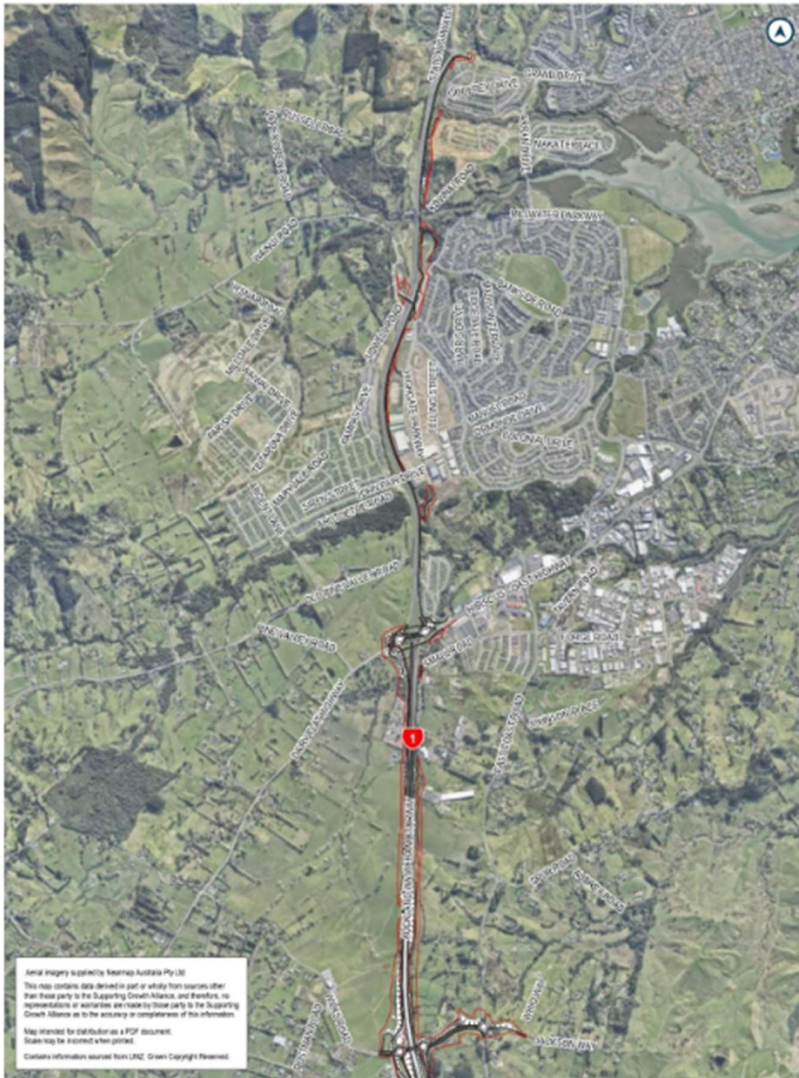


Figure 5: Pine Valley East Station indicative designation footprint  
Source: SGA AEE, Figure 8.9

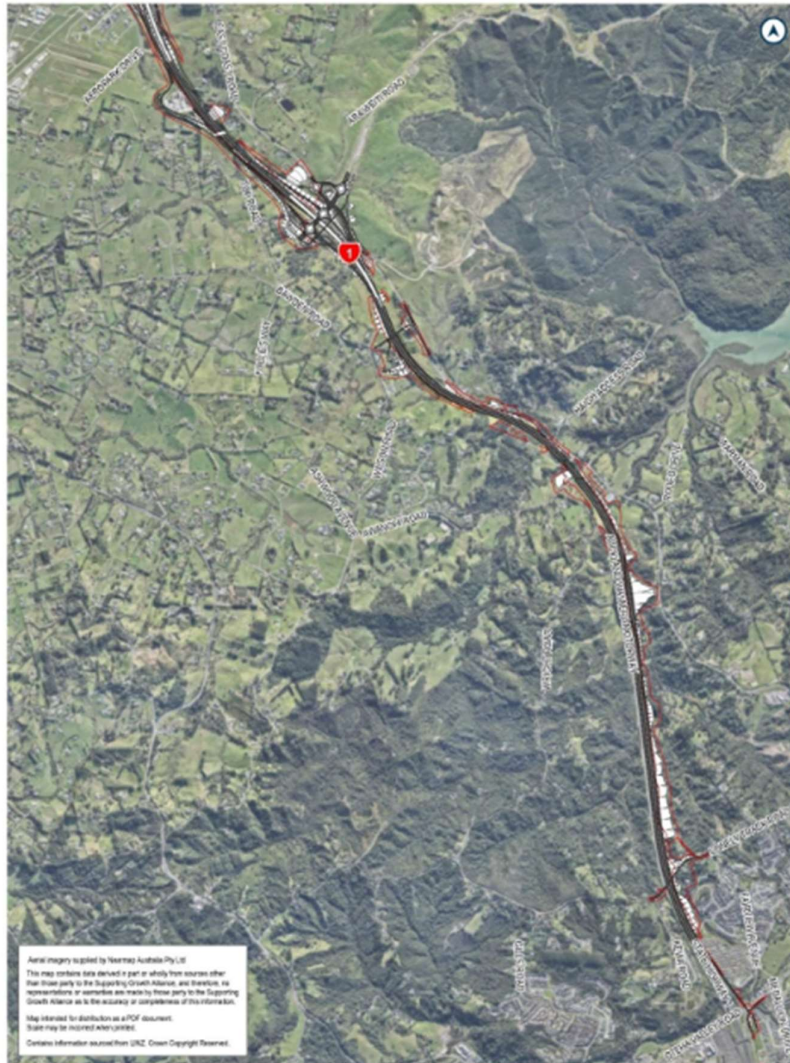
### 3.4.4 NoR 4 – SH1 Improvements

Waka Kotahi is the requiring authority for NoR 4. The SH1 Improvements combine several projects into a single strategic transport package for the North Projects. The projects will be facilitated via alterations to existing SH1 designations (6761, 6760, 6759, 6751), including alterations to the existing designation boundaries to allow for the proposed works, active modes (a cycleway and/or shared path), and the addition of new conditions. These improvements include upgrades to SH1 (between Albany and Silverdale), replacement of existing bridges, upgrade to Ō Mahurangi Penlink (Redvale) Interchange, new Wilks Road interchange, upgrade to Silverdale Interchange, new walking and cycling path along SH1 (Albany to Ōrewa – approximately 16km), Silverdale to Highgate Active mode connection and grade separated active mode crossing of SH1 (new bridge) at the existing Wainui interchange.

The projects will improve travel choice, economic and social opportunities, improve safety, and support sustainable growth in the Future Urban Zone.



**Figure 6:** State Highway 1 Improvements indicative designation footprint – northern extent – Wilks Road to Grand Drive  
Source: SGA AEE, Figure 8.12



*Figure 7: State Highway 1 Improvements indicative designation footprint - southern extent - just south of Oteha Valley Road to just south of Wilks Road  
Source: SGA AEE, Figure 8.13*

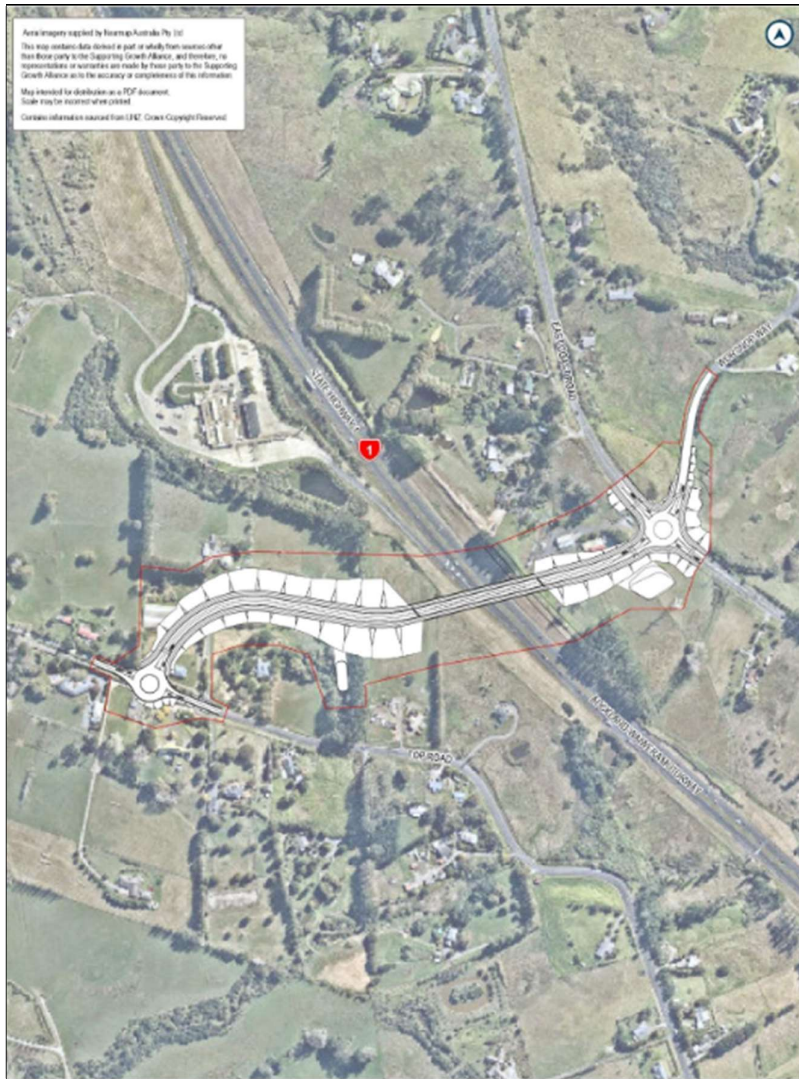
### **3.4.5 NoR 5 – New SH1 crossing at Dairy Stream**

Auckland Transport is the requiring authority for a new two-lane urban arterial overbridge with separated active modes on both sides of the carriageway. The bridge will cross over SH1 and connect Top Road on the west to East Coast Road on the east at its intersection with Worsnop Way, approximately 1.2km south of Wilks Road. The new connection is intended to assist in providing an all-mode network with improved east-west connectivity between social-economic opportunities and developing FUZ areas either side of SH1. The project also provides an opportunity to cross SH1 without needing to travel through the adjacent motorway interchanges (Ō Mahurangi Penlink (Redvale) Interchange) and Bawden Road), therefore reducing additional pressure on the existing network.

The motorway crossing includes a 24m wide two-lane urban arterial connection between Top Road to East Coast Road (with the section where the road crosses SH1 being an 18m wide motorway overbridge). In addition, the crossing includes active mode facilities on both sides



of the carriageway. The overbridge will cross six lanes of the motorway, two-lane link road, active mode facilities on SH1. The design makes allowance for stormwater treatment/attenuation. The crossing will be a 50kph speed environment, with controlled access, and no parking.



**Figure 8:** New SH1 crossing at Dairy Stream indicate design designation footprint  
Source: AEE

### 3.4.6 NoR 6 – New Connection between Milldale and Grand Drive

Auckland Transport is the requiring authority for NoR 6. This NoR proposes a new two-lane urban arterial road with separated active mode facilities on both sides between Wainui Road in Milldale and the Ara Hills development in Upper Ōrewa. The road will connect to a new developer-led urban arterial with separated active mode facilities through the Ara Hills development to connect to the Grand Drive interchange at SH1. The key feature of this proposed new corridor includes the upgrading of intersections at Russell Road and Wainui Road, with the design and designation boundaries allow for future roundabouts at both intersections (noting that the AEE sets out that the exact form of both intersections will be form will be confirmed in the future Outline Plan process. Again, the design makes allowance

for stormwater treatment/attenuation, and the road will be a 50kph speed environment, with controlled access, and no parking.



**Figure 9:** New Connection between Milldale and Grand Drive indicative designation footprint  
 Source: SGA AEE, Figure 8.19

### 3.4.7 NoR 7 – Upgrade to Pine Valley Road

Auckland Transport is the requiring authority for NoR 7. Pine Valley Road is an east-west road providing an east-west connection between Kaukapakapa and Waitoki in the west (Kahikatea Flat Road), Dairy Flat Highway, SH1, Hibiscus Coast Highway and Silverdale in the east. The stretch of existing road has FUZ zoning either side and has no footpaths and therefore an upgrade to Pine Valley Road is proposed to accommodate future growth in the location. The key features of this NoR are the 24m wide, two-lane carriageway with separated active mode facilities on both sides, and an intersection upgrade at Young Access Road. This intersection has a design to allow for a roundabout; however, the form of the intersection will be confirmed at the Outline Plan process phase. The road will be a 50 kph speed environment, having controlled access and no parking. Allowance is made for stormwater treatment/attenuation.



**Figure 10:** Upgrade to Pine Valley Road indicative designation footprint  
 Source: AEE

### 3.4.8 NoR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat

Auckland Transport is the requiring authority for NoR 8. This NoR involves the upgrade to the future urban section of Dairy Flat Highway between Silverdale interchange and Durey Road at the rural urban boundary in Dairy Flat. NoR 8 adjoins to NoR 9 at Durey Road. This corridor also intersects the proposed RTC alignment of NoR 1, which runs between Wilks Road and Pine Valley Road. There are currently no footpaths along this route. Key features of this NoR include:

- An upgrade to a four-lane arterial between the Silverdale Interchange and Wilks Road (one lane is public transport with a separated walking and cycling on both sides) and 50 kph speed limit;
- An upgrade to a two-lane arterial between Wilks Road and Richards Road (including a separated east side walking and cycling opportunity) and a 60 kph speed limit (reduced from current 80kph speed limit);

- An upgrade to a four-lane arterial between Richard Road and Drurey Road (one lane is public transport with a separated walking and cycling on both sides)
- An upgrade to the bridge over Huruheru (Dairy Stream) and a 60 kph speed limit and a 60 kph speed limit (reduced from current 80kph speed limit).

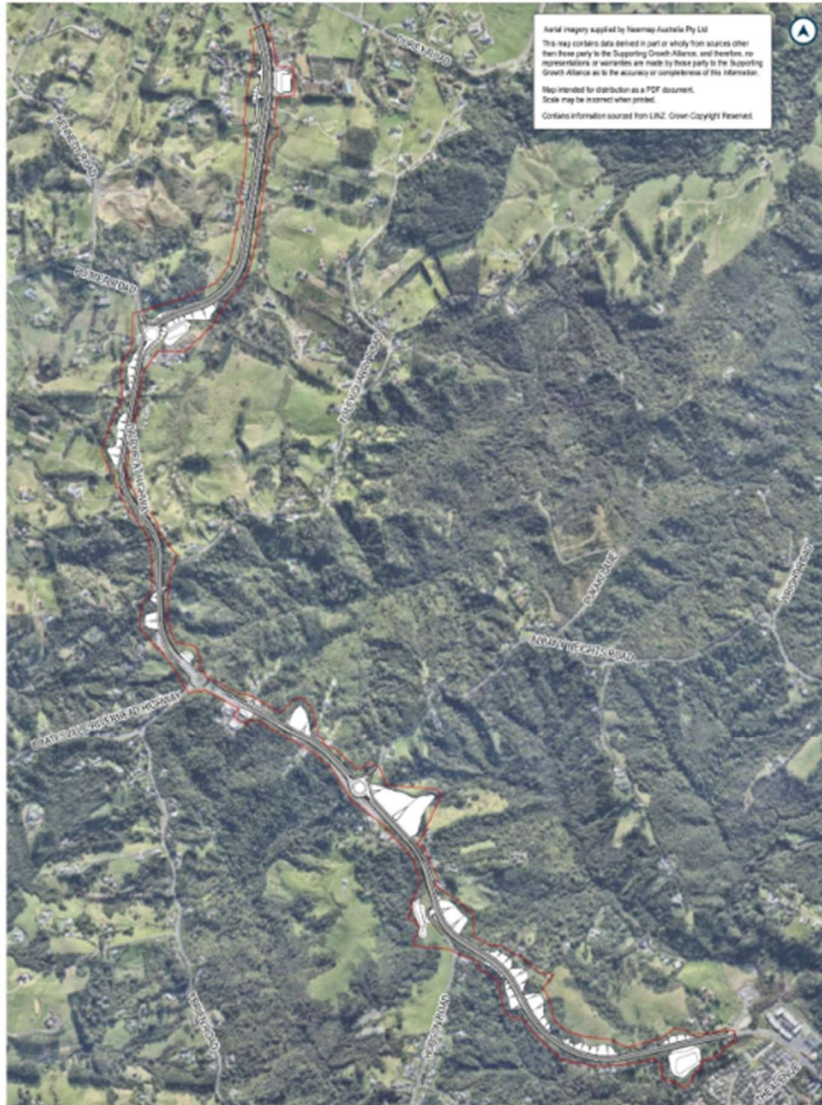


**Figure 11:** Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat indicative designation  
 Source: SGA AEE, Figure 8.23

### 3.4.9 NoR 9 – Upgrade to Dairy Flat Highway between Dairy Flat and Albany

Auckland Transport is the requiring authority for NoR 9. This NoR involves an upgrade to Dairy Flat Highway between Durey Road in Dairy Flat and Albany Village (rural section). The upgrade involves wire rope median and side barriers for safety and a cycling path on one side of the corridor. A notable reason for the works involves making safety improvements given the road's existing safety record. This corridor is limited by the topography, which is steep in parts and contains areas of SEAs, and in this regard a key feature has been how the proposed road widened is constrained to only 19.1m in some locations and a wider 25m in other parts.

A separated cycling path is proposed on one side of the corridor only given the constraints. Other features include 60 kph speed environment (down from 80 kph), controlled access and no parking restrictions, and intersection upgrades (Potter Road, Foley Quarry Road, Coatesville-Riverhead Highway, Albany Heights Road, and Hobson Road).



**Figure 12:** Upgrade to Dairy Flat Highway between Dairy Flat and Albany indicative designation  
Source: SGA AEE, Figure 8.26

### 3.4.10 NoR 10 – Upgrade to Wainui Road

Auckland Transport is the requiring authority for NoR 10. NoR 10 involves an upgrade to Wainui Road between Lysnar Road and the roundabout (south of Gull service station) adjacent SH1. There are currently no footpaths for NoR on Wainui Road. Key features of this NoR include the widening of the road corridor, separated walking and cycling facilities on both sides of the carriageway, a bridge upgrade over Waterloo Creek. There is also an upgrade to intersection at the Lysnar Road and Upper Ōrewa Road intersections (the designation

boundary allows for roundabouts; however, the design will be confirmed in the Outline Plan process).



**Figure 13:** Upgrade to Wainui Road indicative designation footprint  
Source: SGA AEE, Figure 8.29

### 3.4.11 NoR 11 – New Connection between Dairy Flat Highway and Wilks Road

Auckland Transport is the requiring authority for NoR 11. It proposes a new connection between and connecting Dairy Flat Highway and Wilks Road, designed to improve east-west access through the centre of Silverdale West. The layout is intended to facilitate connection of the future industrial area to connect via the new Wilks Road interchange with SH1 (that interchange being NOR 4), forming a freight route. In turn, this will assist to establish social and employment opportunities with industrial land. Key design features of this NoR include there being two distinct segments; the first segment, Kahikatea Flat Road to Postman Road (Segment 1) and Postman Road, which will be a 2-lane urban arterial road, with separated walking and cycling facilities on both sides. Segment 2, which is Postman Road to SH1, will be a 4-lane urban arterial road, again with separate walking and cycling facilities on both sides.

Intersection upgrades at the Kahikatea Flat Road and Postman Road intended, with the designation boundaries allowing for roundabouts, although final intersection designs will be confirmed through the future Outline Plan process. It is noted that the Wilks Road connection to this new road will be closed, with allowance for a cul-de-sac provided.

The Wilks Road alignment will intersect the proposed RTC alignment (NoR 1), which runs north south between Dairy Flat Highway and Postman Road. The design and designation boundaries allow for Wilks Road to bridge over the RTC alignment; however, the grade separated crossover will be confirmed through the future Outline Plan process for both projects.



**Figure 14:** New Connection between Dairy Flat Highway and Wilks Road indicative designation  
 Source: SGA AEE, Figure 8.29

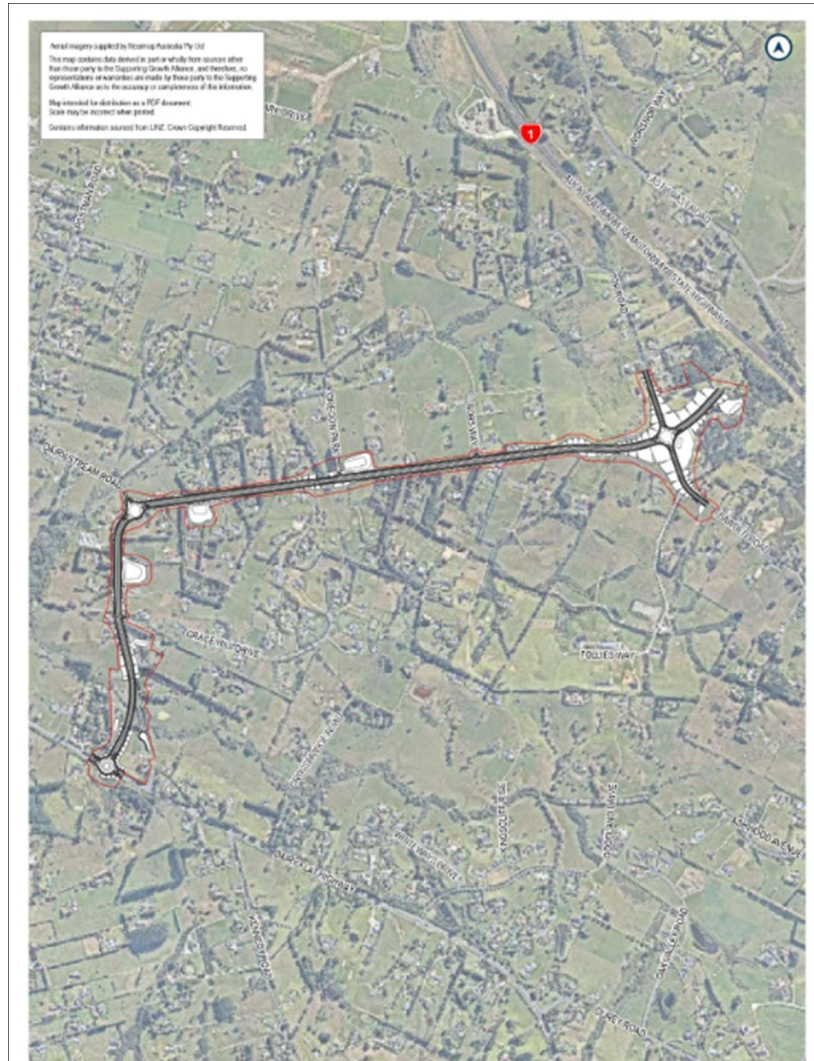
### 3.4.12 NoR 12 – Upgrade and Extension to Bawden Road

Auckland Transport is the requiring authority for NoR 12. It involves the upgrade and extension to Bawden Road. The upgrade and extension will provide a connection between Dairy Flat Highway and the Ō Mahurangi Penlink (Redvale) Interchange in the east (NoR 4), which connects through to Ō Mahurangi (Penlink). This corridor will also connect to a potential future town centre in Dairy Flat next to the RTC alignment.

The corridor will assist in providing an all-mode network with improved connectivity to the planned growth within Dairy Flat. It will facilitate access to the land use adjacent to the corridor as well as the strategic motorway network via the O Mahurangi Penlink (Redvale) Interchange (part of NoR 4) located at the eastern end of Bawden Road. Bawden Road is an existing road with two lanes (one in either direction), which is not considered fit for purpose in light of the anticipated growth expected to occur in the area.

Key features of this NoR include upgrades to the intersections of Dairy Flat Highway, Dairy Stream Road and Top Road, while the road intersects would also connect with the RTC. It would have a 50 kph speed limit, with controlled access and no parking.

The Revised alignment of Bawden Road at southern end is proposed to move the intersection with Dairy Flat Highway out of the floodplain. It is also assumed that there would be a large bridge assumed over Huruhuru (Dairy Stream) for flood resilience purposes.



**Figure 15: Upgrade and Extension to Bawden Road indicative designation footprint**  
 Source: SGA AEE, Figure 8.34

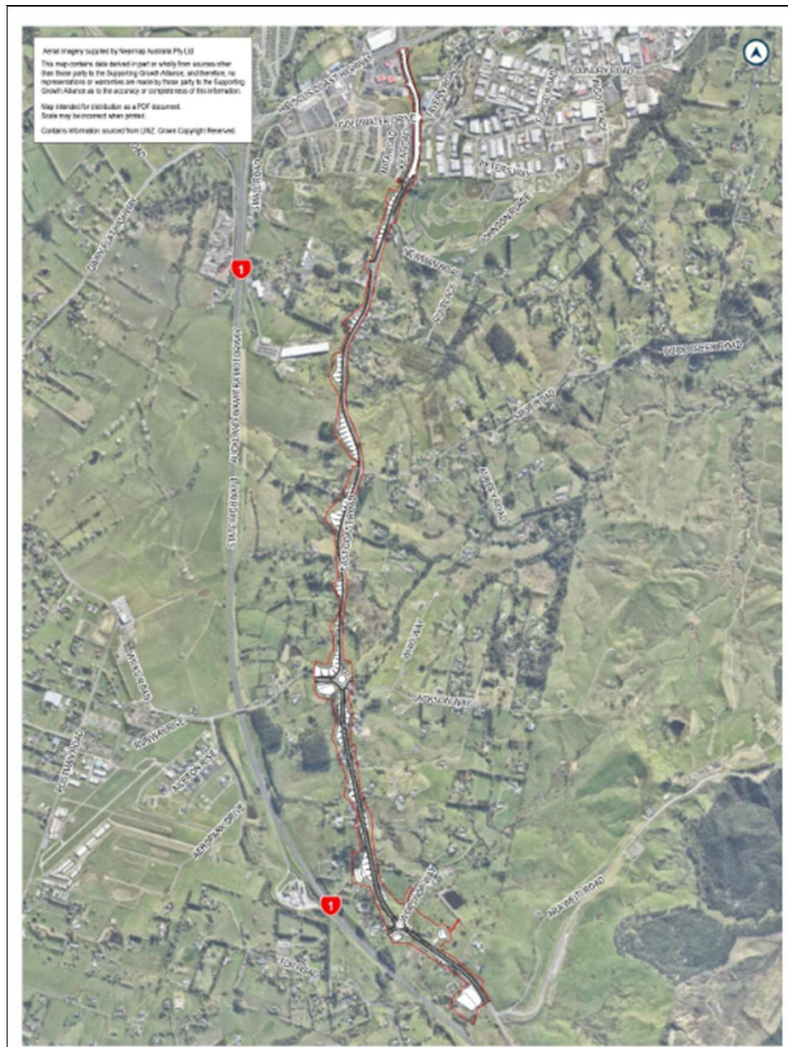
### 3.4.13 NoR 13 – Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange

Auckland Transport is the requiring authority for NoR 13. The NoR is for an upgrade to East Coast Road, between the Hibiscus Coast Highway at Silverdale in the north and Ō Mahurangi Penlink/Redvale in the south. East Coast Road will be upgraded with the provision of separated walking and cycling on both sides within urban areas, and on one side (west side) in the central rural section. The road will remain a two-lane arterial road.



There are three identified segments of the area that form part of NoR 13. Segment 1 (from Silverwater Drive to Newman Road) features a two-lane urban arterial upgrade (24 m) with separated walking and cycling facilities on both sides. Segment 2 (from Newman Road to Jackson Way, where one or both sides is rural) has a shared path to the west only, with no works to the existing carriageway and no swales. Segment 3 (from Jackson Way to the end of the FUZ) features a 24 m wide cross section with walking and cycling on both sides. There is allowance for a stormwater treatment/attenuation in Segments 1 and 3.

It is also proposed within the NoR that there upgraded intersections at Hibiscus Coast Highway, Forge Road, Newman Road, Spur Road, Wilks Road, Jackson Way, Worsnop Way and Ō Mahurangi (Penlink).



**Figure 16:** Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale)  
 Source: SGA AEE, Figure 8.36

### 3.5 Lapse Dates

The implementation of the proposed transport network is to be staged over the next 20-30 years in collaboration with Auckland Council and taking into account plan changes (current and any subsequent) to rezone future urban zoned land.

Section 3.2 of the AEE advises that the DBC staging has been based on when the FULSS anticipates that the North area will be development ready and traffic modelling accounting for other complementary projects such as the:

- Ō Mahurangi – Penlink;
- Northern Corridor Improvements;
- Waitemata Harbour Connections Business Case;
- Dairy Flat Highway safety improvements;
- Milldale Highgate Bridge;
- SH1 Optimisation Project; and
- Dairy Flat Highway / The Avenue / Lucas Creek Upgrade

as well as transport demand using various transport models, and population growth forecasts<sup>4</sup>.

Section 3.2 of the AEE provides a table outlining the FULSS staging and the North DBC modelled growth. This is reproduced as **Table 3** below.

I note that the Council has moved on from FULSS through adoption of the Future Development Strategy (**FDS**) in November 2023. However, it is accepted that relative to the timing of the adoption of the FDS and the lodgement of the NoRs, the FULSS provided the clearest basis for consideration of the timing at the point of lodgement. The requiring authorities may wish to speak to the below table at the hearing in light of the adopted FDS details.

**Table 3: North Projects modelled growth and indicative staging**

NoR	FULSS staging	DBC indicative staging	Rationale for DBC staging
NoR 1: New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path	2033-2037	2053	Delayed due to an expected delay in growth timing
NoR 2: New Milldale Station and Associated Facilities	2033-2037	2053	Delayed due to an expected delay in growth timing
NoR 3: New Pine Valley East Station and Associated Facilities	2033-2037	2053	Delayed due to an expected delay in growth timing
NoR 4: SH1 Improvements	2033-2037	2039	Broadly in line with FULSS timing as this project is likely to be implemented early as an interim upgrade

<sup>4</sup> Refer to Section 3.2 of AEE, page 20.

NoR 5: New SH1 crossing at Dairy Stream	2033-2037	2052	Delayed due to an expected delay in growth timing
NoR 6: New Connection between Milldale and Grand Drive	2033-2037	2041	Delayed due to an expected delay in growth timing
NoR 7: Upgrade to Pine Valley Road	2033-2037	2046	Delayed due to an expected delay in growth timing
NoR 8: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat	2018-2022	2028 2051	Northern section is anticipated in line with the Structure Plan timing.  Southern section is anticipated to be delayed
NoR 9: Upgrade to Dairy Flat Highway between Dairy Flat and Albany	2033-2037	2052	Delayed due to an expected delay in growth timing
NoR 10: Upgrade to Wainui Road	2033-2037	2036	Broadly in line with FULSS timing
NoR 11: New connection between Dairy Flat Highway and Wilks Road	2033-2037	2035	Broadly in line with FULSS timing
NoR 12: Upgrade and Extension to Bawden Road	2033-2037	2052	Delayed due to an expected delay in growth timing
NoR 13: Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange	2033-2037	2045	Delayed due to an expected delay in growth timing

Section 184 of the RMA provides for a designation to lapse five years after it is included in the District Plan unless:

- (a) It has been given effect to; or
- (b) Within three months of the designation lapsing, the territorial authority determines that substantial progress or effort has been and continues to be made towards giving effect to the designation, or
- (c) The designation specifies a different lapse period.

SGA states that a key objective of the Te Tupu Ngātahi Supporting Growth Programme is to identify and protect land now for future transport networks. In line with this objective SGA has sought extended lapse dates for each NoR as set out in **Table 4** below.

**Table 4: NoRs Lapse Dates**

Notice of requirement		Lapse Period
NoR 1	New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path	30 years
NoR 2	New Milldale Station and Associated Facilities	30 years
NoR 3	New Pine Valley East Station and Associated Facilities	30 years
NoR 4	SH1 Improvements Package	N/A – Designations 6751, 6759, 6760 and 6761 have already been given effect to
NoR 5	New SH1 crossing at Dairy Stream	30 years
NoR 6	New Connection between Milldale and Grand Drive (previously Upper Ōrewa Road Upgrade and Extension)	30 years
NoR 7	Upgrade to Pine Valley Road	30 years
NoR 8	Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat	20 years
NoR 9	Upgrade to Dairy Flat Highway between Dairy Flat and Albany	30 years
NoR 10	Upgrade to Wainui Road	20 years
NoR 11	New connection between Dairy Flat Highway and Wilks Road (New Link Road)	25 years
NoR 12	Upgrade and Extension to Bawden Road	30 years
NoR 13	Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange	30 years

Section 5.1 of the AEE sets out the rationale for the extended lapse dates. The AEE states:

*As set out above, lapse dates of up to 30 years are sought for the North Projects. When considering an extended lapse period, it is appropriate to balance the need for that lapse period against the potential prejudicial or "blighting" effects, which are discussed in more detail at Section 20 of this AEE. In summary, during the pre-construction period, restrictions on development and owner decisions to reduce investment in properties can lead to a gradual deterioration, and the condition of 'planning blight'. This is characterised as 'the harmful effects of uncertainty about the likely restrictions on the types and extent of the future development in a particular area on the quality of life of its inhabitants and the normal growth of its business and community enterprises'. Long lapses are also expected to have social effects, as assessed in Section 19.2.2.*

*The proposed lapses in Table 5-1 above, therefore, provide a balance between managing the planning and social effects of long-term designations and providing sufficient flexibility to implement the North Projects considering the uncertain timing*

*of urban development in the FUZ areas in the North and the uncertain staging timing of the projects. For this reason, the proposed lapses do not always match the indicative staging identified in the North DBC and presented in Section 3.*

*In the context of the North Projects, extended lapse periods (long term designations) are considered necessary for the following reasons:*

- *The North Projects are required to support future urban growth in the North as detailed in Section 3.2.*
- *Long lapse periods provide flexibility to respond to a number of factors which are driving uncertainty around the timing of urbanisation in the North, including:*
  - *More recent regional growth forecasts suggest a slower development timeline than the FULSS for the majority of the FUZ land in the North.*
  - *Council is currently preparing a Future Development Strategy (FDS) which will eventually lead to an update to the FULSS timing indications. The FDS identifies the need for further consideration of growth within the North area and the desirable timing is uncertain.*
  - *Development pressure is present in a number of areas, with plan changes (including both Council-led plan changes and developer-led plan changes) pending, along with fast-track consents and structure plans currently being progressed in some areas of the North.*
  - *As a result, there is a need to protect parts of the certain transport corridors in the short term while also identifying how those aspects integrate with the wider network and with the remainder of the corridors (such as NoR1). This will provide certainty about the entirety of the network and the corridors.*
  - *Therefore, long lapse periods are required, to provide flexibility to respond to the above factors.*
  - *They provide statutory protection of the land required for transport infrastructure to support future growth in a manner that recognises the uncertainty associated with the timing of that growth.*
  - *They support efficient land use and transport integration by enabling the efficient delivery of transport infrastructure at a time and in a way that is integrated with future urbanisation. If designations are already in place, infrastructure providers can respond more quickly to changes in land use and bring forward implementation of projects if necessary.*
  - *They provide the Requiring Authorities sufficient time to:*
    - *Undertake the detailed design of the projects*
    - *Obtain the necessary resource consents*
    - *Procure funding*
    - *Undertake tendering / procurement*

- *Undertake property and access negotiations and other processes associated with the Project construction*
- *They provide property owners, businesses and the community certainty on where transport routes will be located (i.e. within the designation boundaries) and generally within what timeframe (the limit or end lapse date).*

SGA in Section 5.1 of its AEE also notes that:

*An extended lapse period does not mean that the designation will not be given effect to until the end of the lapse period sought. A lapse period is a limit and not a target. In other words, if urbanisation were to be confirmed earlier than the lapse date, it is likely that the designation will be given effect to, to enable appropriate integration with development.*

*It is not uncommon for infrastructure projects to have a longer lapse period and this has been confirmed on recent projects such as Te Tupu Ngātahi Drury Arterials, Southern Links (Waka Kotahi), the Northern Interceptor Wastewater Pipeline (Watercare) and the Hamilton Ring Road (Waikato District Council, Hamilton City Council).*

*Setting a shorter lapse period would not be a significant factor in facilitating earlier availability of funding than is planned at the time the NOR is sought.*

*Setting an unrealistically short lapse period will likely result in an inadequate suite of conditions to manage any uncertainty if the requiring authority is likely seeking to extend the lapse period through section 184 of the RMA.*

The AEE also states that:

*...when considering an extended lapse period, it is appropriate to balance the need for that lapse period against the potential prejudicial or "blighting" effects on landowners.*

The AEE then discusses these effects in section 5.1 and again in section 20.3. The appropriateness of the proposed lapse dates is further assessed in sections 6.6.1, 6.6.12 and 6.6.13 and 7.7 of this report of this report.

It should be noted that since the drafting of the AEE the Council adopted its FDS in November 2023. Ultimately, that has pushed out the timing of all land within the location to be urbanised from that identified in the FULSS. The timing identified in the FDS broadly supports the lapse periods noted in Table 3 above, with it being understood that the requiring authorities based the NORs on what their understanding was likely to be included in the FDS. For those NoRs where a 30-year lapse period is sought (30 years from 2024 would be 2054), the FDS is stating that Dairy Flat, Upper Orewa and Wainui East are timed for not before 2050+.

### **3.6 Extent of proposed designations**

The extent of the proposed designations includes land for both temporary (construction) and permanent occupation. Section 182(1) of the RMA requires a designating authority to remove a designation if it no longer wants that land for a public work.

Section 20 of the AEE states that the designation footprint will be reviewed upon completion of the project and will be uplifted from those areas not required for the ongoing operation, maintenance or effects mitigation associated with corridors.

### **3.7 Future resource consents and approvals**

Section 25 of the AEE identifies the other resource consent and statutory approvals required to give effect to the designations. These include the following:

#### Outline plan of works

In accordance with section 176A of the RMA, AT and NZTA (as the requiring authority's) will submit to Auckland Council (as the territorial authority) an Outline Plan or plans (as the Outline Plan(s) may be staged to reflect project phases or construction sequencing), detailing all relevant aspects of the transport corridors following the completion of detailed design and prior to the commencement of construction.

#### Land subject to other designations

Some land to be designated for the transport corridors is subject to existing designations by other requiring authorities, such as Dairy Flat School, Transpower Grid and Vector Substations (refer Table 17-1 of the AEE). In order to undertake work in accordance with a designation on land with an existing designation, written consent from every requiring authority of the earlier designation is required under section 177(1)(a).

While written consent is required in order to undertake works within the existing designations, where those works may prevent or hinder the earlier designation's purpose or project, it is not required in order to designate the land. For this reason, SGA state that written approval under section 177(1)(a) of the RMA has not yet been obtained from any other requiring authorities.

SGA go on to state that consultation has occurred with these authorities on the details of the North NoRs. However, SGA consider that it is appropriate that written consent is sought at the detailed design stage, prior to construction, when further detail will be known and design amendments can be made to account for any changes to the status of earlier designations. Given the lapse period sought, this is considered a practical approach to take.

#### Resource consents

The transport corridors will require resource consents under various NES and regional council consents to enable the works. These would likely include, for example, works within watercourses and bulk earthworks. SGA states that these consents will be sought when the detailed design for each of the transport corridors is complete. Given the lapse period sought, this is considered a practical approach to take.

#### Approvals under other legislation

Other matters which will need to be considered include the:

- Public Works Act 1981 for the acquisition of required land;
- Heritage New Zealand Pouhere Taonga Act 2014 (**NZHPTA**) for authorities for works on or in any archaeological sites;
- Reserves Act 1977 for approvals as required for affected reserves, and

- Wildlife Act 1953 for wildlife permits for the disturbance or relocation of protected species (e.g., taking and / or killing of wildlife for certain purposes and / or causing damage).

### 3.8 Affected Land

Designation plans (provided as Attachment A to Form 18 of each of the thirteen NoRs) together with the schedule of directly affected properties (provided as Attachment B to Form 18 of each of the thirteen NoRs) describe the land that will be directly affected and required for the project and associated works.

### 3.9 Site, Locality, Catchment and Environment Description

This report relies on the site and environment descriptions provided by SGA as set out in the sections of the AEE identified in **Table 5** below.

**Table 5: AEE References**

Notice of requirement	Section of AEE and Page Number
NoR 1 – New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path	8.1.3 (pages 85 - 92)
NoR 2 – New Milldale Station and Associated Facilities	8.2.3 (pages 97 - 100)
NoR 3 – New Pine Valley East Station and Associated Facilities	8.3.3 (pages 105 - 108)
NoR 4 – SH1 Improvements Package	8.4.3 (pages 115 - 122)
NoR 5 – New SH1 crossing at Dairy Stream	8.5.3 (pages 126 - 130)
NoR 6 – New Connection between Milldale and Grand Drive (previously Upper Ōrewa Road Upgrade and Extension)	8.6.3 (pages 134 - 137)
NoR 7 – Upgrade to Pine Valley Road	8.7.3 (pages 141 - 146)
NoR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat	8.8.3 (pages 150 - 155)
NoR 9 – Upgrade to Dairy Flat Highway between Dairy Flat and Albany	8.9.3 (pages 159 - 165)
NoR 10 – Upgrade to Wainui Road	8.10.3 (pages 168 - 173)
NoR 11 – New connection between Dairy Flat Highway and Wilks Road (New Link Road)	8.11.3 (pages 177 - 181)
NoR 12 – Upgrade and Extension to Bawden Road	8.12.3 (pages 184 - 187)
NoR 13 – Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange	8.13.3 (pages 192 - 196)

### 3.10 Other Recent Strategy Changes

Since the drafting of the AEE, there have been other relevant strategies that have been adopted by the Council that require consideration.



## Future Development Strategy

As previously noted, in November 2023, the Council adopted its Future Development Strategy (FDS). The adoption of the FDS is of relevance to the consideration of the NoRs in the context, that the planned development of the area was previously informed by FULSS, but with the FDS now in place, there has been a significant revision of the planned timing of development of areas within the regain, including the location of these NoRs. In turn, it is noted that section 3.17 of the NPS-UD strongly encourages that FDS's inform regional land transport plans.

The requiring authority's were aware of the drafting of the FDS and likely outcomes, and the AEE clearly sets out an awareness of what would likely be adopted.

The key aspects of the FDS were (refer also extract from FDS below):

- Adopted a much stronger focus in relation to flooding;
- Requires an integrated catchment approach to stormwater management;
- Reviewed growth areas in terms of hazards – in Dairy Flat did not seek the removal of any areas or “red flag” any areas because of flooding;
- Dairy Flat remains as a future growth area, and
- Extended the timeline for development to 2050+ due to infrastructure constraints.

Silverdale, Dairy Flat, Wainui East, Upper Orewa	Wainui East SHA	Live zoned	
	Silverdale West (stage 1)	Not before 2030+  * some business can take advantage of existing capacity, these are the projects required to support full build out.	Pine Valley Road upgrade SH1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade Silverdale West Centralised WW PS
	Silverdale West (stage 2)	Not before 2030+  * some business can take advantage of existing capacity, these are the projects required to support full build out.	Dairy Flat Highway upgrade SH1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade Silverdale West Centralised WW PS
	Silverdale West (stage 3)	Not before 2035+	Dairy Flat Highway upgrade Dairy Flat to Redvale Interchange Arterial SH1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade Orewa 3 Watermain

Weiti	Not before 2035+	Dairy Flat Highway to Penlink upgrades East Coast Road upgrade Wilks Road interchange Army Bay Wastewater Treatment Plant Upgrade Orewa 3 Watermain
Dairy Flat	Not before 2050+	Dairy Flat Highway upgrade SH1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) Bawden Road upgrade East Coast Road Upgrade North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade Orewa 3 Watermain
Upper Orewa	Not before 2050+	Wainui Road upgrade Milldale and Grand Drive connection North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade
Wainui East	Not before 2050+	Pine Valley Road upgrade Dairy Flat Highway upgrade SH1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade Orewa 3 Watermain

### Spatial Land Use Strategy – Dairy Flat and Silverdale Future Urban Zone.

In addition to the FDS, the Council has been working on the Future Land Use Strategy for Dairy Flat and Silverdale.

The Strategy notes that The Te Tupu Ngātahi Supporting Growth Programme (Te Tupu Ngātahi) aims to integrate land use and transport by identifying future transport routes for long term route protection via designation so that staged development can be planned in Auckland’s Future Urban zoned areas over the next 10 to 30 years.

The Strategy is not a detailed structure plan and is intended to be a high-level outline of the future land uses in the Future Urban zone. The land is zoned Future Urban but the commencement of structure plans for these areas is not anticipated for a number of years. Therefore, a higher-level spatial land use strategy is necessary to inform the future transport network and the subsequent long term route protection through the designation process. The strategy will also inform future structure planning.

The Strategy has identified future land uses of the future urban area and is intended, in part, to inform the SGA transport project. The Strategy went out for public consultation in 2022. Changes since that draft have occurred in response to the feedback to the public consultation process as well as input from departments within Council including Community Facilities and Healthy Waters.

Noting some of the submissions for the NoRs, the Strategy documentation has set out that the Healthy Waters Department carried out additional flood modelling to reflect climate change and increased temperature scenarios (+2.1°C and +3.8°C).

The Strategy identifies a location for a future small metropolitan centre or a large town centre which will be needed to provide services to the large future population in Dairy Flat. A Local Centre is identified in Western Pine Valley, and higher density residential activities extend out from these/ the Strategy shows the Proposed light and heavy industry areas (based on the Silverdale West Dairy Flat Industrial Area Structure Plan) surrounding the North Shore Airport.

### 3.11 Other Designations, Notices of Requirement, Plan Changes and Consent Applications

The information referenced in **Table 4** above also identifies land within or adjoining the NoRs that is subject to existing designations. Furthermore, as outlined in section 7.1 of the AEE (refer in particular to Table 7-1 of the AEE) of this report, there are plan changes and/or resource consent applications have recently been approved or are under consideration by the Council.

## 4. Notification, Submissions and Local Board Views

### 4.1 Notification

The thirteen North NoRs were publicly notified on 16 November 2023.

The closing date for submissions was 14 December 2023.

The number of submissions received for each NoR is identified in **Table 6** below.

**Table 6: Submissions**

NoR	Number of Submissions	Support / Support in part or with amendments	Neutral / Unclear / Not Stated	Oppose / Oppose in part
NoR 1 New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path	101	6	3	92
NoR 2 New Milldale Station and Associated Facilities	15	0	4	11
NoR 3 New Pine Valley East Station and Associated Facilities	15	0	3	12
NoR 4 SH1 Improvements	46	5	11	30
NoR 5 New SH1 crossing at Dairy Stream	21	1	2	18
NoR 6 New Connection between Milldale and Grand Drive	11	1	2	8
NoR 7 Upgrade to Pine Valley Road	17 (including 1 late)	3	2	12

NoR 8 Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat	62 (including 2 late)	3	4	55
NoR 9 Upgrade to Dairy Flat Highway between Dairy Flat and Albany	29	3	7	19
NoR 10 Upgrade to Wainui Road	14	0	3	11
NoR 11 New Connection between Dairy Flat Highway and Wilks Road	22	3	3	16
NoR 12 Upgrade and Extension to Bawden Road	43	2	2	39
NoR 13 Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange	36	5	11	20
<b>TOTAL</b>	<b>432</b>	<b>32</b>	<b>57</b>	<b>343</b>

## 4.2 Submissions

### 4.2.1 Late Submissions

Three late submissions were received for the following NoRs and from the following submitters:

- NoR 8 #63 - Marise Hahn
- NoR 7 #17 - Karen and Edwina Graham
- NoR 8 # - Pioneer Corporate Trustees Limited

The Council, under delegated authority and pursuant to ss 37 and 37A of the RMA, has waived the timeframe for submissions and accepted the late submissions as:

- No persons' interests will be adversely affected by the waiver as it does not result in any time delay or additional steps in the Notices of Requirement;
- The interests of the community in achieving adequate assessment of the effects of the notices of requirement will be achieved as the submitters raise valid concerns arising from the Notices of Requirement and;
- Accepting the submissions will not interfere with the Council's duty to avoid unreasonable delay, as the submissions were received within a short time of the closing date.

### 4.2.2 Submission references

Submission 11-14 (Jennifer Forlong) states that they are submitting on NoR 11 and NoR 8. However, looking at GIS for that property it did appear that the submitter was more directly affected by **NoR 1** and NoR 8. Council sought clarification from the submitter but did not receive a reply.

### 4.2.3 Submissions Seeking the Same Relief Across all NoRs

The following submitters have submitted across all thirteen NoRs:

- ACGR Old Pine Limited
- Andrew Nigel Philipps Kay
- Manuhiri Kaitiaki Charitable Trust;
- Watercare Services Limited;
- Telecommunications Submitters;
- Te Tāhuhu o te Mātauranga Ministry of Education

These submitters raise matters relevant to all NoR's and some additional matters in relation to specific NoRs.

### 4.2.3 Assessment of Submissions for the North NoRs

I have read all the submissions lodged on the thirteen North NoRs including the reasons for the submissions and the relief sought.

A total of 432 submissions were received across the thirteen NoRs, as outlined in **Table 6** above. In total, 32 submissions were in support or support with amendments, 343 were in opposition, and 57 were neutral or did not state.

A summary of the submissions received for each NoR is provided in **Appendix 3** to this report. These summaries break the submissions down into separate submission points based on themes and relief sought. Copies of the submissions received, with annotations identifying the submission point number (as provided in the summaries) are provided in **Appendix 4** this report and referred to in Council's technical specialists' memorandums.

As 432 submissions were received and many of those submissions have multiple submission points this assessment does not address each individual submission, although some submissions may be referred to specifically. Rather, submissions have been assessed with reference to the issues identified and the relief sought.

A number of submissions also refer to the alignment of the route as it applies to individual properties and seek clarification or removal of the NoR with regard to these properties. It is noted that no detailed assessment of the route in relation to individual sites or justification for the partial or total location of the route on individual sites has been provided by SGA. Consequently, I have not provided an assessment on these matters at this time. SGA is invited to address the submitters concerns regarding the extent of the NOR on their properties. Once evidence from SGA and submitters has been made available Council officers would be available to provide further assessment, if required.

Many submissions raise similar issues, and these have been summarised as follows:

#### Positive Effects

- NoR's respond to the effects of climate change and will assist with a reduction of greenhouse gas emissions by providing improved reliability for public transport and walking and cycling facilities.

- Active mode pedestrian and cycleways supported.

### **Property Issues**

- The extent of designation boundary is questioned, requires further clarification or requires flexibility in NoR boundary;
- Requests for properties not to be included in NoRs;
- Effects on access to property from construction activity and final operation;
- Length of lapse period – blighting of land and development uncertainty;
- Timing of acquisition and compensation;
- Loss of property values;
- Loss of amenity;
- Concerns about interruptions to or loss of business;
- Uncertainty about the reinstatement of property following completion of construction works;
- Uncertainty of final works required (retaining walls, battered slopes, earthworks).

### **Natural hazards and Flooding**

- Further details required regarding how stormwater, flooding and earthworks will be dealt with to not exacerbate risks;
- Concerns with stormwater and flood modelling and assumptions;
- Concerns with location of proposed wetlands and stormwater ponds.

### **Noise and Vibration**

- Construction noise and vibration;
- On-going operational noise.

### **Traffic effects**

- Access issues
- Concerns regarding traffic modelling undertaken;
- NoR alignment, design issues and routes chosen;
- Integration with existing roads and infrastructure;
- Location of cycleways and walkways;
- Safety around schools;
- Construction effects on traffic;
- Speed limits;
- No need for NoRs.

## Ecology

- Effects on SEA's and trees and/or covenanted areas.

## Landscape Effects

- Landscape and amenity concerns.

## Archaeology and Heritage

- HHMP Conditions.

## Other matters raised:

- Adequacy of consultation and engagement – inadequate or requesting ongoing further engagement
- Assessment of alternatives – either inadequate or recommending alternatives
- Effects on trees;
- Concerns regarding land stability and geotechnical matters;
- Construction effects – traffic, noise, vibration, dust, congestion, pollution;
- Extent of cuts and betters required;
- Contrary to objectives and policies of NPS-UD and AUP;
- Conditions – requests for site specific or new conditions, or amendments.

The issues raised in submissions have been considered in this assessment, including by each of the Council's technical specialists. The matters raised in submissions have been included in the assessment effects, relevant statutory provisions and the recommended conditions to be included in each NoR.

### 4.3 Rodney Local Board Views

Views were sought from the Rodney Local Board, at their local board meeting on 20 March 2024, following the close of submissions. The Local Board's views are provided in **Appendix 5** to this report, and these are summarised below.

The Local Board has resolved to speak to their views at the hearing.

The Rodney Local Board resolved that they support the thirteen NoRs for the North subject to the following feedback:

*That the Rodney Local Board:*

- a) *whakarite / provide the following local board views on thirteen Notices of Requirement for the North Auckland Road Network*
  - i) *acknowledges the importance of planning an integrated transport network for future greenfield developments, including providing a connected walking, cycling, and public transport network*
  - ii) *express concern that the lapse dates of up to 30 years for the Notice of Requirements are excessive as this will have significant social impacts on existing landowners, adjacent properties, and the Dairy*

*Flat community as a whole and there could be reduced investment in homes, gradually deteriorating a well-established, well-maintained lifestyle community, this would significantly impact property which would potentially place a massive contingent liability on Waka Kotahi New Zealand Transport Agency and Auckland Transport as effected landowners request early acquisition and with over 1000 effected properties that has not been adequately provided for*

- iii) express concern that none of these projects are funded and are contrary to the draft Government Policy Statement on Land Transport 2023, especially regarding the provision of light rail and separate walking and cycling facilities*
- iv) express concern regarding the harmful effects of reduced investment in community facilities in Dairy Flat as a result of the Notice of Requirements; for example, the impact of Notice of Requirement 8 on the Dairy Flat Tennis Club, whose courts are funded and maintained by the community through fundraising and grants funding, which may result in difficulty raising future funds as the club may no longer be seen as a long-term investment, likewise the adjacent Dairy Flat Hall*
- v) express concern that the Assessment of Environmental Effects for Notice of Requirements 8 details the following: The Tennis Club's lease expires in 2032 and there will be a new lease with an early termination clause to provide for the future construction of Notice of Requirement 8'; however, this is a decision for the Rodney Local Board and no resolution or formal advice has been communicated about this proposal*
- vi) express concern for the proposed route of the Rapid Transport Network (Notice of Requirement 1) as this will result in longer journey times for residents to stations at Milldale and Pine Valley (Notice of Requirements 2 and 3) than the alternative Rapid Transport Network adjacent to State Highway 1*
- vii) express concern that detailed flood analysis is not occurring until the detailed design phase by which time designations will be 'locked in' and difficult to change to more climate-resilient locations*
- viii) express concern regarding the flood hazards surrounding the Rapid Transport Network (Notice of Requirement 1) and associated stations (Notice of Requirements 2 and 3) limiting the availability of land suitable for housing within the walkable catchment zone including some land not be suitable/cost prohibitive for providing housing intensification*
- ix) express concern that the location of the Rapid Transport Network stations (Notice of Requirements 1, 2 and 3), and the associated Dairy Flat town centres as proposed in the Spatial Land Use Strategy will be locked in before any detailed integrated stormwater catchment*



*planning is completed and therefore, it may be over 25 years before the full impacts of flood risk are known, resulting in considerable financial burden and uncertainty on existing landowners*

- x) *express concern that several constraints within the proposed Rapid Transport Network and stations (Notice of Requirements 1 and 2, and 3), such as the challenging topography, fragmented land ownership, existing high-value dwellings, land/slope stability, and surrounding flood hazards come at a cost and may result in the project not being funded*
- xi) *express concern that some landowners did not receive notification that their properties were subject to a Notice of Requirement until December 2023, and Dairy Flat School was not considered a stakeholder in the early engagement process*
- b) *kopou / appoint a Local Board Member L Johnston to speak to the local board views at a hearing on the Notices of Requirement.*
- c) *tautapa / delegate authority to the chairperson of Rodney Local Board to make a replacement appointment in the event the local board member appointed in resolution b) is unable to attend the Notices of Requirements hearing.*

The feedback is acknowledged. Where appropriate, the following assessment addresses a number of the concerns. Other aspects are best addressed by SGA, and they are invited to do so in evidence and/or at the hearing.

## **5. Consideration of the Notices of Requirement**

### **5.1 Designations Under the Resource Management Act 1991**

The RMA provides that the procedures adopted in processing a notice of requirement are generally those adopted for processing a resource consent application. This includes lodgement, requiring further information, notification, receiving and hearing of submissions. In respect of the thirteen North NoRs, all of those procedures have been followed.

However, the procedure differs from the resource consent process in respect of the Council's consideration of the NoRs. Section 171(1) of the RMA states:

- (1A) *When considering a requirement and any submissions received, a territorial authority must not have regard to trade competition or the effects of trade competition.*
- (1) *When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—*
  - (a) *any relevant provisions of—*
    - (i) *a national policy statement:*
    - (ii) *a New Zealand coastal policy statement:*

- (iii) *a regional policy statement or proposed regional policy statement;*
  - (iv) *a plan or proposed plan; and*
  - (b) *whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if—*
    - (i) *the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
    - (ii) *it is likely that the work will have a significant adverse effect on the environment; and*
  - (c) *whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
  - (d) *any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.*
- (1B) *The effects to be considered under subsection (1) may include any positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from the activity enabled by the designation, as long as those effects result from measures proposed or agreed to by the requiring authority.*

Section 171(1) is subject to Part 2 of the RMA. Part 2 contains the purpose and principles of the RMA. It has been confirmed by the Environment Court that, in relation to a designation matter:

*...all considerations, whether favouring or negating the designation, are secondary to the requirement that the provisions of Part II of the RMA must be fulfilled by the proposal.<sup>5</sup>*

After considering these matters, the council needs to make a recommendation to the requiring authority under section 171(2) of the RMA which states:

- (2) *The territorial authority may recommend to the requiring authority that it –*
  - (a) *confirm the requirement:*
  - (b) *modify the requirement:*
  - (c) *impose conditions:*
  - (d) *withdraw the requirement.*

Reasons must be given for the recommendation under section 171(3) of the RMA. Refer to **Section 9** below for my recommendations.

#### Alterations to existing Designations

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<sup>5</sup> See Estate of P.A Moran and Others v Transit NZ(W55/99).

Section 181 of the RMA relates to the alteration of any existing designation. NoR 4 is for State Highway 1 improvements to existing designations 6751, 6759, 6760 and 6761, which are subject to section 181 of the RMA. The alterations are limited to the works proposed as part of these two designations. It does not include works that could be undertaken within (or the effects that are or could reasonably be generated by) the existing designations.

Section 181(2) states that sections 168 to 171 apply to the “modifications” as if it were a requirement for a new designation. Section 181 is set out below:

*181 Alteration of designation*

- (1) *A requiring authority that is responsible for a designation may at any time give notice to the territorial authority of its requirement to alter the designation.*
- (2) *Subject to subsection (3), sections 168 to 179 and 198AA to 198AD shall, with all necessary modifications, apply to a requirement referred to in subsection (1) as if it were a requirement for a new designation.*
- (3) *A territorial authority may at any time alter a designation in its district plan or a requirement in its proposed district plan if—*
  - a) *the alteration—*
    - (i) *involves no more than a minor change to the effects on the environment associated with the use or proposed use of land or any water concerned; or*
    - (ii) *involves only minor changes or adjustments to the boundaries of the designation or requirement; and*
  - b) *written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and*
  - c) *both the territorial authority and the requiring authority agree with the alteration— and sections 168 to 179 and 198AA to 198AD shall not apply to any such alteration.*
- (4) *This section shall apply, with all necessary modifications, to a requirement by a territorial authority to alter its own designation or requirement within its own district.*

## **6. Assessment of Effects on the Environment**

SGA’s assessment of effects on the environment is set out in sections 11 through 20 of the AEE. I note that the AEE uses the term “impact” with regard to how the NoRs affect the environment. As the RMA and in particular, section 171 of the RMA, uses the term “effects on the environment” I have taken the approach that references to “impacts” are to be read as “environmental effects”.

It is acknowledged that SGA intends that the construction of the NoRs is to be timed and sequenced with the planned zoning and urbanisation set out for the North in the FDS. In that regard, the assessment of effects against the current existing environment will not necessarily

provide an accurate reflection of the future environment in which the effects of the NoRs will be experienced. Accordingly, the assessment of effects in this report has also considered the likely future effects of the designation and SGA has also undertaken this assessment. It is also noted that NoRs apply to the route proposed for designation and not to the actual physical works involved. Should the NoRs be confirmed, an outline plan of works process under section 176A of the RMA would apply to the detailed design and implementation of the works needed to implement the works. That said, it is incumbent on the Requiring Authority to demonstrate that the effects of the designation, including its implementation, have been assessed and have been adequately considered.

The assessment of effects in this report considers the effects on the environment of allowing the NoRs, having particular regard to the matters set out in sections 171(1A), (1)(a) to (d) and (1B) of the RMA.

### **6.1 Effects To Be Disregarded – Trade Competition**

I do not consider that there are any trade competition effects that should be disregarded. In my view the submissions do not raise any trade competition issues.

### **6.2 Effects That May Be Disregarded – Permitted Baseline Assessment**

The permitted baseline refers to the adverse effects of activities that are permitted by a plan on a site. In this case the NoRs refer to multiple sites with a range of different zonings and combinations of permitted activities. This includes open space zones, residential, business and industrial zones and the FUZ (which enables primarily rural activities until rezoning occurs). The Environment Court in *Beadle v Minister of Corrections A074/02* accepted that the obligation to apply permitted baseline comparisons extended to Notices of Requirement. In *Nelson Intermediate School v Transit NZ (2004) 10 ELRNZ 369*, the Court accepted that the permitted baseline must define the “environment” under section 5(2) (b) and (c) and from that section 171(1). When considering the adverse environmental effects of a proposal, the effects may be considered against those from permitted baseline activities. As the effects resultant from permitted baseline activities may be disregarded, only those environmental effects which are of greater significance need be considered.

In *Lloyd v Gisborne District Council [2005] W106/05*, the Court summed up the three categories of activity that needed to be considered as part of the permitted baseline as being:

1. What lawfully exists on the site at present.
2. Activities (being non-fanciful activities) which could be conducted on the site as of right; i.e., without having to obtain a resource consent (see for example *Barrett v Wellington City Council [2000] CP31/00*).
3. Activities which could be carried out under granted, but as yet unexercised, resource consent.

Application of the permitted baseline approach is discretionary depending on its merits in the circumstances of the NoR. In this case, I am of the view that there are a range of permitted activities that apply to the various zones, and these include permitted levels of earthworks, vegetation clearance, construction noise and the establishment of roads. However, the permitted thresholds and associated effects that apply throughout the AUP zones are significantly lower than the scale and intensity of activities proposed and that they provide very

little, if any, useful comparison of effects. Therefore, I recommend that the permitted baseline be disregarded on the grounds that it is of little assistance.

### **6.3 Effects That May Be Disregarded – Written Approvals**

Any effect on a person who has given written approval to the notice of requirement may be disregarded if it is appropriate to do so.

No written approvals were included in the notice of requirement and at the time of writing none have been provided.

### **6.4 Use of Management Plans**

SGA proposes to use management plans to address the majority of anticipated environmental effects, and these have been offered as conditions of consent. If confirmed, the management plans would provide the framework to guide the final design of the various components of the transport corridors as well as avoid, remedy mitigate or manage the adverse effects of the construction activities associated with the implementation of the project. The following management plans have been offered by SGA:

- Construction Environmental Management Plan (**CEMP**);
- Construction Noise and Vibration Management Plan (**CNVMP**)
- Construction Traffic Management Plan (**CTMP**)
- Ecological Management Plan (**EMP**)
- Historic Heritage Management Plan (**HHMP**)
- Network Utilities Management Plan (**NUMP**)
- Stakeholder Communication and Engagement Management Plan (**SCEMP**)
- Urban and Landscape Design Management Plan (**ULDMP**)

It is acknowledged that the NoR process is primarily about route protection rather than implementation and in that regard a management plan process is accepted as an appropriate method, given that detailed assessment and implementation would occur at the Outline Plan of Works stage.

However, it is important that the NoR conditions set out a robust resource management process for the preparation of management plans. Council considers that the use of management plan conditions needs to be certain and enforceable. In that regard management plan conditions should have a clear objective as to what it is to achieve as well as specific measures to avoid or mitigate potentially adverse effects. Management plans should also avoid delegation of decision-making requirements to a Council officer.

In my view, the following matters need to be considered in the preparation of management plans conditions:

1. Management plan objective or purpose – clear and specific objective or purpose and outcome;

2. Adoption of Best Practicable Option where appropriate especially for construction related management plan (noise and vibration, construction traffic, construction management);
3. Inform the duration, frequency and timing of works to manage disruption on affected receivers;
4. Engagement with affected receivers;
5. Specific details relating to avoiding, remedying or mitigating various adverse effects on the environment and neighbouring properties;
6. Complaints procedures;
7. Details on the monitoring of effects (and how these would inform the management plan going forward); and
8. Details on the process to amend, update or review any management plans.

Generally, it is my view that SGA has adopted these principles in its preparation of their recommended management plan conditions. In a number of circumstances Council's specialists and I have recommended further amendments to the management plans to address certain adverse effects and/or make the management plans more effective, noting also that a number of these are recommendations from within SGA's own specialist assessments which have not been included in the more generic conditions.

I have also recommended the separation of the clauses within the conditions referring to objectives and what the management plan must contain, in order to ensure that these matters can be more easily found and referred to.

It is general practice for the Council to certify management plans that form conditions of designations. In the case of these NoRs, a great deal of reliance is being placed on management plans as the principal method to avoid, remedy or mitigate adverse effects on the environment. In my view, it is important that the Council retains the ability to review any management plan for completeness and to make changes to the management plans without the need for formal review of the conditions. Accordingly, I have recommended the addition of a certification clause to each management plan condition (refer to Recommended Conditions in **Appendix 6**). I am aware that this has been a matter of contention with the North-West and Warkworth NoRs, for which recommendations from Commissioners for those hearings are yet to be made. Pending the recommendations on those, and any decision/appeals made once those decisions are released, I hold the same position as the Council officers for those hearings.

## **6.5 Positive Effects**

Section 9 of the AEE lists the positive effects of the thirteen North NoRs as a whole. An assessment of positive effects associated with each NoR is also provided with each assessment of individual effects. The overall positive effects identified by SGA are:

- Supporting and enabling growth: Identifying and designating improved and new transport corridors that would support Auckland Council's growth aspirations for the growth areas of Auckland, including intensification and density of growth, resulting in more efficient urban land development.

- Improved access to economic and social opportunities and resilience of the strategic transport network: Protecting improved and new transport corridors would:
  - Improve travel choices and access to the critical economic and social needs of the existing and future communities;
  - Reduce an over-reliance on existing strategic transport corridors;
  - Better align the form and function of existing transport corridors with the planned urban form; and
  - Support freight service movements.
- Transformational mode shift: The NoRs support a shift from private vehicles to public transport, walking and cycling, which will provide greater people moving capacity and travel choice for all people as the city grows, and will support lower carbon travel choices.
- Improved safety: Protecting improved and new transport corridors will help to address existing and increasing safety risks on transport corridors as growth areas urbanise, including:
  - Provision of dedicated space for cyclists and pedestrians to safely accommodate these modes .
  - specific safety improvement projects, such as improvements to existing transport corridors.
- Sustainable outcomes: Protecting improved and new transport corridors will support the Government’s policy shift towards more sustainable outcomes through effective land use and transport integration and supporting mode shift towards more sustainable travel choices such as public transport and walking and cycling.
- Infrastructure integration: Integrating the transport response with the needs and opportunities of network utility providers to provide a better whole of system outcome as SGA will provide space for utility provision within its conceptual design.

## **6.6 Actual and Potential Adverse Effects**

Effects on the environment are addressed in sections 11 through 20 of the AEE. The following discussion assesses the adverse effects of the thirteen NoRs collectively and/or individually. The issues raised in submissions have also been considered and are referred to where relevant.

### **6.6.1 Effects of the Lapse Date Sought**

The most common theme to submissions (142 submissions) received across all of the thirteen North NoRs was that the 20 – 30-year lapse periods sought are too long and that a shorter period should be given.

Following this, a large number of submitters (212 submissions) also expressed concern that an extended lapse period would cause blight, uncertainty, unreasonably constrain investment decisions, and restrict opportunities to add value to their property.

Pursuant to section 184 of the RMA, a designation lapses five years after it is included in the district plan unless:

- (a) It has been given effect to; or
- (b) Within three months of the designation lapsing, the territorial authority determines that substantial progress or effort has been and continues to be made towards giving effect to the designation; or
- (c) The designation specifies a different lapse period.

As outlined in section 3.5 of this report, SGA has sought a range of lapse dates for each NoR i.e.:

- 20 years for NoRs 8 and 10;
- 25 years for NoR 11; and
- 30 years for NoRs 1, 2, 3, 5, 6, 7, 9, 12 and 13.

It is noted that as NoR 4 is a package of improvements to SH1 that already has designations applying, a lapse date is not applicable.

The lapse periods do generally align with the timing identified by the FDS.

However, the lapse periods sought for the NoRs are four to six times longer than the default lapse period in the RMA.

As also outlined in section 3.5 of this report, Section 5.1 of the AEE sets out the rationale for the extended lapse period. A range of reasons are listed including the need for funding and that it is not uncommon for infrastructure projects to have a longer lapse period, with reference to recently confirmed projects such as Drury Arterials (AT and Waka Kotahi), Southern Links (Waka Kotahi), the Northern Interceptor Wastewater Pipeline (Watercare) and the Hamilton Ring Road (Waikato District Council, Hamilton City Council).

SGA also adds that setting an “unrealistically” short lapse period would not be a significant factor in facilitating earlier availability of funding than is planned at the time the NoR is sought.

These are all valid reasons for seeking a longer lapse period with regard to achieving the objectives of the NoR project. However, a longer lapse period also has a range of effects on those persons subject to (or potentially adjacent to) the NoRs including the following:

- Creating a long period of uncertainty for the affected landowners;
- Limitation on the changes or improvement to the land affected;
- Potential loss of property value.

Section 176 sets out the effect of designations on land and with to regard owners and occupiers of land subject to a designation and section 176(1)(b) states:

- (b) *no person may, without the prior written consent of that requiring authority, do anything in relation to the land that is subject to the designation that would prevent or hinder a public work or project or work to which the designation relates, including—*
  - (i) *undertaking any use of the land; and*
  - (ii) *subdividing the land; and*



(iii) *changing the character, intensity, or scale of the use of the land.*

The term “planning blight” has been used to encapsulate these concerns and is defined in the Oxford Dictionary as:

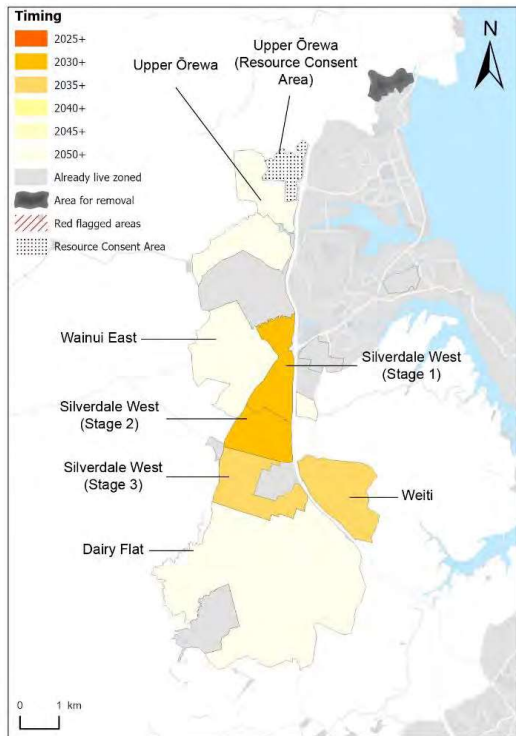
*the reduction of economic activity or property values in a particular area resulting from expected or possible future development or restriction of development.*

Under section 184 of the RMA, within 3 months before the expiry of the designations lapse period, a requiring authority can submit an application to the territorial authority to fix a longer lapse period. The lapse period can be extended if the territorial authority determines “that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made”. This is a similar test to that for extending resource consent lapse periods under Section 125 of the RMA. In that regard, it is acknowledged that it is feasible that should a 5-year lapse period be imposed, multiple extensions of 5 years could also follow.

As previously noted, the 2017 FULSS recommendations for the North’s development and its timing have been updated in the FDS, with areas generally to experience further delay. **Figures 17** and **18** below identify the revised timing for the development of future urban areas of the North.

Future urban cluster	Future urban area	Timing
<b>North</b>		
<b>Warkworth</b>	Warkworth North (remainder)	2035+
	Warkworth West (remainder)	2040+
	Warkworth South- central	2040+
	Warkworth South- east	2045+
	Warkworth South- west	2045+
	Warkworth North- east	2045+
<b>Silverdale West, Dairy Flat, Wainui East and Upper Ōrewa</b>	Silverdale West (Stage 1)	2030+
	Silverdale West (Stage 2)	2030+
	Silverdale West (Stage 3)	2035+
	Weiti	2035+
	Dairy Flat	2050+
	Wainui East	2050+
	Upper Ōrewa	2050+

**Figure 17:** Timing for Silverdale West, Dairy Flat, Wainui East and Upper Orewa Future Urban Areas  
Source: Future Development Strategy



**Figure 18:** Silverdale - Dairy Flat, Wainui East  
 Source: Future Development Strategy, Figure 44

I also note that at sections 5.1 and 20.3 of the AEE, SGA consider that:

- the most workable method for managing any outstanding uncertainty associated with the lapse period being sought is ongoing communication.
- the majority of the North NoRs are within the FUZ. The FUZ is a land use zoning that is applied to greenfield land that has been identified as suitable for urbanisation. However, the FUZ enables the land to continue to be used for rural purposes until such a time as the zoning is changed to an urban zoning. Therefore, while the FUZ anticipates urbanisation, it does not require it, nor does it set a timeframe for when the urbanisation will occur. In this regard, it is considered that:
  - People who currently live within the FUZ experiencing a rural lifestyle are unlikely to remain within that area as urbanisation of the FUZ is confirmed and implemented. As such, there is likely to be some uncertainty for existing residents about when urbanisation is likely to occur. It is considered that the people who live within the FUZ are likely to already be experiencing the effects of uncertainty irrespective of an extended designation lapse date.
  - The network is unlikely to be implemented until urbanisation is (at least) confirmed. If urbanisation does not occur, it is likely that the network will not be constructed. Confirmation of urbanisation is therefore considered to be critical to providing certainty on the likely construction of the network.
  - Future communities, i.e. people who move into the area as the FUZ urbanises, will do so with knowledge of where the network will be in the future.

- The designations will provide long term certainty regarding the alignment of each corridor and the future transport network as a whole. This will inform directly impacted landowners' and future residents' future investment and operational decisions about how land may be impacted.
- The designations will not preclude the continued (unchanged) use of any directly affected properties prior to construction. However, anyone (other than the requiring authority) is restricted from carrying out work on designated land that would prevent or hinder the designated work without first obtaining the requiring authority's written consent. Where feasible, AT will work with landowners and developers through the section 176(1)(b) process to help them integrate earthworks, road upgrades (or extensions to roads), stormwater solutions and development so that those works will not prevent or hinder the work authorised by the designation, and to enable written consent to be provided. For those properties adjacent or in proximity to the designations, before implementation of the transport corridors, urban development and investment can continue to occur, informed by the designation. Furthermore, where landowners contact Waka Kotahi or AT in advance of the property acquisition process, the respective requiring authority will engage with those owners and refer them to public information on the PWA process and AT and or Waka Kotahi's timeframes for the corridor delivery.

In order to manage uncertainty of restrictions and project delivery timeframes for owners, Waka Kotahi and AT, SGA states that the requiring authority will establish information platforms (i.e. a project website or similar) following confirmation of the designations and before construction starts which will inform owners of project progress; information on the written approval process; and information on the Public Works Acts process. In addition, SGA have offered a Stakeholders Communication and Engagement Management Plan (SCEMP) condition which would be implemented prior to the start of construction to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with before and during construction works.

Having considered the:

- explanation and rationale by SGA;
- and the submissions received regarding the proposed 20 - 30-year lapse periods for the thirteen North NoRs; and
- the mitigation offered, primarily through conditions,

I am of the opinion that a balance needs to be struck between the practical needs of SGA to protect and secure the routes and co-ordinate its implementation with planned urban growth, and the effect of the lapse period on property owners and occupiers. In my view, it is ultimately a question of fairness. I consider that the concerns of the submitters are valid and that the longer lapse periods sought for twelve of the NoRs has the potential to create an unreasonable level of uncertainty and/or planning blight on the properties affected. I consider that the lapse period sought does reveal an issue of planning blight.

In my opinion, the lapse periods for the NoRs should be further reviewed; conditions be further amended, or new conditions introduced; to provide additional information about the proposed engagement and/or consultation processes for directly affected parties or other parties which

are in the vicinity of the proposed works; including in the period between when the designation is confirmed and the construction phase i.e. during the detailed planning and route protection phase. Extra conditions have been recommended by Ms Foy in her memorandum and I adopt those as being one means of assisting to address some of those concerns.

The NoRs are intended to connect from Albany through to Milldale. Milldale is now a well-established community, with development well advanced in accordance with its master plan and the Unitary Plan Precinct. There has also been advancement in the development within the Silverdale West Structure Plan Area, which indicates that a large area within the locality will proceed at least consistent with the 2030-2035 guidance of the FDS. Development within that area would give impetus to the need to establish the connections that the NoRs seek to achieve.

I therefore recommend that the Requiring Authority consider:

- A shorter lapse period in the order of 15 years for NoRs (other than NoR 4, which has the existing designations); or
- Bring forward the priority sequence and corresponding cascade of lapse dates for each of NoRs implementation.
- Further revise and improve the conditions to provide more certainty; or introduce new conditions (based on Ms Foy's recommendations) to provide additional information about the proposed engagement and/or consultation processes for directly affected parties or other parties which are in the vicinity of the proposed works including in the period between when the designation is confirmed and the construction phase i.e. during the detailed planning and route protection phase.

## **6.6.2 Transport Effects**

### NoR Application

Transport effects are addressed in section 12 of the AEE with a specialist assessment included in Appendix I of the AEE. The assessment considers the construction effects of each NoR and the long-term, operational effects of the NoRs.

The traffic assessment for all of the NoRs states at section 5.1, that all of the NoRs will have long term, overall, positive transport effects such as:

- *Long term development of a transport system to support future growth and facilitate mode shift from private vehicles to public transport and active modes.*
- *Transport corridors to maximise opportunities for walk up catchments to public transport stations and a high frequency local bus network.*
- *Increased reliability for public transport and additional resilience via new alternative routes and upgraded existing routes.*
- *Real travel choice with high quality, attractive alternatives to the private vehicle. This includes a continuous, legible active mode network that connects people to key destinations and encourages active mode trips within the compact urban area.*

- *An area wide focus on safety through a holistic set of measures including Road to Zero safety principles, fully separated cycling facilities, well designed intersections and sufficient space for all modes to interact safely.*

The assessment also lists a range of positive walking, cycling, public transport and safety effects.

The SGA traffic assessment also provides a list of safety, walking and cycling, public transport, general traffic and freight effects for each NoR if the NoR were not to proceed <sup>6</sup>. This identifies that:

- *the existing roads are not fit for purpose under a future development scenario and that there would be an increase in safety issues; or, that if new roads are not progressed there will be additional pressure placed in the existing road network.*
- *As growth increases in the area the current lack of an arterial network will reduce connectivity and result in a heavy reliance on the existing network. Without an arterial network, there will be an increasing reliance on the local and collector network. This will result in longer, less efficient bus networks, and safe cycle connections would be limited. Without providing for through movement functions on arterials, there will likely be an increase in traffic utilising lower order corridors such as local and collector roads, with potential adverse effects on amenity and capacity.*
- *Current public transport offering in the North provides a poor transport choice for existing and future residents predominately due to the limited catchment it serves.*
- *Access to employment and social amenities will be compromised if walking and cycling facilities are not provided.*

Section 5 of the SGA Traffic Assessment outlines the adverse traffic effects for each NoR related to construction effects. These are further summarised as follows.

#### *Construction effects – Temporary traffic management*

Construction works required to upgrade or form the new roads will likely be adjacent to, or in, the live carriageway and temporary traffic management would be required. The scale of temporary traffic management to manage traffic away from the construction zones is considered to be dependent on the various stages and requirements of the construction activities, with it expected that short-term temporary road closures for nights or weekends may be required for some specific activities such as road surfacing or traffic switches. Other activities may also require stop/go or contraflow traffic management such as drainage, utility relocation, survey and investigation work.

The traffic assessment considers that the effects of temporary road closure or other traffic management methods to existing traffic on a specific corridor and/to the adjacent road

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<sup>6</sup> Refer to section 4.2.3 of the Traffic Assessment (pages 21-40).

network would be confirmed as part of the proposed Construction Traffic Management Plan (CTMP) offered as a condition in all of the NoRs.

#### *Construction effects – earthworks and associated traffic movements*

The traffic assessment notes that construction will likely require significant earthworks, with final cut and final volumes to be confirmed following detailed design, prior to construction; and that the construction traffic movements to accommodate the earthworks will likely result in the increase of traffic volumes on construction routes used during the construction period of each of the projects. However, given the construction timing and staging has not yet been undertaken there is uncertainty with any proposed construction methodology and associated traffic routes, therefore routes to be used by construction vehicles, which are dependent on the location of quarries for disposal etc, are not yet certain; the exact location and extent of compound sites/laydown areas has yet to be determined; and the timing of construction for other projects could impact on construction vehicle routes. The traffic assessment considers that these effects can be managed through the use of, and details contained in a CTMP, including details of traffic routes, time restrictions, the location of site access points etc.

#### *Construction effects – vehicle speed*

Another potential adverse effect associated with construction is vehicle speed. The traffic assessment identifies that in order to maintain the safety of all road users, it is recommended that a safe and appropriate temporary speed limit is implemented during the construction period on the road network within the extent of works and along construction routes, if needed. Again, it is considered that this detail can be included in the CTMP.

#### *Construction effects - on pedestrians and cyclists*

The traffic assessment also notes the potential for adverse construction effects on pedestrians and cyclists, especially if further urbanisation of the North area has occurred in the period before works commence. In this regard the traffic assessment recommends that residents and stakeholders be kept informed of construction times and progress; and that observations of pedestrian and cyclist activity at the time of works will need to be undertaken in order to inform appropriate traffic measures in the CTMP.

#### *Construction effects – Property access for residents and businesses*

The traffic assessment identifies that during construction works access to properties and businesses may be affected however, existing driveways that remain during construction will be required to have temporary access provision. A property specific assessment of any affected driveways and the provision of temporary access arrangements, if required, ensuring the ability for residents to safely access and exit property, is required to manage the access effects. These requirements are recommended to be included in the CTMP or a Site Specific Traffic Management Plan (SSMP), if required.

#### *Operational Effects*

At section 6 the SGA traffic assessment provides an assessment of the traffic effects for each individual NoR. This typically includes an assessment of operational effects on general traffic (including intersection performance), walking and cycling, property access (noting that all NoRs appear to be limited access corridors), freight, wider networks effects, with consideration also given to project interdependencies and other NoR specific matters such as plan changes

or specific sites. The proposal also notes that the current public transport offering in the North provides a poor transport choice for existing and future residents predominately due to the limited catchment it serves.

The traffic assessment concludes that the proposed NoRs will provide positive transport effects in particular improved active mode facilities which in turn provide safety improvements for those choose to walk and cycle. It also considers that there are no identified adverse operational effects.

### Submissions

A large number of submissions across all thirteen NoRs identify traffic concerns. These include concerns related to:

- Construction effects (23 submissions);
- Traffic (24 submissions);
- Transport (26 submissions);
- Active Transport (4 submissions);
- Road Design (30 submissions);
- Design (general) (91 submissions);
- Access (24 submissions);
- Parking (8 submissions).

Specific submissions raising these concerns can be identified in the Summary of Submissions provided as **Appendix 3**, via the 'key issues' heading.

### Council's Specialist Review

The traffic effects associated with the thirteen North NoRs, as well as the submissions that raise traffic concerns, have been reviewed for Council by Mat Collins and Ashrita Liori, Consultant Traffic Engineers, Abley Limited. A copy of Mr Collins' and Ms Liori's comprehensive review comments is provided in **Appendix 2** to this report. I summarise their comments, concerns and recommendations as follows.

Mr Collins and Ms Liori confirm that the information supplied by SGA addresses areas of concern for the projects. Through the informal further information requests, a range of question were posed by Mr Collins and Ms Liori. In all instances, their assessment confirms that they accept the information provided by SGA.

In respect of the effect beyond the NOR boundaries, Mr Collins and Ms Liori accept that the proposed conditions for all of the designations include the requirement to prepare a Network Integration Management Plan (**NIMP**), which is intended to provide certainty that the necessary assessment has been undertaken to understand wider network operations at the time of implementation. They go on to comment:

*While the NoRs could result in a degree of induced travel demand, the majority of travel demand will be generated by urbanisation of the area. We accept that AT and Waka Kotahi have an overarching responsibility to provide a safe, efficient and effective transport network, and that it is ultimately their responsibility as road*

*controlling authorities to plan and design the network needed to support future urban growth.*

In the same regard, noting the individual nature of the 13 NoRs, upon questioning from Mr Collins and Ms Lilori, SGA set out that the assessment of transport effects has been undertaken on a 'whole of network' approach (including cumulative effects), and where available and appropriate. Again, the inclusion of the NIMP condition will enable further consideration of the effects of each NoR at the time of implementation, in the context of the transport network at that time.

Impacts on vehicle access to properties was a matter identified by Mr Collins and Ms Lilori as well as through submission received. Questions were asked through the informal further information requests. SGA responded by commenting that once funding is available, a detailed design process will be undertaken, utilising the most current information available including information on adjacent urban development, prevailing design standards and specific engineering details such as property levels. It was noted that a high-level assessment of the access implications of each NoR has been completed. Properties that have potential access effects have been noted in each of the respective NoR sections of the report. How these effects will be managed has also been included in the discussion of property access for the relevant sections. Mr Collins and Ms Lilori accept the responses provided, although they consider that SGA should provide indicative designs for alternative access to all properties that are identified in Section 6.2.3. of the Assessment of Transport Effects, both to demonstrate feasibility and provide greater detail to affected parties. In addition, they recommend that indicative designs are provided for 223 - 231 Pine Valley Road given the particular nature of impact on that site.

Mr Collins and Ms Lilori commented that in the lodged documents there was an indication that some NoRs have an interdependency with other NoRs. They requested information on whether there were further dependencies between NoR 8 and NoR 9, and NoR 4 and NoR 11, and if so, how these would be managed during future implementation. The SGA response was that timing of implementation would be determined in the future, whilst recognising that some projects (such as NoRs 8 and 9) may be delivered in a staged manner. SGA commented that the NIMP condition is proposed to manage potential effects resulting from the staging and implementation of the network. In this regard, Mr Collins and Ms Lilori comment:

*We are satisfied with Supporting Growth's response on this matter, and consider that the NIMP provides confidence that the interdependence between individual NoRs will be further considered during Outline Plan of Works (OPW) stage.*

Overall, Mr Collins and Ms Liori support the information provided by SGA.

### Submissions

Mr Collins and Ms Lilori address in detail within Appendix 2 to their assessment the submission that relate to transport matters. The detail therein accurately covers off the matters raised by submitters that are transport related. Given how extensive that is, it is relied upon rather than repeating it here. In respect of some of the predominant themes the following is noted:

- Individual property effects by the extent of the designation boundaries are best addressed through evidence by SGA. It is accepted that a level of conservatism is



generally taken to the extent of boundaries, which have the potential to be further refined when detailed design is undertaken. Mr Collins and Ms Lilori do make a few recommendations in terms of provision of additional information, design adjustments, or support for the SGA design, and I rely on that assessment for SGA consideration.

- In respect of congestion issues, which are primarily raised through submissions on NoRs 1-4, Mr Collins and Ms Lilori comment that it is likely that the RTN station will increase vehicle movements; however, the NIMP requires AT and Waka Kotahi to consider these effects prior to implementation of the project. Further, for the overall project, an increase in traffic will be primarily due to future changes in land use, rather than an effect of the Designations themselves. Again, the proposed a NIMP condition requires further assessment of the transport network at OPW stage, which should ensure that the effects are appropriately accounted for.
- In terms of route selection and alignment, SGA's Assessment of Alternatives and Business cases have informed the proposed routes and connections. It is recommended that SGA addresses this matter further in evidence. I also note that the Council has had adopted its Spatial Land Use Strategy for – Dairy Flat and Silverdale (refer Section 3.9 above), which while high level does indicate that the route through Dairy Flat and Silverdale aligns with the future aspirations of Council.
- Some submitters sought changes to conditions. At Section 5 of Mr Collins and Ms Lilori's assessment they have recommended a series of changes, which are adopted.

#### My Assessment

I adopt and rely on the traffic and transport assessment provided by Mr Collins and Ms Lilori. I also agree with Mr Collins and Ms Lilori's suggestions for amendments to conditions to address matters of concern. I have included these amended conditions, with some further revisions to numbering or wording to better integrate with other conditions, within the sets of recommended NoR conditions provided as **Appendix 6**. I also agree with Mr Collins and Ms Lilori regarding additional information which should be provided by SGA in evidence or at the hearing in order to confirm opinions on traffic matters.

The recommended condition amendments and additional information requested to be provided by SGA, in evidence or at the hearing, are as follows:

#### *All NoRs*

- The Management Plan condition is relevant to the Construction Traffic Management Plan (CTMP) condition, placing a requirement for the CTMP to be included with the future Outline Plan of Works (OPW) application.

I consider that the Management Plan condition should state that the CTMP must be submitted to Council for certification. As noted by Mr Collins and Ms Lilori, there is insufficient detail in the NoRs to enable Council to understand the access, safety and efficiency effects during construction. It is considered appropriate for the requiring authority to assess these effects as part of the OPW rather than the NoR, as there is a high degree of uncertainty about the state of the future environment. However, unless there is a requirement for the CTMP to be submitted for certification, Council will not

have the opportunity to consider these effects at a future stage. I understand that this is the same position Council has held for the North-West and Warkworth NoRs.

- In addition, and in response to submitter concerns, adjustment is recommended to be made to the CTMP to address consultation and to address heavy movement around school at key pick-up / drop-off times.

*Construction Traffic Management Plan (CTMP)*

- a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction To achieve this objective, the CTMP shall include:
  - i. ....
  - ii. the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools, **and in particular the avoidance of heavy traffic in the vicinity of schools around peak student arrival and departure times**, or to manage traffic congestion;
  - iii. ....
  - vi. methods to maintain access to property and/or private roads where practicable, or **to consult with the property owner or occupant and** provide alternative access arrangements when it will not be;
  - vii. ....

- In respect of the Land Use Integration Process condition, as Mr Collins and Ms Lilori note, this condition is included in NoRs 5 – 13 as Condition 10. They support this condition; however, recommend that it should also be applied to NoRs 1 – 3 as these NoRs will also have a significant interface with future urban development. It is their opinion, and shared by myself, that integrating the RTN corridor and stations with the surrounding future land uses should be a fundamental aspect of the future design process.

Further, we note that NoR 4 interfaces with existing and future development, particularly near interchange locations. It is therefore recommended that this condition is also applied to NoR 4.

- Condition 11 of NoRs 1-3 and Condition 13 of NoRs 5-13 are a Condition to provide for Existing Property Access. As Mr Collins and Ms Lilori note in their assessment, Several submitters sought to have this condition applied to NoR4. Although NoR4 is for a State Highway where property access is generally not provided, there are several existing property accesses that could be affected, some of which do not directly access the motorway (for example 1738 Dairy Flat Highway, submitter 17 on NoR4). Given the example above, it is recommended that as NoR4 may affect the access for properties that do not directly access SH1/NoR4. It is therefore recommended that that the Existing Property Access condition is applied to NoR4.

### 6.6.3 Urban Design Effects

An assessment of urban design matters is provided throughout the SGA AEE and in the specific Urban Design Evaluation provided.

The urban design evaluation provides an evaluation of each of the thirteen North NoRs based on the guidance and principles established in the Te Tupu Ngātahi Design Framework (Design Framework). It also provides urban design focused commentary on the proposed corridor design and recommends the framework for how and where any urban design opportunities and outcomes should be considered in future design stages. The urban design evaluation takes into account the following principles:

#### Environment

- *The development of an Urban and Landscape Design Management Plan (ULDMP) which considers recommendations from the Assessment of Landscape, Natural Character and Visual Effects, the Assessment of Arboricultural Effects, the Assessment of Flooding Effects and the Assessment of Ecological Effects including:*
  - *street tree, stormwater raingarden and wetland planting;*
  - *construction compound and private property reinstatement and treatment of batter slopes;*
  - *integration of wetlands and riparian areas to enable an appropriate interface with adjacent natural features;*
  - *measures to demonstrate that the project design has included adaptations to climate change such as reducing urban heat island effects in future urbanised areas, supporting modal shift and accounting for flood hazard risks.*

#### Social

- *Inviting Manawhenua as Partners to provide input into relevant cultural, landscape and design matters including how desired outcomes reflect their identity and values.*
- *Addressing potential conflicts between placemaking aspirations within local communities and the operating speed of the corridor.*

#### Built form

- *Identifying and addressing known or planned changes of land use and residential density that have the potential to alter the perceived scale and impact of the corridor functions.*

#### Movement

- *A modal integration strategy that addresses the movement and place function of the corridors that incorporates placemaking opportunities arising from adjacent land use.*
- *Providing clear, effective and legible connectivity between community and social functions with the corridors.*

- *Locating stations/stops and corridors within walking distance of higher density development to facilitate modal shift, support commercial and mixed-use centres and contribute to vibrant, active urban environments.*
- *Aligning the speed, type and scale of transport corridors and infrastructure with the environment that it moves through (appropriate scale to the context).*
- *Provide regular, safe, cross corridor connections, particularly for active mode users across transport corridors that are integrated with the future local network to provide access throughout the future urban zone and minimise potential severance effects.*
- *Providing tangible connectivity between identified activity nodes.*
- *Considering how the corridors can be clearly navigated and understood by users moving from place to place.*
- *Locating rapid transit interchanges within centres (local, town and metro) to support a mix of uses and providing modal choice to a larger number of users.*

#### **Land use**

- *Demonstrating how any residual land portions following the construction of the North Projects are redefined and integrated with the expected future land use function.*

#### Submissions

Several submissions raised urban design or urban design related matters. These are outlined and addressed further in the specialist assessment comments by Mr Denton and my recommendations are below.

#### Council Specialist Review

Urban Design effects have been reviewed for Council by Nick Denton, Council's Principal Urban Designer. Mr Denton's assessment is provided in **Appendix 2**.

Mr Denton outlines the urban design considerations for the NoRs including the context, identity and place making, roading network and subdivision trends.

In establishing the context of the existing and future environment, Mr Denton does acknowledge the recently adopted Spatial Land Use Dairy Flat Silverdale Future Urban Zone. He goes on to comment on the current context and nature of the environment for the North Projects. He also acknowledges the SGA urban design evaluation (UDE) as well as the ULDMP.

Mr Denton goes on to provide an overarching assessment of the NoRs as a whole and then steps into discussion on the urban design aspects of the individual NoRs. He has commented in considerable detail, and I rely on that assessment. Focusing on the overarching assessment, Mr Denton makes comments on a number of aspects including:

- The NORs appear to generally be expansions of existing roads, sustainably making use of both existing roading infrastructure while enabling more direct connections with destinations. NOR 1 supports a transit-orientated development with the Dairy Flat FUZ area is generally supported.
- Mr Denton notes that existing and new roads include dedicated cycling and pedestrian paths and, on specific routes, additional bus lanes. He is supportive of the inclusion of supporting these mode shifts.
- There is an absence of information regarding further detail on residential or other land-uses within Dairy Flat and Silverdale noting the FUZ. He notes there being a lack of information toward imagining how future development may integrate connections to the NoRs, or with the existing cultural and physical landscape. Mr Denton comments that structure planning would be expected to influence the specific design and location of centres, residential density, and community infrastructure.
- He does however acknowledge that in presenting the Spatial Land Use Dairy Flat Silverdale Future Urban Zone to the Council's PEP Committee, Council staff did comment that while *"in the normal course of events the council would prepare a structure plan based on economic, social, cultural and environmental consideration and taking into account proposed land uses integrated with appropriate infrastructure, prior to making decisions on transport routes. However, in this case, as has happened with the Kumeu-Huapai-Riverhead area, no such structure plan has been prepared as development is not sequenced to take place until at least 2050.*
- Given this, Mr Denton comments that the UDE plans can only specify a broad typology of interface on each side of the designation, based on the draft locations of centres available.
- Further, noting the lack of certainty, while the road corridors have been designed to support mode-shifts, Mr Denton comments that there appears to be a lack of planning in the design of the proposed roads themselves that would support an integrated urban environment.
- Turning to the arterial roads, Mr Denton comments that the design of the future integration relies on the condition of an ULDMP that has the objective to *"enable integration of the Project's permanent works into the surrounding landscape and urban context."* In this regard, he comments that while it is acknowledged a catchment management plan, structure planning, and plan changes are necessary before urban development takes place, there is a risk that as designated, the design of these arterial roads will lead to poor urban design outcomes despite the best integration efforts.
- He further considers that there is a risk these arterial roads, when served by limited collector roads and streets within blocks of development, will result in private rear yards backing onto the NORs and creating urban walls of high solid fences, restricting outlook, activity, and passive surveillance, leading to unattractive and unsafe streets. Give his concerns, Mr Denton has recommended amendments to the ULDMP conditions so that it demonstrates how the road corridor design will support adjacent land use.

- Mr Denton comments on Mana Whenua involvement, noting that the inclusion of Mana Whenua in the design and development of projects especially of the scale and significance of the North Projects is considered a fundamental urban design matter.
- He comments that while it is acknowledged there are existing engagement protocols in place established by SGA with Mana Whenua, the conditions for participation in the ULDMP or elsewhere do not refer to this or other structures for engagement, and references that the only detail is within the Cultural Advisory Report condition that “*The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.*” It is Mr Denton’s opinion that it is considered a fundamentally important urban design matter that design processes are considered as well as design outcomes. In this regard, he suggests that regular and frequent opportunities should be included for Mana Whenua to be able to input into the ULDMP, as well as the wider management plans.

Mr Denton has highlighted some wording issues with the ULDMP and the Cultural Advisory Report. He has therefore recommended adjustments. These are set out further below.

#### My Assessment

I agree with and adopt Mr Denton’s comments and in particular his recommended amendments to the ULDMP condition to better incorporate the recommendations of the urban design assessment and the opportunities and outcomes this identifies. Noting that this matter is also raised by other specialists. The full recommended amendments to the ULDMP conditions are identified in the conditions sets in **Appendix 6**.

Recognising submitter concerns, I do agree with Mr Denton that there are limitations to achieving good urban design outcomes when there has not been an appropriate level of structure planning completed. However, I also accept that the Council has worked with SGA to establish the Spatial Land Use Dairy Flat Silverdale Future Urban Zone, and that this can be relied upon to set out some broad expectations for the future of Dairy Flat and Silverdale.

I also agree with Mr Denton, where he comments:

*While it is considered there has been a lack of planning and design thinking with respect to a wider and more holistic approach to how this area may develop in the future, it also noted most of the NORs proposed follow existing roads. The most significant new road in the Dairy Flat area (NOR 11) has also been set out in the Silverdale West Dairy Flat Industrial Area Structure Plan. Overall, this is considered a sensitive and sustainable approach with respect to existing land use and infrastructure for how the FUZ may be developed.*

I also agree with Mr Denton that careful consideration needs to be given to how development will interact with the new/or widened arterial roads. I do accept that the wording contained in the ULDMP does recognise the need to evaluate how the works will integrate with adjacent urban activity. At the same time, some of the responsibility for those outcomes logically fall on developers of vacant sites.

The proposed amendments to conditions are as follows:

- Amend the ULDMP conditions after part (b), and state “(c)

**The ULDMP will address the outcomes and relevancy of recommendations and opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation, including the Outcomes and Opportunities Plans, in developing the detailed design response.**

- An amendment to the ULDMP for NoRs 5-13 to state:

**(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:**  
**(i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including all relevant planning documents such as catchment management plans, structure plans, and plan changes, the surrounding or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;**

- Amendment to ULDMP conditions to include an additional item as a new item (ii) within the existing clause (d)

**The ULDMP(s) shall include: ...**

**(ii) Design principles and concept strategies to support a variety of appropriate adjacent land uses, promoting active edges, passive surveillance, safe speeds and permeability to and across the designated corridor.**

- The Land use Integration Process condition of NORs 5-13 is amended to include:

**an expectation that each party would act in good faith to achieve integration of land uses**

- An amendment to the Cultural Advisory report condition, which as it current reads requires Mana Whenua to respond on the same day they are provided the opportunity to provide input, with a change be to (d)(i), and be changed to read:

Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of **Construction Works detailed design**; and

#### **6.6.4 Landscape and Visual Effects**

##### **NoR Application**

Section 12 of the SGAAEE and the Assessment of Landscape, Natural Character and Visual effects (LNCV Assessment) in Appendix F provide an assessment of landscape and visual effects matters.

The assessments outline a methodology for assessment based the best practice guidance for landscape architects, and the use of the New Zealand Institute of Landscape Architects seven-point scale of effects when assessing the potential landscape effects arising from the North NoRs. The effects scale ranges between "Very Low" to 'Low' to 'Low-Moderate' to 'Moderate' to 'Moderate-High' to 'High' to 'Very High'. This equates to the RMA effects of more than minor, minor, less than minor etc as follows<sup>7</sup>:

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<sup>6</sup> LNCV Assessment, Appendix F, Effects ratings table, page 12.

Very Low (V-L)	Low (L)	Low- Moderate (L-M)	Moderate (M)	Moderate- High (M-H)	High (H)	Very High (V-H)
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Table 3<sup>8</sup> in the LNCV assessment summarises the effects and recommendations for the thirteen North NoRs overall.

At section 12.4 of the AEE it is considered that:

*Overall, adverse landscape and visual effects are able to be appropriately managed and reduced over time in relation to the urbanisation of the surrounding landscape. The proposed designations will upgrade and introduce new transport corridors and stations in the North, with the potential for large areas of fill, disruption to waterways and wetlands, and vegetation removal. However, the North Projects will result in a number of positive landscape and visual effects, including the opportunity to extend areas of indigenous vegetation, provide new views over the natural environment, and views over the wider rural landscape – both within and beyond the RUB.*

*With mitigation measures in place, the landscape, natural character and visual construction and operational effects across the North Projects range between Very-Low to Moderate. Residual landscape, natural character and visual effects across the whole North Projects are expected to further reduce over time with the establishment and maturing of vegetation and other proposed mitigation implemented through the ULDMP.*

#### Submissions

65 submissions raise the environment, landscape, natural character, visual or amenity issues across the thirteen North NoRs. Of these, 15 have been identified and addressed in Council's specialist landscape memorandum provided as **Appendix 2**.

#### Council Specialist Review

Landscape and visual effects have been reviewed for Council by Mr Paul Murphy, Landscape Specialist. Mr Murphy's assessment is provided in **Appendix 2**. Mr Murphy also considers and comments on submissions that raise landscape and visual or amenity concerns.

Mr Murphy has individually commented on each of the NoRs. To avoid repetition, I have not commented on each individually here. I record that Mr Murphy has generally agreed with the magnitude of effects that SGA LNVCA has assessed. His overall conclusions are that that adverse landscape and visual effects can be effectively avoided, remedied or mitigated with positive landscape and visual effects facilitated through the NoRs and the associated ULDMP conditions.

However, Mr Murphy has identified three NoRs where he considers that the NoRs (including the mitigation measures proposed) will likely result in more than minor adverse landscape

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<sup>8</sup> LNCV Assessment, pages 4-6.



effects that currently do not appear to be sufficiently avoided, remedied or mitigated by the proposed suite of conditions. They are:

- NoR 3 – New Pine Valley Station East
- NoR 5 – New SH1 crossing at Huruhuru Creek
- NoR 7 – Upgrade to Pine Valley Road

Mr Murphy comments in his review that in respect of NoR 3 that:

- He does not agree with the assessment findings that adverse effects on *landscape character* are likely to be Low without mitigation, reducing to Very Low with mitigation during construction. He comments that the works include building over the road and the extent of works is large. For the same reason, Mr Murphy also does not agree with the assessment findings that adverse effects on *natural character* are likely to be Low without mitigation, reducing to Very Low with mitigation during construction.
- With the added impact and effects of the RTC (NoR 1), Mr Murphy does not agree with the assessment findings that adverse *visual effects* are likely to be Low without mitigation, reducing to Very Low with mitigation during construction.
- In terms of operation, he does not agree with the assessment findings that adverse effects on *landscape character* are likely to be Low - Moderate without mitigation, reducing to Very - Low with mitigation in operation. Likewise, he also does not agree with the assessment findings that adverse effects on *natural character* are likely to be Low without mitigation, reducing to Very Low with mitigation in operation.
- He does not agree with the assessment findings that adverse visual effects are likely to be Low without mitigation, reducing to Very Low with mitigation in operation.
- Mr Murphy also does not agree with the Very Low level of effects during operation or construction which Appendix B notes as “approximating no change.” The extent of works indicated is significant as illustrated on SGA-DRG-NTH-200-GE-2500. The area is FUZ with a potentially large viewing audience.
- He notes that there is no description of works to Pine Valley Road between Dairy Flat Highway and Argent Lane with the designation area shown on SGA-DRG-NTH-200-GE-2500 being extensive. It is unclear why the full extent is required. Of particular interest is the length between Dairy Flat Highway and NoR1.

Mr Murphy then identifies a concern for NoR 5 as follows:

- He generally agrees with the assessment findings that adverse effects on *landscape character* are likely to be Low - Moderate without mitigation. However, he does not agree that this would reduce to Very Low with mitigation during construction. Likewise, while Mr Murphy agrees with the assessment findings that adverse effects on *natural character* are likely to be Low - Moderate without mitigation, again, he does not agree that this would reduce to Very Low with mitigation during construction. He reaches the same conclusion for *visual effects*, likely to be Low - Moderate without mitigation, but not agreeing that this would reduce to Very Low with mitigation during construction.

- He does generally agree with the assessment findings that adverse effects on *landscape character* are likely to be Low - Moderate without mitigation, reducing to Low with mitigation in operation. In the same regard he also agrees with the assessment findings that adverse effects on *natural character* are likely to be Low - Moderate without mitigation, reducing to Low with mitigation in operation. He also agrees with the assessment findings that adverse *visual effects* are likely to be Low without mitigation, and remaining Low with mitigation in operation.
- Mr Murphy comments that while he generally agree with the level of effects, it is his opinion that that there would be noticeable change in character through the introduction of the new road placed on top of new batters, a change from the predominantly flat landscape. He makes these comments while also acknowledging the zone is FUZ and change may be anticipated.

Mr Murphy comments on NoR 7 as follows:

- He agrees with the assessment findings that adverse effects on *landscape character* are likely to be Moderate- High without mitigation. However, during construction he notes that he does not agree to the same extent that it can reduce to Low with mitigation during construction. Likewise, while he agrees with the assessment findings that adverse effects on *natural character* are likely to be Moderate- High without mitigation, he is also less inclined to agree how it can reduce to Low with mitigation during construction. That same position is also held for the assessment findings that adverse *visual effects* are likely to be Moderate without mitigation, but which he does not agree to the same extent can reduce to Low with mitigation during construction.
- When in operation, Mr Murphy does agree with the assessment and finds for *landscape character* (likely to be Moderate to Moderate – High without mitigation, reducing to Low or Low – Moderate with mitigation in operation); *natural character* (likely to be Moderate to Moderate – High without mitigation, reducing to Low or Low- Moderate with mitigation in operation); and *visual effects* (likely to be Moderate to Moderate – High without mitigation, reducing to Low or Low- Moderate with mitigation in operation).

With regard to conditions offered by SGA, at section 4.0 of his Memorandum, Mr Murphy provides his support for the preparation and implementation of the Urban and Landscape design Management Plan (ULDMP). However, he considers that there is justification for some wording refinements, which are set out in Section 5.0 of his memorandum.

#### My Assessment

I agree with and adopt Mr Murphy's assessment and I recommend amendments to conditions, particularly the ULDMP conditions as set out below. The proposed designations will upgrade and introduce new transport corridors and stations in the North area, and will modify an area that has is only a low level of urbanisation, and as the AEE notes, will result in large areas of fill, disruption to waterways and wetlands, and vegetation removal. However, I also accept that the adverse landscape and visual effects could be appropriately managed and reduced over time, noting particular the expectation of the gradual urbanisation of the surrounding landscape.

I do consider that with mitigation measures in place, the landscape, natural character and visual construction and operational effects across the North Projects range between Very-Low to Moderate. However, it does place a reliance on the execution of the ULDMP, and in this regard, the suggested amendments to conditions outlined below are important to achieving the outcomes sought to be relied upon.

The proposed amendments to conditions are as follows:

*NoRs 9 and 13 – proposed conditions 8, 9 and 11 (ULDMP)*

Add the following text under (a)(ii) to recognise that NoR 9 and 13 maintain a partial rural interface:

**to a quality urban and rural environment.**

*All – proposed conditions 8, 9 and 11 (ULDMP)*

Add the following text under after (c)(i):

**Where land has not been rezoned, the LNCVA must be reconsidered and the level of effects must be assessed against the underlying zone.**

*NoR 2 and 3 – proposed condition 9 (ULDMP)*

Add the following text under (d)(iii):

**(j) Provision for extensive tree planting within areas of large car parking spaces at proposed station.**

*NoR 2 and 3 – proposed condition 9 (ULDMP)*

Add the following text under (d)(iii) (f):

**to include carpark landscape.**

*NoR 4 – proposed condition 8 (ULDMP)*

Add the following text under (a)(ii) being new clause (iii):

**(iii) Consult with the QEII Trust with regard to the edge treatment of Kathys Thicket.**

*NoR 13 – proposed condition 11 (ULDMP)*

Add the following text under (d)(iii) to add clause (j)

**(j) Make provision to consider the boundary treatment of 2163 East Coast Road Special Purpose Zone – Cemetery.**

*NoR 10 – proposed condition 11 (ULDMP)*

Add the following text under (d)(iii) to add clause (j):

**(j) Make provision to consider the boundary treatment of 379 Wainui Road North Ridge Country Estate to minimise impacts on the current land use.**

The above recommended amendments have been included in the 13 sets of NoR recommended conditions provide in **Appendix 6**.

With regard to NoRs 3, 5 and 7, SGA is encouraged and invited to provide further information on how the adverse landscape effects of those could be better avoided, remedied or mitigated.

### **6.6.5 Noise and Vibration Effects**

#### NoR Application

An assessment of noise and vibration effects is provided in section 16 of the SGAAEE and in the supporting Assessment of Noise and Vibration Effects (**NVEA**). The assessment undertaken is outlined in the Executive Summary of the NVEA as follows:

*Road traffic noise for any new or altered roads as well as a rapid transit corridor (assuming bus rapid transit) has been assessed against NZS6806 and other relevant guidance, including the Waka Kotahi “Guide to assessing road-traffic noise using NZS 6806 for state highway asset improvement projects”. In addition, we have assessed the change in noise level due to the Projects.*

*Station noise has been assessed against the underlying zone noise limits of the AUP:OP.*

*Active mode transport, i.e. walking and cycling, does not generate noise levels high enough to affect the ambient noise environment, particularly where the facilities are adjacent to busy roads, and has therefore not been assessed in this report.*

*The Projects will result in a redistribution of traffic across the wider area. This has been taken into consideration when assessing the individual Projects.*

The reports contain a summary of the noise and vibration effects of each NoR. The information is extensive so is not repeated here.

Conditions are offered to avoid, remedy, mitigate and manage the noise and vibration effects of each NoR.

#### Submissions

Forty-six submissions raise noise and/or vibration concerns. These are identified and addressed in Table 4 of Mr Runcie’s, Council’s Acoustic Specialist’s Memorandum (refer to **Appendix 2**).

#### Council Specialist Review

Noise and vibration effects, particularly those relating to construction noise and vibration and traffic noise and vibration (or operational noise) of the thirteen NoRs have been reviewed for Council by Mr Peter Runcie, Acoustic Consultant. A copy of Mr Runcie’s Memorandum is provided in **Appendix 2**.

#### *Construction Noise and Vibration*

Mr Runcie agrees with the SGA’s methodology proposed to assess construction noise. Although he notes that the main objective of controlling construction vibration is identified as to avoid vibration-related damage to structures, which is appropriate for daytime works. However, he considers that for night-time works, where people are sleeping, amenity impacts are also a key concern.

Mr Runcie notes at paragraph 3.4 that:

*Construction vibration criteria are based on a combination of the requirements of the AUP – Standard E25.6.30 and the Waka Kotahi approach regarding using two categories of vibration. If the Category A criteria cannot be practicably achieved, the focus shifts to avoiding building damage rather than avoiding annoyance by applying the Category B criteria. Building damage is unlikely to occur if the Category B criteria are complied with. I agree with the general approach regarding vibration criteria adopted, including use of a longer night-time period than that required under the Auckland Unitary Plan (AUP) to provide better outcomes for receivers. However, I do not agree with the proposal to use different criteria for designations sought by Auckland Transport as opposed to Waka Kotahi (noting that this has not been proposed for noise where one approach has been proposed). There is no material difference in the work being undertaken or the location of the works across the designations relative to vibration effects. The proposed approach could result in differing effects at receivers for what is essentially the same works; the CNVE report does not provide evidence to support the difference in effects. I recommend that a consistent approach is adopted for all designations and support the use of the Waka Kotahi approach across all designations as industry standard for such works across New Zealand. This would require amendment to the Construction Vibration Standards conditions for NoR 5 to 13,*

Mr Runcie provides his assessment of the need for the recommended reduction in paragraphs 3.5 – 3.8. Furthermore, Mr Runcie has provided a table outlining the key conclusions related to construction noise and vibration associated with individual NoRs in 3.9 of his Memorandum. This is reproduced as **Table 7** below.

**Table 7**

Notice of Requirement	Review and Comment
NoR 3 - New Pine Valley East Station and Associated Facilities	<p>There are few existing dwellings near to works associated with this NoR.</p> <p>Construction noise and vibration is predicted to comply with the nominated daytime criteria with mitigation in place.</p> <p>If night works are required consultation and identification of specific mitigation measures are likely to be essential following the process required under the ‘Schedule to a CNVMP’ condition.</p> <p>The same process would apply to future receivers should these exist closer to the works at the time of construction.</p>
NoR 5 – New SH1 crossing at Dairy Stream	<p>The closest existing dwellings in these NoRs are located within 13-28m of the construction boundary.</p> <p>Construction noise and vibration levels are predicted to comply with the nominated daytime criteria with mitigation in place.</p>

Notice of Requirement	Review and Comment
<p>NoR 6 – New Connection between Milldale and Grand Drive</p> <p>NoR 7 – Upgrade to Pine Valley Road</p>	<p>Category A vibration amenity criteria could be exceeded at the closest receivers without vibration specific mitigation in place. Cosmetic damage would not be expected due to existing receivers being sufficiently set back from the works. Managing this amenity effect would likely require consultation with receivers.</p> <p>For works in these NoRs, exceedance of the noise and vibration criteria for night works is likely and so consultation and identification of specific mitigation measures are likely to be essential following the process required under the ‘Schedule to a CNVMP’ condition.</p>
<p>NoR 1 - New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path between Bawden Road and Dairy Flat Highway</p> <p>NoR 10 – Upgrade to Wainui Road</p> <p>NoR 12 – Upgrade and Extension to Bawden Road</p>	<p>The closest existing dwellings in these NoRs are located within 9m of the construction boundary.</p> <p>If works take place on the construction boundary, construction noise levels up to 75 dB L<sub>Aeq</sub><sup>9</sup> are predicted to occur intermittently at the closest receivers with mitigation in place. At this level, indoor effects would broadly fit in the following Table 6-1 description “Phone conversations would become difficult. Personal conversations would need slightly raised voices. Office work can generally continue, but 55 dB [internal noise level] is considered by the experts to be a tipping point for offices. For residential activity, TV and radio sound levels would need to be raised.”</p> <p>Category A vibration amenity criteria could be exceeded at the closest receivers without vibration specific mitigation in place. Cosmetic damage would not be expected due to existing receivers being sufficiently set back from the works. Managing this amenity effect would likely require consultation with receivers.</p> <p>For works in these NoRs, exceedance of the noise and vibration criteria for night works is likely and so consultation and identification of specific mitigation measures are likely to be essential following the process required under the ‘Schedule to a CNVMP’ condition. The same process would apply to future receivers should these exist closer to the works at the time of construction.</p>
<p>NoR 2 – New Milldale Station and Associated Facilities</p> <p>NoR 4 – SH1 Improvements</p>	<p>The closest existing dwellings in these NoRs are located within 2-7m (NoRs 2, 4, 8, 9, 11 and 13).</p> <p>If works take place on the construction boundary construction noise levels up to 80-85 dB L<sub>Aeq</sub> are predicted to occur intermittently at the closest receivers with mitigation in place. At this level, indoor effects would broadly fit in the following Table 6-1 description</p>

<sup>9</sup> Construction noise levels of up to 75 dB L<sub>Aeq</sub> confirmed by Ms Wilkening via email dated 16 January 2024 – the level in the CNVE for NoR 1 is a typographical error.

Notice of Requirement	Review and Comment
NoR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat	“Untenable for both office and residential environments. Unlikely to be tolerated for any extent of time.” This would potentially result in needing the works to take place while the properties are unoccupied via arrangement with the occupants. The description of potential noise effects in 6.2.2.1, 6.2.4.1, 6.2.8.1, 6.2.9.1, 6.2.11.1 and 6.2.13.1 of the assessment somewhat underplays these effects.
NoR 9 – Upgrade to Dairy Flat Highway between Dairy Flat and Albany	Without vibration specific mitigation, the possibility of cosmetic damage to buildings (such as plaster/paint cracking) is identified as a possibility at the closest receivers. Avoidance of this effect would likely require changes to methodology, such as use of non-vibratory or static compaction equipment.
NoR 11 – New connection between Dairy Flat Highway and Wilks Road	For works in these NoRs, exceedance of the noise and vibration criteria is likely during daytime and night-time works (if night-time works required) and so consultation and identification of specific mitigation measures are likely to be essential following the process required under the ‘Schedule to a CNVMP’ condition. The same process would apply to future receivers should these exist closer to the works at the time of construction.
NoR 13 – Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange	

*Traffic Noise and Vibration*

Mr Runcie notes that Rule E25.6.33 of the AUP requires that new roads and altered roads which are within the scope of NZS 6806:2010 *Acoustics – Road-traffic noise – New and altered roads* (NZS 6806) comply with the requirements of that standard. He considers this to be the appropriate standard.

Mr Runcie outlines that the assessment methodology is set out in Section 4 of the SGA TNVE report is appropriate for this stage of the application. He goes on to summarise the key items related to traffic noise and vibration associated with individual NoR's in Table 2. This is reproduced as **Table 8** below.

**Table 8 Traffic Noise and Vibration**

Notice of Requirement	Review and Comment
<p>NoR 1 – New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path between Bawden Road and Dairy Flat Highway</p>	<p>The predicted road noise levels at existing PPFs<sup>10</sup> are identified as within Category A under the Do-minimum scenario. Category A is the most stringent external noise criteria set under NZS 6806.</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible to just noticeable margin (increases no greater than 4 dB) or else reduce by as much as 11 dB at existing PPFs. The reduction in noise levels is identified as a result of road design (e.g., reduced speed limit, road surface improvement).</p> <p>I consider these results and recommended mitigation to be reasonable based on the inputs and methodology.</p>
<p>NoR 2 – New Milldale Station and Associated Facilities</p>	<p>Section 7.2.1 of the assessment notes that predicted operational noise levels during peak hours, without mitigation, meet the daytime and night-time noise criteria at receiving zones.</p> <p>Recommendation is made for any public address systems and mechanical plant forming part of the station to be designed to ensure this outcome remains unchanged.</p> <p>I consider these results and recommendations to be reasonable, based on the inputs and methodology.</p>
<p>NoR 3 – New Pine Valley East Station and Associated Facilities</p>	<p>Section 7.3.1 of the assessment notes that predicted operational noise levels during peak hours, without mitigation, meet the daytime and night-time noise criteria at receiving zones.</p> <p>Recommendation is made for the public address system and mechanical plant to be designed to ensure this outcome remains unchanged.</p> <p>I consider these results and recommendations to be reasonable, based on the inputs and methodology.</p>
<p>NoR 4 – SH1 Improvements (alteration to designations 6761, 6760, 6759, 6751)</p>	<p>The predicted road noise levels at existing PPFs are identified as mostly within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806). Fifteen PPFs fall within Category B and 11 PPFs within Category C through a combination of EPA7 50 mm low noise surface and 2m barriers. For PPFs predicted to receive noise levels in Category C once the future BPO mitigation has been determined, building modification is recommended to be investigated at the implementation of the Project. Whilst not</p>

<sup>10</sup> Protected premises and facilities (PPFs) include existing houses, schools, marae and similar as defined in NZS 6806.



Notice of Requirement	Review and Comment
	<p>considered in the acoustic assessment, there is evidence to support use of dense vegetation as a noise reduction mechanism (noting that such planting would likely need to be greater than 10m deep and 2-3 m high). Given the predicted levels at Category C receivers are within 3 dB of Category B, an alternative to 'at property treatment' or other source noise mitigation measures may involve appropriately dense planting in some instances – noting that this may also provide greater than just acoustic benefits. The feasibility of this mitigation can be identified at the appropriate design stage.</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 4 dB) or else reduce by as much as 11 dB at existing PPFs.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
<p>NoR 5 – New SH1 crossing at Dairy Stream</p>	<p>The new crossing at Dairy Stream does not require assessment under NZS 6806 because the average annual daily traffic volume using the crossing is predicted to be below 2000.</p> <p>Noise levels at PPFs within 200m of this NoR are predicted to be dominated by the surrounding road network, in particular from SH1. Therefore, traffic noise from the SH1 crossing is not predicted to change the noise environment of the surrounding area.</p> <p>I consider these findings to be reasonable.</p>
<p>NoR 6 – New Connection between Milldale and Grand Drive</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do-minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>Except for two existing PPFs where levels are predicted to increase by a noticeable 5-8 dB, noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at the existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>

Notice of Requirement	Review and Comment
NoR 7 – Upgrade to Pine Valley Road	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do-minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible to just noticeable margin (increases no greater than 4 dB) or else reduce by as much as 8 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface, lower speed limit and slight reduction in traffic flows.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
NoR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do-minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface and lower speed limit.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
NoR 9 – Upgrade to Dairy Flat Highway between Dairy Flat and Albany	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do-minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface and lower speed limit.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
NoR 10 – Upgrade to Wainui Road	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do-minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as</p>

Notice of Requirement	Review and Comment
	<p>much as 11 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface and lower speed limit.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
<p>NoR 11 – New connection between Dairy Flat Highway and Wilks Road</p>	<p>The predicted road noise levels at existing PPFs are identified as mostly within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806). Two PPFs fall within Altered Road Category B under the Do Minimum scenario. Because the predicted noise levels do not increase by 3 dB or greater at these PPFs between the Do Nothing and Do Minimum scenarios, the road does not meet the definition of an Altered Road under NZS 6806. Therefore, the Standard does not apply, and mitigation options do not need to be considered under the Standard for these PPFs.</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 8 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface and lower speed limit.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
<p>NoR 12 – Upgrade and Extension to Bawden Road</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do-minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface and lower speed limit.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
<p>NoR 13 – Upgrade to East Coast Road between Silverdale and Redvale Interchange</p>	<p>The predicted road noise levels at existing PPFs are identified as mostly within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806). Thirteen PPFs fall within Category B under the Do Minimum scenario. Because the predicted noise levels do not increase by 3 dB or greater at these PPFs between the Do Nothing and Do Minimum scenarios, the road does not meet the</p>

Notice of Requirement	Review and Comment
	<p>definition of an Altered Road under NZS 6806. Therefore, the Standard does not apply, and mitigation options do not need to be considered under the Standard.</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface and lower speed limit.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>

At paragraphs 4.12 – 4.16 Mr Runcie also considers the future environment and provides his consideration for options as to how future development of new noise sensitive receivers (PPFs) near to all NoR alignments, which is expected to contain a greater density or residential development could be better managed. Noting that no assessment has been undertaken as NZS6806 does not require it. However, new PPFs constructed after the date of NoR approval may be exposed to greater levels of road traffic noise than existing PPFs.

Mr Runcie notes that whilst the wider application considers future development along the NoRs, the acoustic assessment does not provide a suggested means for how future developers would be able, or indeed encouraged, to account for future road traffic noise in this instance. He comments that he understands the Requiring Authority position that, once the designation is in place, making information available regarding the level of noise would assist developers in proactively factoring this into the design of their developments would be possible. However, he goes on to add that to provide a balance of shared responsibility, his opinion is that, based on the current framework of guidance, that consideration of barriers and the long-term use of low noise pavements (i.e., mitigation to control the road noise at source) should consider the environment at the time the Best Practicable Option (BPO) assessment of noise mitigation takes place, potentially 10-30+ years in the future.

An alternative option to including noise contour requirements in the Land Use Integration Process condition could be for the noise contours to be included as a layer on the Auckland Council GeoMaps GIS website such that it appears on property files directing people to the project website where they can find the detailed noise contour information.

Mr Runcie makes a recommendation for how this matter could be better addressed at paragraphs 7.3 and 7.5, for the inclusion of reference back to BPO.

Construction vibration criteria are based on a combination of the requirements of the AUP – Standard E25.6.30 and the Waka Kotahi approach regarding using two categories of vibration. Mr Runcie notes that if the Category A criteria cannot be practicably achieved, the focus shifts to avoiding building damage rather than avoiding annoyance by applying the Category B criteria. Building damage is unlikely to occur if the Category B criteria are complied with. He agrees with the general approach regarding vibration criteria adopted, including use of a

longer night-time period than that required under the Auckland Unitary Plan (**AUP**) to provide better outcomes for receivers. However, Mr Runcie is concerned with the proposal to use different criteria for designations sought by Auckland Transport as opposed to Waka Kotahi (noting that this has not been proposed for noise where one approach has been proposed). It is Mr Runcie's opinion that there is no material difference in the work being undertaken or the location of the works across the designations relative to vibration effects. The proposed approach could result in differing effects at receivers for what is essentially the same works; the CNVE report does not provide evidence to support the difference in effects. In this regard, Mr Runcie recommends that a consistent approach is adopted for all designations and support the use of the Waka Kotahi approach across all designations as industry standard for such works across New Zealand. This would require amendment to the Construction Vibration Standards conditions for NoR 5 to 13.

Mr Runcie also identifies that no detailed assessment of operational vibration is provided, and that while this is a reasonable assumption, it is reliant on road design being required to result in smooth and even surfaces and to be maintained as such for the duration of the road's life. He considers that this should also be captured in a condition of consent, such as the Low Noise Road Surface condition.

Mr Runcie concludes that the noise and vibration effects of the NoRs can be managed and mitigated via the proposed conditions, subject to his further suggested amendments as follows (his memo comments that he has based numbering on NoR 1, recognising that the numbering does vary between NoRs):

*Traffic Noise Standards (Unnumbered condition before Condition 26 from NoR 4)*

I recommend the following wording is added at the end of this condition to capture the requirement to consider noise levels at future dwellings.

**Notwithstanding the above applying to the PPFs in Schedule 4, conditions 26 to 39 shall be read as also including a requirement for the future BPO assessment to determine the BPO for the environment that is present prior to construction starting (in terms of road surface, barriers, or other source noise mitigation), noting that the Requiring Authority is not responsible for acoustically treating dwellings that are constructed following the lodgement of the NoR.**

In addition, clause (j) of this condition refers to PPFs identified in green, orange or red in Schedule 4 of the conditions; however, the figures in Schedule 4 identify PPFs in beige. I recommend that this is corrected in the condition as follows.

- (j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in ~~beige~~ **green, orange or red** in Schedule 4: PPFs Noise Criteria Categories;

*Traffic Noise Standards (Unnumbered condition before Condition 30 from NoR 5-13)*

Based on Mr Runcie's assessment, I recommend the following wording is added at the end of this condition to capture the requirement to consider noise levels at future dwellings.

**Notwithstanding the above applying to the PPFs in Schedule 4, conditions 30 to 35 shall be read as also including a requirement for the future BPO assessment to determine the BPO for the environment that is present prior to construction starting (in terms of road surface, barriers, or other source noise mitigation), noting that the Requiring Authority is not responsible for acoustically treating dwellings that are constructed following the lodgement of the NoR.**

Again, clause (j) of this condition refers to PPFs identified in green, orange or red in Schedule 4 of the conditions; however, the figures in Schedule 4 identify PPFs in pink. I recommend that this is corrected in the condition as follows.

- (j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in **pink** ~~green, orange or red~~ in Schedule 4: PPFs Noise Criteria Categories;

*Construction Vibration Standards (Condition 18 from NoR 1)*

I recommend that the Construction Vibration Standards condition for NoR 5 to 13 are changed to reflect those in Condition 18 of NoR 1 to provide consistency of effects across the designations.

*Low Noise Road Surface (Condition 27 from NoR 1)*

I recommend the below changes to the Low Noise Road Surface Condition to reflect Mr Runcie's comments regarding consistency between the acoustic effects of the as-built road and the effects assumed for the assessment. He notes that there is inconsistency in this condition across the designations (notably the version in NoRs 5 to 13 is different to those in NoR 1 and 4). I recommend that the below modified condition wording (from NoR 1) is adopted across all relevant NoRs (1, 4 and 5 to 13).

- (a) Asphaltic mix surface **(or equivalent low noise road surface)** shall be implemented within twelve months of completion of construction of the Project.
- (b) The asphaltic mix surface **(or equivalent low noise road surface)** **shall be smooth and even and** maintained to retain the noise **and vibration** reduction performance ~~as far as practicable~~.

*Station Noise (Condition 28 from NoR 1)*

I recommend a minor addition to the Station Noise condition for NoRs 2 and 3 to provide clarity as to the standards to be used for the measurement and assessment of Station Noise.

All mechanical and electrical services (including the public address system) at the Milldale and Pine Valley East Stations shall be designed to comply with the following noise rating levels and maximum noise levels, as measured and assessed at any residential zone site boundary:

Time	Noise Level
Monday to Saturday 7am-10pm Sunday 9am-6pm	50dB L <sub>Aeq</sub>
All other times	40dB L <sub>Aeq</sub> 75dB L <sub>AFmax</sub>

**Noise shall be measured in accordance with New Zealand Standard NZS 6801:2008 “Acoustics – Measurement of environmental sound” and assessed in accordance with New Zealand Standard NZS 6802:2008 “Acoustics - Environmental Noise”.**

#### My Assessment

I agree with and adopt Mr Runcie’s assessment and I recommend amendments to the conditions as outlined above. I note that the suggested changes to conditions reflect the position taken by Council’s specialist on other recent NoRs, with degrees of refinement owing to evidence and decision-making that has since occurred.

I consider that the inclusion of reference back to BPO makes planning practice. Likewise, the amendments to wording to reference low noise road surfaces are in my opinion a best practice approach.

With regard to the future environment and how future development of new noise sensitive receivers (PFFs) near to all NoR alignments can be considered, avoided, remedied or mitigated, SGA is encouraged and invited to provide their comments on Mr Runcie’s options or provide further options for consideration in evidence or at the hearing.

Overall, the assessments carried out in support of the NoRs is reasonable.

#### **6.6.6 Natural Hazards – Flooding and Stormwater Effects**

##### NoR Application

Natural hazards, including flooding and stormwater effects are assessed in sections 9 and 16 of the AEE and in the supporting Assessment of Flooding Effects. The assessment outlines the methodology used and identifies that:

While stormwater effects apart from flooding are not assessed (as they are a regional matter), provision is made for the future mitigation of potential stormwater effects (stormwater quantity, stormwater quality and instream structures) by identifying the space required for stormwater management devices (for example, drainage channels and ponds) and incorporating land for that purpose into proposed designation footprints. These devices have been designed to attenuate the 100-year Average Recurrence Interval (ARI) storm using 10% of the total impervious road catchment area in accordance with Auckland Council and Waka Kotahi guidance. The AEE comments

*Flooding effects will be subject to further consideration at the detailed design and modelling stages. It is expected that coordination and integration of corridor design with FUZ developments will be undertaken to confirm and address potential future adverse effects.*

The assessment considers construction flood hazard effects and operational flood hazard effects, and it recommends measures to manage the identified hazards, including conditions such as the Flood Hazard Condition within the Construction and Environmental Management Plan (CEMP) condition.

At section 13.2.4, the AEE summaries that:

*For the North Projects the assessment of operational flooding effects considered:*

- *New culverts ( $\geq 600$  mm diameter) and bridge crossings;*
- *Areas where the new road embankment encroaches onto predicted flood plains and flood prone land;*
- *Potential bridge and culvert sizing to convey flows and not increase flood levels upstream and downstream of the bridge or culvert in the future 100yr 2.1° temperature increase scenario*
- *Land requirements for stormwater wetlands;*
- *Conveyance through deep cuttings which can be improved with top of cutting cut of drains and bench drains; and*
- *The potential for flooding on existing habitable floors of buildings due to the new project corridor.*

*The potential operational effects include:*

- *Increasing impervious areas potentially resulting in increased runoff, flows and flood levels;*
- *Altering existing overland flow paths resulting in flows being redirected to a different alignment;*
- *Lengthening existing culverts on the same grade and alignment which can increase upstream water levels and reduce conveyance capacity;*
- *Obstructing an existing overland flow path resulting in ponding at existing low points or newly created depressions along the corridor;*
- *Improving flows under the road reducing upstream flood levels and increasing flood levels at properties further downstream;*
- *Reducing cutting conveyance requirements at the toe of the cutting through bench and cut off drains conveying flows to either end of the cutting; and*
- *Increasing impervious area to treat for attenuation, treatment or both and pond locations*

### Submissions

There were 46 submissions that raised issues related to flood effects across the thirteen North NoRs. These are identified and addressed in Section 7 and Appendix 1 of Council's Healthy Waters Memorandum (refer to **Appendix 2**). In response to submissions Ms Te and Mr Curtis recommend amendments to the Flood Hazard and CEMP conditions (refer to comments in the sections below).



## Council Specialist Review

Stormwater and flooding effects have been reviewed for Council by Ms Lee Te and Mr Danny Curtis, Senior Healthy Water Specialists, at Auckland Council Healthy Waters. A copy of Ms Te and Mr Curtis's Memorandum is provided in **Appendix 2**.

A number of matters were raised through initial reviews of these NORs as well as through hearings on the North-West and Warkworth NORs, and has led to discussions on ongoing degrees of disagreement. These carried through informal further information requests for the current NORs, and meetings were held between SGA and Healthy Waters with a view to refining positions that affect those other two sets of NORs as well as assisting with the position on this current proposal.

Ms Te and Mr Curtis consider that the modelling approach as outlined in the Assessment of Flood Effects is appropriate at this concept stage of design. However, they note and agree that detailed flood modelling will be required at the detailed design phase to ensure up-to-date and accurate information is used and to confirm that the new and upgraded transport corridor, bridges, culverts and stormwater wetlands will not increase flooding risk.

Overall, they comment that it is difficult to assess the flood effects without detailed design and flood modelling. They do conclude that the information and assessment provided by SGA is acceptable at this stage as the North Projects might not occur for 30 years or more. Ms Te and Mr Curtis do add that it is important conditions can manage the flood effects while accounting for the future environment and climate. Detailed design and flood modelling of the transport corridors, stations and associated infrastructures will need to achieve the outcomes sought by the conditions to ensure flood effects are managed appropriately.

Ms Te and Mr Curtis comment that:

*The proposed boundary for the designation includes areas for drains, bridges, culverts and stormwater wetlands that will be used for flood management to mitigate the flood effects of the North Projects. However, this is based on conceptual designs, there are no detailed designs with information on the vertical alignments of the transport corridors, this makes it difficult to assess whether the proposed location, size and design of the stormwater wetland, culverts, and bridges are appropriate. It is difficult to be certain of what the flood effects are outside of the proposed boundary for the designation and, in turn, whether the proposed flood management will be appropriate. However, Te Tupu Ngātahi North – Response to s92 request documents provided further information and assessment (Attachments A, B and C). In Attachment A, it appears that each stormwater wetland/device will provide water quality treatment and 100-year attenuation management of stormwater runoff. This is considered acceptable at a conceptual level as it will provide a worst case scenario for device sizing. The approach can be refined through the detailed design process. Overall, the proposed conditions for flood hazards must address the identified potential effects and the detailed design must comply with the conditions to ensure flood effects are managed appropriately. As a result, recommendations have been made to the proposed flood hazard conditions.*

*Te Tupu Ngātahi in the response to the section 92 request stated that to manage “very small effects” or have a “nil effects”, the proposed boundary would need to be bigger if the effects are to be contained within the proposed boundary. And stated that “The allowable 50mm change at the boundary proposed as part of the Flood Hazard condition is set based on our knowledge of hydraulics and experience of working with similar consent/NoR conditions. It is considered that 50mm is the minimum change that is generally achievable.” This is understood to mean at the upstream and downstream boundary of the proposed designation there may be a maximum of 50mm increase in flood levels for a 1% AEP with climate change. In the absence of any detailed design, a maximum of 50mm increase in flood levels at the boundary is an acceptable approach. However, it is understood the 50mm change is only for flood levels adjacent to the boundary and not for the surrounding environment.*

*To manage flood effects further from the boundary of the designation, Te Tupu Ngātahi stated that flood performance standards/outcomes in the proposed conditions will be used, and that an important condition is the condition that relates to freeboards to ensure no reduction in freeboards to habitable floors that already flood or have limited freeboard, this will manage flood effects on properties while allowing for some flexibility in the detail design stage. However, properties that currently flood do not have sufficient freeboards. The proposed condition would be effective if it states no increase in habitable floor flooding. It is important that the freeboards of habitable floors are protected, and no new properties are subject to an increased risk of flooding because of a reduction in freeboard as a result of the North Projects.*

They then recommend the following amendments to the Flood Hazard and CEMP conditions to ensure flooding effects are appropriately considered, avoided, remedied or mitigated.

#### Conditions

It is recommended that the words of Condition 10 “that are already subject to flooding or have a freeboard less than 500mm” be removed from condition (i).

Based on Te Tupu Ngātahi North – Response to s92 request documents no properties were identified to have risk of increased flood levels in the 1% AEP that were close to the proposed designation boundary. It was stated by Te Tupu Ngātahi that “*The pre and post Project flood flows will not be changed upstream or downstream of the designations in the pre and post project flood modelling scenarios.*”

The sentence with “500mm” freeboard is recommended to be removed. If the condition includes 500mm it means properties with a freeboard over 500mm could have their freeboards reduced, this may create new flood hazards for some properties.

Therefore, it is proposed to amend Condition 10 to read:

#### **10. Flood Hazard**

- (a) The Project shall be designed to achieve the following flood risk outcomes:
  - (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors, community, commercial, industrial, and network

**utility building floors. that are already subject to flooding or have a freeboard less than 500mm;**

The amendments recommended to condition (i) mean condition (ii) is not required and should be deleted.

- (ii) ~~no increase in 1% AEP flood levels for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard of less than 300mm;~~

Based on the flood assessments it was identified that there is potential diversion of overland flow paths, but no details were provided about how this would be managed. Condition (iii) and (iv) are new and ensure that changes to overland flow paths do not affect the function of overland flow paths and that private properties are protected. The following word is therefore proposed:

- (iii) **no loss in conveyance capacity or change in alignment of existing overland flow paths, unless provided by other means;**
- (iv) **new overland flow paths shall be diverted away from habitable floors and discharge to a suitable location with no increase in flood levels in a 1% AEP event downstream;**

The removal of “*on land zoned for urban or future urban development where there are no existing dwelling changes*” and replaced with “*outside and adjacent to the designation boundaries*”, to condition (v) by Te Tupu Ngātahi is to localise the 50mm increase at the boundaries.

Te Tupu Ngātahi stated that “*With a maximum of 50mm increase at the designation boundary the flood effects will be limited to within a very short distance upstream and downstream of the designation boundary before returning to pre-Project flood levels.*”

Condition (v) is considered acceptable as it is in conjunction with the other conditions, however, it is recommended that ‘outside’ be removed from condition (v) as this could be interpreted to include the surrounding environment. The following amendment is therefore proposed:

- (v) maximum of 50mm increase in water level in a 1% AEP event **outside and** adjacent to the designation boundaries between the pre and post Project scenarios;

It is recommended to include the following words in condition (vii), ‘classification’ as this captures how flood hazards are assessed; ‘and pedestrian’ as the flood hazard classification for vehicles and pedestrians are different; and ‘10% and’ will ensure effects on the access is assessed for more frequent events.

The inclusion of the flood hazard definition in terms of velocity X depth, depth, and velocity limits the definition of flood hazard classification to this point in time. Healthy Waters seeks this definition is removed from the condition as the definition of flood hazard classification can change in the future, and Healthy Waters considers that the most up to date version should be used in any assessment.

The proposed condition alteration relates to changes to the hazard classification, meaning that if residents are able to access their property on foot at the moment, then they will be able to continue to access their property on foot in the future.

The following amendments are therefore proposed:

- (vi) no new flood prone areas; and
- (vii) No increase of flood hazard **classification** for main vehicle **and pedestrian** access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the **10% and 1% AEP** rainfall event. **Where Flood Hazard is:**

- ~~Velocity x depth >= 0.6 or~~

- ~~depth > 0.5m, or~~

- ~~velocity > 2m/s.~~

It is recommended in condition (b) to include consultation with Healthy Waters during the development of the detailed design and flood modelling, as often Healthy Waters is consulted after detailed design and flood modelling has been carried out. Making it more difficult to have meaningful discussions about the details of the design and flood modelling. There may be differences in methodology and expectations of what is useful.

There is nothing in all the conditions sets that will give certainty that Healthy Waters will be consulted before the detailed design is carried out.

It is recommended to include assessments using '10%' AEP flood levels to account for the performance of the primary network and the effects of more frequent events. Amended wording for Condition 10(b) is therefore:

- (b) Compliance with this condition shall be demonstrated in the Outline **Plan and developed in consultation with Auckland Council Healthy Waters (or its equivalent)**, which shall include flood modelling of the pre- Project and post-Project **10% and 1% AEP** flood levels (for Maximum Probable Development land use and including climate change).

#### My Assessment

I agree with and adopt the assessment of Ms Lee Te and Mr Danny Curtis; and I recommend the amendments to the Flood Hazard conditions as outlined above.

I note that twenty of the submissions received did raise the issue of flooding in the context of the location of the route, and the locations of the RTCs. In this regard, the memorandum of Ms Te and Mr Curtis does comment on the Healthy Waters input into the Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban Zones. Whilst appreciating these concerns raised in submissions, it is apparent that appropriate future consideration of development working in conjunction with flood hazards has been carried out. Ms Te and Mr Curtis' memorandum comments that Healthy Waters has provided input into the Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban Zones, and that it agrees with the approach and the relocation of the centre to avoid flood plains. The memorandum comments that the

centre and high-density residential activity will not be located within flood plains but will adjoin the flood plains.

### **6.6.7 Ecological Effects**

#### NoR Application

The ecological effects of the thirteen North NoRs have been assessed by SGA and a specialist assessment is included in Appendix 4 of the AEE. The ecological assessment can be found section 14 of the AEE.

The AEE notes that construction activities associated with each NoR have the potential to cause adverse effects on ecological features within or adjacent to the designation footprint if they are not mitigated. Potential construction effects include the disturbance and displacement of roosts / nests and individual (existing) long- tailed bats, avifauna and herpetofauna due to construction activities (noise, light, dust etc.). It is assumed that this effect will occur after vegetation clearance (subject to regional consent controls) has been implemented and is therefore likely to happen in habitats adjacent to the project footprint /designation or underneath structures such as bridges.

With regard to vegetation, at section 14.2.2 the AEE notes:

*Construction activities associated with each new or upgraded transport corridor/station have the potential to cause adverse effects on ecological features within or adjacent to the North Projects, without mitigation. Potential adverse effects that relate to the construction activities are:*

- *Habitat removal that is subject to district controls, including native fauna (bats, birds and lizards) effects (mortality injury, roost/nest loss/disturbance).*
- *Disturbance and displacement to roosts/nests, and bats, birds, and lizards (and their movement) due to construction activities (noise, light, dust etc.). It is assumed that this effect will occur after vegetation clearance (subject to regional consent controls) has been implemented and is therefore likely to happen in habitats adjacent to the Project footprints/designations or underneath structures such as bridges.*

*The following sections explain the above adverse construction effects in more detail as they relate to bats, avifauna and herpetofauna.*

With regard to Long-tailed bats, at section 14.2.2 the AEE notes:

- *Disturbance and displacement of long-tailed bats and/or their roosts due to construction activities leading to a change in population dynamics. It is assumed that this effect will occur after vegetation clearance (subject to regional consent controls) has been undertaken and is therefore likely to happen in habitats adjacent to the Project footprints/designations or underneath structures such as bridges.*
- *Additionally, bats may be impacted by removal of district plan vegetation through loss of foraging habitat, roost loss and mortality or injury to bats. Table 14.2 from the AEE is reproduced below.*

*During construction of the North Projects, the following specific activities are anticipated to contribute to the above adverse effects on bats:*

- *Night works (when required) and site compounds that may be lit overnight. There is potential that these works will modify the behaviour of bats if they are foraging within this area or roosting in nearby isolated stands of mature trees.*
- *Construction noise and vibration. This can affect the behaviour of bats roosting nearby.*

With regard to Avifauna, section 14.2.2 of the AEE notes that:

*The following potential construction related effects to native birds within and adjacent to all the NoRs have been identified:*

- *Disturbance and displacement of native birds and/or their nests due to construction activities leading to a change in population dynamics. It is assumed that this effect will occur after vegetation clearance (subject to regional consent controls) has been implemented and is therefore likely to happen in habitats adjacent to the Project footprints/designations or underneath structures such as bridges.*
- *Additionally, birds may be impacted by removal of district plan vegetation (through loss of foraging habitat, nest loss and mortality or injury to birds).*

*During construction of the North Projects, the following specific activities are anticipated to contribute to the above adverse effects on birds:*

- *Construction noise and vibration. This can affect the behaviour of birds roosting in the immediate vicinity of construction works (up to 100 m from designation boundaries).*

With regard to Herpetofauna, section 14.2.2 of the AEE notes that:

*The following potential construction related effects to herpetofauna (Arboreal gecko spp and Ground skink spp.) within and adjacent to all the NoRs have been identified:*

- *Disturbance and displacement of herpetofauna due to construction activities leading to a change in population dynamics. It is assumed that this effect will occur after vegetation clearance (subject to regional consent controls) has been implemented and is therefore likely to happen in habitats adjacent to the Project footprints/designations or underneath structures such as bridges.*
- *During construction of the North Projects, construction activities controlled by district plan provisions (i.e.: construction noise, vibration and dust) of the AUP:OP are not anticipated to contribute to the above adverse effects on lizards. The magnitude of effects of disturbance and displacement due to noise and vibration for native herpetofauna is considered negligible across all NoRs, both within the current and likely future ecological environment. As the ecological value of all herpetofauna species is High, the overall level of effect is assessed as Low prior to*

*mitigation, and impact management concerning construction activities such as noise, vibration and dust is not required. The level of effect within the likely future ecological environment is expected to remain the same as the baseline.*

*The removal of district plan trees (and their associated habitat values for lizards) concerning NoR 1,2, 4, 9 and 13 is discussed further in Section 14.3.2.*

The SGA assessment also includes consideration of operational effects on terrestrial ecology. This notes that many of the effects are likely to be pre-existing.

For long-tailed bats, section 14.2.3 notes that:

*Loss in connectivity could lead to an overall reduction in size and quality of bat foraging habitat. This has the potential to impact on bat movement in the broader landscape and could potentially disturb nearby bat roosts (including maternity roosts). Lighting spillage from street lighting could also disturb commuting and foraging bats at night and adversely affect insect prey populations. NoR-specific effects are discussed further in section 14.3.3.*

For birds, section 14.2.3 of the AEE states:

*The loss of connectivity through the presence of the transport corridors and associated disturbance, such as operational noise/vibration and light, could lead to an overall reduction in size and quality of bird foraging habitat, and has the potential to impact on bird movements in the broader landscape.*

*The level of effect on birds due to operational impacts associated with loss or decrease in connectivity has been assessed in the context of habitat suitability, the existing degree of fragmentation and the likely fragmentation in the future urban environment. NoR-specific effects are discussed further in section 14.3.3.*

*Connectivity effects are assessed as being low. This is however dependent on the ecological value of the species which could be reduced to having a negligible effect. Therefore, impact management is not required.*

For Herpetofauna, section 14.2.3 of the AEE states:

*Potential operational effects on herpetofauna across the NoRs from the operation of new transport corridors, stations and upgrading / widening of existing roads include:*

- Loss in connectivity due to the presence of the transport corridor/station (including light and noise effects from the road/station, leading to fragmentation of terrestrial, wetland and riparian habitat and a change in population dynamics due to the presence of the infrastructure)*
- Disturbance and displacement of herpetofauna leading to a change in population dynamics due to light, noise, and vibration from the transport corridor/station.*

*Suitable habitat was identified within all NoRs which could potentially support both native geckos and/or skinks. Native geckos and skinks require vegetated corridors to facilitate natural dispersal, although they are a relatively resident*

*species and do not require migration or large-scale movement to support reproduction, refuge and feeding. It is not uncommon to identify lizard populations within proximity to road corridors on both side of the road, indicating that there is potential for successful migration between the two fragmented habitats.*

*The magnitude of effects of loss in connectivity and disturbance to native herpetofauna is considered negligible across all NoRs, both within the current and future environment considerations. As the ecological value of all herpetofauna species is high, the overall level of effect is assessed as low prior to mitigation, and such impact management is not required. The level of effect within the likely future ecological environment is expected to remain the same as the baseline.*

The SGA assessment then lists a range of construction and operational effect mitigation.

To mitigate construction effects this includes pre-construction ecological surveys and Ecological Management Plans (**EMP**) and Bat Management Plans (**BMP**) for all NoRs and an Avifauna Management Plan (**AMP**) for NoRs 1, 3, 4, 6, 7, 8, 9, 10, 11, 12 and 13 and Management of lizards and native invertebrates for NoRs 1, 4 and 9 are proposed to be in accordance with the Wildlife Act.

While, to mitigate operational effects this includes a BMP for NoRs 1, 4, 6, 7, 8, 9, 10 and 13 and an AMP for NoRs 1, 6 and 10.

#### Submissions

13 submissions raise ecological or related concerns. These are identified and addressed in section 7 of Mr Lowe's, Consultant Environmental Scientist, Memorandum (refer to **Appendix 2**).

#### Council Specialist Review

Ecological effects have been reviewed for Council by Mr Mark Lowe, Consultant Environmental Scientist. A copy of Mr Lowe's Memorandum is provided in **Appendix 2**.

Mr Lowe outlines that he concurs with the Applicant's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial and aquatic ecology. He also considers that sufficient evidence has been provided to demonstrate that the proposed effects management measures would appropriately manage the identified effects on ecological values that may arise from the proposal.

He notes that regional resource consents would still be required for earthworks, streamworks as well as vegetation removal/alteration under the AUP:OP.

Finally, Mr Lowe concurs with the Applicant's proposed measures to manage district ecological effects.

However, Mr Lowe does consider that the conditions require some further amendments to:

- Condition 23 (as numbered in NoRs 1, 2 and 3) states the objective of the Ecological Management Plan as 'to minimise the effects of the project'. In his opinion, it would be



preferable to expand this objective to include remediation and offset or compensation actions as necessary.

- Condition 22 (as numbered in NoR 1, 2, and 3) requires a pre-construction ecological survey. However, as noted above, in his opinion, it would be appropriate and precautionary to not limit the future pre-construction ecological survey to the 'Identified Biodiversity Areas' but rather retain flexibility to assess additional areas as required closer to the future construction phase. Furthermore, it is recommended that the magnitude of effects of any vegetation loss is confirmed following detailed design and prior to construction and the condition is updated to reflect this.
- I note that the 'district plan trees in NoR 1, 2, 4, 9 and 13' are required to be covered by the proposed tree protection plan in condition 24 (as numbered in NoRs 1, 2 and 3). However, the arborist report recommendation that 'A detailed landscape plan with replacement planting at a minimum ratio of 2:1 for individual trees and like for like (in m<sup>2</sup>) for mass vegetation is to be prepared as part of the Urban Landscape Design Management Plan (ULDMP)' does not seem to be explicitly covered by this condition (or the ULDMP condition (condition 9 of NoR 1, 2, 3)). A recommendation for change to the Tree Management Plan condition in all NoRs is therefore proposed, with details as set out below. It is also recommended that the condition is updated to ensure that the effects management measure is confirmed to achieve a no net loss outcome using a transparent biodiversity offsetting tool prior to construction.
- The Ecology Report notes that kauri snails are potentially present in the proposed designation boundaries (NoR 4 and NoR 9) and notes that pre-clearance inspections should be undertaken prior to vegetation removal. This recommendation is not currently covered in the draft conditions and therefore, it is recommended to include a condition to ensure this outcome.
- The requirements for an Ecological Management Plan to address the effects on Threatened or At Risk wetland birds makes reference to various setback widths, including undertaking surveys if works occur within 50 m of an identified wetland and suggested 20 m setback for vegetation clearance and construction works if nesting birds are found. It does not appear that the justification for these setback distances have been provided in the Ecological Report. In his opinion, an appropriate setback distance to avoid abandonment of a nest from construction activities is dependent on the specific construction activity (including intensity and duration) and species of wetland bird. Regardless, the distance is likely to be greater than 20 m. Following a precautionary principle, it is recommended that the specification or recommendation of setback distances in the condition are removed (and can be developed as part of the Management Plan based on the specific activity and species) and the survey requirement trigger is also increased.
- It is recommended that the Tree Management Plan condition is updated to include provision of kauri dieback management measures as required.

The specific amendments sought are as follows:

NoRs 1-3

Suggested modification to condition 23(a):

An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 22) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable, **and to remedy, offset or compensation any residual adverse effects**. The EMP shall set out the methods that will be used to achieve the objective which may include:

Suggested modification to condition 22:

- (a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of the ecological management plan by:
  - (i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule [2] are still present, **or if species of value are present within any other areas of suitable habitat that may have established prior to construction works and which may be impacted**.
  - (ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
- (b) If the ecological survey confirms the presence of ecological features of value in accordance with condition 22(a)(i) and that effects are likely in accordance with condition 22(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 23 for these areas (Confirmed Biodiversity Areas).

Suggested modification to condition 24:

- (a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared. The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 3.
- (b) The Tree Management Plan shall:
  - (i) confirm that the trees listed in Schedule 3 still exist; and

- (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 3, **and offset any residual effects**. This may include:
  - a. Any opportunities to relocate listed trees where practicable;
  - b. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9). **The quantum of planting required must be calculated using a best practice offset accounting method, or other such method approved by Council, to achieve a no net loss of ecological value outcome. The planting to replace removed trees shall be no less than a 1:1 area ratio.**
  - c. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and
  - d. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards, **including provision of kauri dieback management measures where required (in line with relevant guidelines published by the Ministry for Primary Industries Kauri Dieback Management Programme)**.
- (iii) demonstrate how the tree management measures (outlined in a. – d. above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

Suggested modification to condition 23(d):

- (d) If an EMP is required in accordance with (a) for the presence of threatened or at risk wetland birds:
  - (i) How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable.
  - (ii) Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds
  - (iii) Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a **50m 200m** radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;

- (iv) What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within ~~50m~~ **200m** of any construction area (including laydown areas). Measures **must consider the type, intensity and duration of the construction activity and species of wetland bird affected. could include:**
- ~~(v) A 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;~~
- ~~(vi) Monitoring of the nesting Threatened or At-Risk wetland birds. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging); and~~
- ~~(vii) Minimising the disturbance from the works if construction works are required within 50 m of a nest;~~
- ~~(viii) Adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area);~~
- ~~(ix) Minimising light spill from construction areas into Wetlands~~  
~~(x) Details of measures to minimise any operational disturbance from light spill.~~

#### NoRs 4 and 9

Suggested additional condition for NoRs 4 and 9:

#### **If an EMP is required in accordance with (a) for the presence of kauri snail**

- (i) **Timing and duration of the works;**
- (ii) **A description of salvaging methods; and**
- (iii) **A description of relocation methods, including transfer methods, relocation site(s) selection and pest control**

#### My Assessment

Having considered the AEE and its specialist ecological assessment, the comments from Mr Lowe for the Council, and having had regard to submissions lodged, I am of the view that any adverse ecological effects can be avoided, remedied or mitigated subject minor amendments to the ecological conditions in the NoRs as outlined above.

#### **6.6.8 Effects on Trees**

Effects on trees resulting from the thirteen North NoRs have been assessed by SGA at section 18 of the AEE and in the Assessment of Arboricultural Effects provided in Appendix A. This assessment notes that any trees that trigger regional plan requirements will be assessed and managed through a future regional consenting process.

In Table 18.1 from the AEE it identifies the summary of protected trees, groups and vegetation requiring removal for each NoR:

**Table 18-1: Summary of protected trees, groups and vegetation requiring removal for each NoR**

NoR	Number of protected trees requiring removal	Mass planted areas/groups of vegetation requiring removal
NoR 1	0	2
NoR 2	0	2 (a portion of the two groups is also within NoR 1)
NoR 3	0	0
NoR 4	0	3 (a portion of one of the three groups is also within NoR 1)
NoR 5	0	0
NoR 6	0	0
NoR 7	0	0
NoR 8	1	2
NoR 9	1 (Notable tree)	2
NoR 10	2	0
NoR 11	0	0
NoR 12	0	0
NoR 13	7	3
<b>Total</b>	<b>11</b>	<b>14</b>

Therefore, overall a total of 11 protected trees require removal and 14 mass planted areas or groups of vegetation require removal.

With regard to effects on protected trees or groups of protected trees, the AEE also notes that tree removal has the potential to result in adverse amenity and ecological effects on the surrounding environment. Works near trees may require works within the protected root zone or trimming of trees; and these works have the potential to affect the health of trees where tree protection methodologies are not followed. A full tree schedule of specific trees affected by each corridor is provided in Appendix A, of the Assessment of Arboricultural Effects in Volume 4.

With regard to operational effects on trees, the AEE notes that:

*The operational effects of the North Projects are largely limited to the maintenance of sight lines and the overhead and lateral clearances of the RTC, general traffic lanes and the high-quality active mode facilities. The required clearances will*

*largely be limited to existing retained vegetation and newly planted vegetation within the proposed berm areas and will only require management in the medium term, with little pruning expected in the early establishment period (1 – 7 years following planting).*

In order to manage potential adverse effects, a Tree Management Plan (**TMP**) is proposed for each NOR. This will identify the existing trees protected under the district plan, confirm the construction methods and impacts on each tree and detail methods for all work within the root zone of trees that will be retained. The TMP is proposed as a condition for each identified NoR.

Furthermore, the effects of tree loss can be mitigated by comprehensive planting within the new berms, and areas identified in the Urban Design Evaluation. Replacement planting will be decided through a planting plan for the Project under the proposed ULDM condition. The ULDM will also include methodologies to establish new trees within the road reserve, including creation of quality below ground environments, correct planting methods and appropriate maintenance. The replanting to be specified under the ULDM is intended to provide the appropriate mitigation for the potential effects from the removal of trees protected by the district plan. The long-term outcome of comprehensive street tree planting is considered to be more trees in the public realm and increased amenity value within the public transport corridor.

I note that the Assessment of Arboricultural Effects summarises, in the table at page xi, that replacement planting for trees lost in order to construct the proposed corridors should be undertaken at a minimum ratio of 2:1 for removed trees and a minimum of like for like (in m<sup>2</sup>) of mass vegetation. This requirement is recommended to be included within the requirements for a detailed landscape plan within the ULDM condition.

However, upon review of the ULDM for the NoR's, it would appear that the ratio and area (m<sup>2</sup>) requirement for replanting to mitigate effects on the removal of protected trees or groups of tree is not included.

Therefore, SGA is encouraged and invited to amend the ULDM condition and/or the Tree Management Plan condition for the relevant NoR's (subject to the confirmation outlined above) to ensure that the recommended mitigation ratio of areas are clearly included and specified.

#### Submissions

Three submissions raise issues regarding trees and effects on trees across NoRs 4, 9 and 13. I note that some of the QE II submissions NoRs 4 and 9 have also been reviewed by Mr Lowe in his ecology assessment, noting the overlapping of the SEA. Therein, Mr Lowe has recommended a wording condition to address Kauri dieback.

For NoR 13, one submission concerning the loss of mature ridgeline trees. While the NoR 13 boundary covers an area of trees located outside 2163 East Coast Road, Mr Caldwell notes that the arboricultural assessment has not identified these trees are requiring removal.

#### Council Specialist Review

Arboricultural effects have been reviewed for Council by Rhys Caldwell, Council Arborist. A copy of Rhys Caldwell's Memorandum is provided in **Appendix 2**.

Rhys Caldwell, relying on the details in the Assessment of Arboricultural Effects, outlines that the removal of trees has been identified in seven of the NoR's being NoR 1, NoR 2, NoR 4, NoR 8, NoR 9, NoR 10, and NoR 13, that contain trees as follows:

Mr Caldwell also notes that for the NoRs 2, 4 and 6, that contain trees, there are recommended conditions for an Urban and Landscape and Design Management Plan (ULDMP) and a Tree Management Plan (TMP) to address the protection of the trees being retained and for the replacement of trees proposed for removal. The implementation of these plans will provide an avenue for trees to be protected and for the replacement of the trees being removed.

Mr Caldwell concludes that where possible the removal of trees should be kept to a minimum. Furthermore, that the preparation of a TMP once there is a detailed design for the specific NOR would confirm which trees could be retained and protected. The impacts upon any tree located within a riparian area or significant ecological area will require a regional consent that will need to be applied for. At this time an assessment would be undertaken and appropriate mitigation imposed.

With regard to replacement tree planting, Mr Caldwell recommends that there should be a minimum baseline for the number of trees proposed to be planted to replace the trees being removed. He notes that Section 5.3.1.2 of the arboricultural assessment provides a ratio of 10:1 for replacement planting of climax species for areas of mass planting. However, there does not appear to be any minimum replacement ratio for the individual trees being removed in Section 5.3. Mr Caldwell makes a recommendation for change, the details of which have been set out in Mr Lowe's assessment above, as both specialists conversed about this particular detail.

Finally, Mr Caldwell notes that he recommends that the conditions proposed be adopted and that he is able to support the NoRs provided that the trees to be retained are protected in accordance with the proposed TMP and that replanting is undertaken in accordance with the proposed ULDMP.

#### My Assessment

Subject to the amendments to the ULDMP conditions to ensure a reasonable level of mitigation is provided for the loss of protected trees, I generally agree with Mr Caldwell's assessment and comments regarding the appropriate use of conditions.

However, I also note the comments and recommendations by Mr Murphy regarding trees as they relate to landscape, natural character and visual matters. I note in this regard, that Mr Murphy seeks further amendments to the ULDMP conditions on some of the NoRs, to provide a better consideration of trees /revegetation in the NoR design and implementation.

I do consider that the adverse effects on arboriculture can be adequately remedied or mitigated, subject to an amended set of conditions being imposed for the North NoRs, in conjunction with regional consents being obtained during detailed design stage.

## 6.6.9 Parks and Recreation Effects

### NoR Application

While there are references to open spaces and parks in the SGAAEE, there is no direct and specific identification or assessment in the AEE of any parks, reserve or areas of public open space affected by the NoRs, although the Statutory Assessment in Appendix D does identify these.

The assessment provided with the NORs finds that the effects on parks, reserves and open spaces varies, but that generally they are managed through the various management plans, in particular, the Urban and Landscape Design Management Plan (ULDMP) and Stakeholder and Community Engagement Plan (SCEMP).

### Submissions

There are no submissions that directly raise or identify matters regarding parks, reserves or open space effects.

### Council Specialist Review

Parks planning and recreational effects have been reviewed for Council by Gerard McCarten, Consultant Parks Planner.

Mr McCarten identifies that the parcels of land identified in **Table 9** would be affected by the NoRs:

**Table 9:**

NoR Extends over	NoR Adjoins
Hooton Reserve	Highgate Parkway Stormwater Pond
Redvale Marginal Strip	Green Road Park
Kathy's Thicket	14R Agnew Place
97 Ahutoetoe Road	29R Agnew Place
Fairview Esplanade Reserve	Three Streams Reserve
Baker Street Reserve	O'Brien Reserve
380 Millwater Parkway	O'Brien Reserve North
Millwater Park Bush Reserve	
Weiti Stream Pine Valley Esplanade Reserve	
Dairy Flat Reserve	
Serenity Reserve	
Albany Heights West Reserve	
Hosking Reserve	
Albany Heights Reserve	



Mr McCarten also questions the extent of designation encroachments into open space relative to the submitted general arrangement plans and recommends that the extent of NoRs 1, 4, 7 and 9 are reviewed and tightened where possible.

In addition, Mr McCarten considers that pre-construction route protection halts Council's ability to undertake improvements or upgrades to affected areas of open spaces for up to 30 years (or the lapse period sought). He notes that the existing level of built infrastructure within the affected open spaces is, at present, relatively minimal but considers that it would be appropriate to extend the same scope for maintenance and minor renewal to the Council as is proposed for network utility operators especially given the 30-year timeframe. Amendments to the s176 approval condition for all NoRs are therefore recommended to enable Council to reasonably maintain and upgrade existing parks facilities within the designated areas.

Furthermore, Mr McCarten notes that some of the proposed road corridors intersect and/or align with identified greenway routes and that could be hindered or severed if their design does not suitably accommodate them. Therefore, amendments to the ULDMP conditions for all NoRs are recommended to ensure that they are provided for, and Council input is obtained.

Mr McCarten also considers that further amendments to the SCEMP, CNVMP, ULDMP and CTMP are required to ensure Council involvement, give effect to the requirements of the Reserves Act 1977, and to improve the management of construction effects.

Finally, Mr McCarten identifies challenges for finding suitable land to purchase in a suitable location with a willing seller, makes monetary compensation an ineffective way to mitigate loss of existing active recreation land. The impact is less for passive recreation land or conservation land. He also notes that, the timing of compensation also affects the ability to acquire and develop the replacement land prior to the loss incurred; and that if compensation is provided without sufficient time to purchase replacement land, then there would be lag experienced between the loss and replacement land coming into service.

#### My Assessment

I agree with the comments made by Mr McCarten regarding the effects on open space land and the need to improve conditions to better enable Council involvement and the consideration of open space requirements and functions. Therefore, the following recommendations are made.

#### *NORs 1-3, and 5-13 – condition 5, NOR 4 – condition 4*

The Network Utility Operators (Section 176 Approval) condition is amended as follows to accommodate the Council's parks functions

- (a) Prior to the start of Construction Works, Network Utility Operators **and Auckland Council with** existing infrastructure **and/or parks facilities** located within the designation will not require written consent under section 176 of the RMA for the following activities:
  - (i) operation, maintenance and urgent repair works;
  - (ii) minor renewal works to existing network utilities **and/or park facilities** necessary for the on-going provision or security of supply of network utility **and/or park facility** operations;

- (iii) minor works such as new service connections; and
- (iv) the upgrade and replacement of existing network utilities **and/or park facilities** in the same location with the same or similar effects as the existing utility **and/or park facility**.

**(b)** To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

- The Urban and Landscape Design Management Plan (ULDMP) condition is further amended, including the separation of the objective and what the management plan needs to contain (as previously discussed in this report); including reference to reserve land and esplanade reserves; requiring consultation with Council in its development; and to reflect the outcomes of the Urban Design Evaluation.

Given the length of this condition and the large number of changes recommended by specialists, amendments to this condition are provided in the conditions sets provided in **Appendix 6**.

*NORs 1-3 – condition 13, NOR 4 – condition 11 and NoRs 5-13 – Condition 15*

- The Stakeholder and Communication and Engagement Management Plan (**SCEMP**) is further amended to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land, including Council as owner of parks reserves and open space land) will be engaged with through the construction works.

The amended wording of the SCEMP condition, including Mr McCarten’s recommended changes, albeit with further revisions to integrate with other comments, is outlined in section 6.6.11 and in the conditions sets in **Appendix 6**.

#### **6.6.10 Archaeology and Built Heritage Effects**

##### NoR Application

Effects on archaeology and built heritage are assessed in section 15 of the AEE and in the supporting Assessment of Archaeological and Heritage Effects. The assessments outline the potential for construction effects resulting from NoR 1, 4, 7, 8 and 9.

The recommended measures for avoiding, remedying or mitigating the adverse effects include:

- The seeking of an authority to damage or destroy recorded sites R10/737, R10/1450, R10/1472, and any unrecorded archaeological sites and any other archaeological features that may be encountered within the identified works areas be applied for from HNZPT under Section 44 of the HNZPTA. Noting further that works would be completed under such an authority.
- Having an archaeologist on site and available to record and analyse material as necessary.
- Following appropriate tikanga (protocols) during works, with Mana whenua able to make recommendations outlining these. In the event of kōiwi (human remains) being uncovered during any future construction, work will cease immediately and the appropriate tangata whenua authorities will be contacted so that suitable arrangements

can be made. As archaeological survey cannot always detect sites of traditional significance to Māori, or wāhi tapu, the appropriate tangata whenua authorities will be consulted regarding the possible existence of such sites.

The AEE concludes that potential effects are able to be appropriately managed through the implementation of mitigation detailed in a HHMP prepared for a HNZPTA authority for each of the corridors. Operational effects are expected to be limited to NOR 5 - R09/2263 (Wilson Portland Cement Dam), and damage can be managed through the provisions in the HHMP.

### Submissions

Submissions on historic heritage and archaeology have been received from Heritage New Zealand Pouhere Taonga (Heritage NZ) on NoRs 1, 4, 7, 8 and 9.

Heritage NZ provides support for the general intent and application of the Historic Heritage Management Plan (**HHMP**).

Heritage NZ also note that:

*The requirement for an Archaeological Authority to be obtained in accordance with the HNZPTA does not mitigate the effects of the NoR identified under the RMA. It is a separate statutory obligation before any physical works can be undertaken that may affect an archaeological site as defined under the HNZPTA. While obtaining an Archaeological Authority does not mitigate the effects on wider historic heritage values by the NoRs, it does ensure pre-1900 archaeological values associated with area of project works including unrecorded sites are fully assessed and formally documented through appropriate archaeological monitoring, investigation, and reporting. The Act does not however apply to buildings or structures that are post 1900 (unless they are declared under the HNZPTA) or to certain activities that may affect a pre-1900 building unless the building (or a pre-1900 component of) is to be demolished.*

Two individual submitted also raised heritage-based concerns. In his assessment at Appendix 2, Mr Winwood recognises the values that the submitters have identified, but notes that the features are not to a value that is recognised for protection by Council.

### Council Specialist Review

Built Heritage and Archaeological matters have been reviewed and assessed for Council by Dan Winwood (Built Heritage) and Joe Mills (Archaeology).

While the NoRs will directly impact some archaeological and built heritage sites, no sites scheduled in the Auckland Unitary Plan Schedule 14.1 Schedule of Historic Heritage will be impacted.

Both Mr Mills and Mr Winwood and state that the Notices of Requirement have been fully assessed as completely as is currently possible based on known and recorded archaeology and built heritage by the SGA's built heritage specialist. They both add that it is proposed that all future works will require comprehensive Historic Heritage Management Plans to effectively protect historic heritage where possible, and to remedy and mitigate unavoidable adverse

effects. Mr Winwood considers this a sensible approach, which allows for individual plans to develop as the projects progress and as further survey and assessment becomes possible.

They have both recommended a very slight wording change to the HHMP condition, with reference to who the material should be submitted to. That wording change is adopted.

#### My Assessment

I adopt and rely on the archaeological and built heritage assessments provided by Mr Mills Mr Winwood and their comments on the HHMP condition.

### **6.6.11 Māori Cultural Values and Effects**

#### NoR Application

Section 11 of the AEE discusses the engagement undertaken by the requiring authority with mana whenua and the input provided by mana whenua during the development of each corridor. This states that:

- in developing the transport corridors, recognition has been given to both the relationship of Tāngata Whenua to their lands, culture and traditions in this area and the commitment to partnership between mana whenua, Waka Kotahi and Auckland Transport (as a representative of the Crown) founded through Te Tiriti o Waitangi.
- only mana whenua 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 mana whenua representatives and seek input on the actual and potential impacts of each corridor.

In addition, SGA advises that joint a CIA has been provided to SGA by Te Kawerau ā Maki and Ngāti Manuhiri (refer Volume 2, Appendix E to the AEE). However, it is also noted that the Manuhiri Kaitiaki Charitable Trust made submissions on the NoRs. Those submissions took a neutral view on the NoRs but did seek further collaboration.

Section 11.5 of the AEE sets out the measures intended to avoid, remedy, or mitigate any potential adverse Māori cultural values effects. These measures include:

- an invitation to Mana whenua to prepare a Cultural Advisory Report in advance of the detailed design;
- an invitation for Mana whenua to participate in the development of the ULDMP to input into relevant cultural landscape and design matters on each corridor. This includes the management of potential effects on cultural sites, landscapes and values. The ULDMP is provided for via a condition on all NORs.
- the preparation of a Cultural Monitoring Plan prior to the start of construction works or enabling works. These plans will be prepared in collaboration with mana whenua to ensure that effects are managed appropriately, including features discovered by accident. Archaeological mitigation will be in line with the recommendations of the Assessment of Heritage / Archaeology Effects (Volume 4) and Section 15 of the AEE.
- concerns relating to construction works and potential impacts of sediment on streams and wetlands; construction and operational impacts on fish, lizards, birds and bats; and

effects and mitigation on riparian vegetation will be considered through the offered conditions and management plans such as the CEMP and EMP and future regional consents. Furthermore, detailed design will provide the opportunity to reduce earthwork extents, where practicable

### Submissions

As noted above, the Manuhiri Kaitiaki Charitable Trust made submissions on the NoRs. The submissions took a neutral position, but did seek further collaboration. It is recommended that the submitter speak further to the extent of collaboration they seek at the hearing.

### Council Specialist Review

There is no Council specialist assessment for this section of the report.

### My Assessment

I agree with the AEE assessment that only mana whenua advise on the effect that a project may have on their cultural values, heritage, and aspirations. The requiring authorities have engaged with mana whenua representatives and sought input into the potential effects of each corridor. Furthermore, the AEE states that SGA maintains a Mana Whenua Forum (for operational and kaitiaki level discussions). The engagement with Mana Whenua has informed the corridor alignments and the mitigation measures proposed. In addition, the requiring authority's various proposed management plans and the conditions include provision for ongoing mana whenua engagement and input. Recognising the submissions received from the Manuhiri Kaitiaki Charitable Trust, both SGA and the submitter should speak to this at the hearing.

## **6.6.12 Social Impact Effects**

### NoR Application

An assessment of social impacts has been prepared and this is included in section 19 of the AEE with a specialist assessment annexed to the AEE in Volume 4, Appendix G. The social impact assessment (**SIA**) has the stated purpose to assess the actual and potential social impacts associated with the planning (route protection phase), construction, operation and maintenance of the North Projects on the existing and likely future environment and recommend measures that may be implemented to avoid, remedy and/or mitigate these impacts.<sup>11</sup>

The AEE states that the actual and potential adverse effects can be associated with the route protection phase, construction phase and operational phase for each transport corridor and these have been considered. Effects identified can either be positive or negative on the basis of whether anticipated social consequences will either enhance or detract from community values, social processes or social infrastructure.

Both positive and negative impacts were identified within the recognised social impact categories applicable to this package of projects:

- Way of life;

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<sup>11</sup> SIA Page 3

- Community;
- Values and Identity;
- Quality of the environment and amenity;
- Health and wellbeing;
- Personal and property rights; and
- Fears and aspirations.

The conclusions of the SIA are that, once operational, the North projects will have largely positive impacts for the communities they serve. Including:

- Through the provision of safe transport networks that provide more opportunities to connect across the community for all members of the community.
- The Projects support future growth and the development of future communities which will be connected and have access to public and active transport modes.

The SIA concedes that uncertainty about timing of changes have the potential for adverse social impacts for residents<sup>12</sup>. In response, the SIA states that the provision of project information and lapse dates proposed provide relative certainty regarding when delivery is expected. This issue is also discussed in the Lapse Date section of this assessment where I have recommended that a shorter lapse date or sequence of lapse dates could provide more certainty for affected properties. The SIA also acknowledges the potential loss of amenity or need to vacate properties along the routes vacant and associated reduction in amenity, this has the potential to increase adverse impacts on wider people's health and wellbeing.

During the construction phase the SIA considers that adverse social impacts from noise, vibration and additional traffic movements disruption including changes to normal business activity will be temporary and can be managed through stakeholder engagement and appropriate disruption management measures (e.g. noise, vibration, traffic).

At the operational stage, the SIA identifies that social impacts may occur through potential impacts on amenity and quality of living environment due to noise and visual changes can be managed through the proposed mitigation by the relevant specialists.

### Submissions

A number of submissions raised matters that fall within the ambit of Social Impacts. She has provided a table of the various social impact issues and records the number of submissions for each NoR within Table 3 to her memorandum. That table is reproduced here:

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<sup>12</sup> AEE Page 277

Social Impact Issues	Number of Submissions												
	NoR Number												
	1	2	3	4	5	6	7	8	9	10	11	12	13
<i>Social effects of designation prior to construction</i>													
Extended length of NoR designation	51	1	8	12	14	6	3	28	6	3	5	24	11
NoR effects on property sale/value/development	47	2	3	10	8	4	3	25	5	3	5	30	3
Consultation limitations	23	4	6	7	2	2	1	4	3	2	4	1	4
<i>Social effects of construction</i>													
NoR effects on physical operation of businesses	1	-	-	2	-	1	-	2	-	2	1	-	1
Residential amenity	3	2	-	3	-	-	-	1	-	-	3	-	-
Health and safety	1	2	1	1	2	1	1	1	1	1	1	1	1
Parks, community facilities, open space, and education	1	1	1	1	1	1	1	4	1	1	1	1	1
<i>Social effects of operation</i>													
NoR effects on physical operation of businesses	4	1	5	5	1	2	1	4	1	2	2	4	6
Residential amenity	5	6	-	6	1	-	2	1	2	-	3	3	2
Health and safety	4	3	1	3	1	1	3	3	2	1	5	2	3
Parks, community facilities, open space and education	1	1	1	1	1	2	1	3	1	2	1	2	1
Urban design	16	1	2	2	-	-	-	1	-	-	1	-	1
Social cohesion and social equity	14	-	3	4	-	-	-	-	1	-	-	1	3
NoR conditions	6	3	4	8	3	5	4	9	3	5	6	3	8

### Council Specialist Review

A review of the SIA has been undertaken by Rebecca Foy, Social Impact Specialist at Formative. Ms Foy summarises the various social benefits (positive effects) and social consequences (adverse effects) for each NoR and are not repeated here. A copy of this review is annexed as **Appendix 2**.

The review of Ms Foy makes the following conclusions and recommendations:

- *In my opinion the NoRs will have significant positive outcomes for the wider communities by providing transport clarity about the location and timing of transport connections to service projected growth in the wider area, and are*

*consistent with the direction and framework of the Auckland Unitary Plan (AUP), including giving effect to the Regional Policy Statement (“RPS”), and the FDS.*

- *The AEE provides a strong planning rationale for providing staged transport infrastructure aligned with urbanisation and growth, but there is no supporting economic information which estimates the costs of the projects and provides information about who will be paying for the projects. The Requiring Authority should provide this information at the hearing.*
- *I confirm that the SIA undertaken by the applicant thorough and has considered most of the range of social effects that may arise from the proposed changes and highlighted that many of those effects may be significant to immediately affected parties. There has been an appropriate level of effort put into contacting and communicating with affected parties, though there has been frustration expressed by submitters potentially due to the limited information currently available and dissatisfaction with the perceived late notification of lodgement of the NoR designations.*
- *There is some confusion in the numbers of properties that will be directly affected by the designations between the AEE and SIA Reports and the Requiring Authority should confirm the total number of properties and their land uses at the hearing.*
- *I have outlined my specific recommendations with respect to submitters’ concerns about the proposed conditions in Section 5.0, and my concerns about ensuring that suggestions in the SIA about mitigation strategies have not been adequately incorporated in conditions in Section 6.0. Several matters were widely raised in submissions and require more clarification and incorporation of specific provisions in the conditions to guarantee that issues identified in the SIA and submissions are adequately addressed.*
- *Many submitters have highlighted that they have an active interest in the design of the proposed new transport routes and the likely effects on their properties, businesses, and the surrounding transport network. This registration of interest should be recorded and those parties should automatically be invited to participate in stakeholder group or individual meetings. The list of key stakeholders should extend out to other parties in the wider environment rather than solely those properties directly affected by the property designations. Ongoing clear and open communication is an important mechanism for avoiding grievances and placing additional stress on residential and business owners and occupiers and users of social infrastructure.*
- *In addition to those recommendations, it will be important to ensure that Auckland Council is provided with the ability to review any of the plans that are identified in the conditions to ensure that the social effects of each stage are adequately considered.*
- *Overall, I support the NoRs, but consider that the mitigation strategies proposed by the applicant’s SIA are better incorporated in revised or new conditions and that particular consideration is given to how information is*



*communicated to affected parties through advisory services in the long period between the PIC and the CEMP, so that concerns can be actively discussed, directly affected parties can easily access PWA compensation, and community views can be incorporated into designs.*

Ms Foy acknowledges the positives that the North Projects can provide, confirming that in her opinion the NoRs will have significant positive outcomes for the wider communities by providing transport clarity about the location and timing of transport connections to service projected growth in the wider area, and are consistent with the direction and framework of the AUP, including giving effect to the RPS, and the FDS.

She adds that the AEE provides a strong planning rationale for providing staged transport infrastructure aligned with urbanisation and growth. However, there is no supporting economic information which estimates the costs of the projects and provides information about who will be paying for the projects, and in this regard Ms Foy comments that SGA should provide this information at the hearing.

Ms Foy recognises the concerns raised by a number of submitters on each of the NoRs and comments on the range social effects that do result from the activity proposed.

Ms Foy makes recommendations for a series of adjustments to a number of conditions, while proposing that two new conditions be added. It is clear that Ms Foy's recommendations, including changes to and addition conditions is informed by the concerns raised.

In respect of the additional conditions, Ms Foy comments that due to the uncertainty arising from the long lapse periods and the timing of any land use transition from rural to urban land uses, at this stage it is difficult to predict who the affected parties will be within the receiving environments (i.e. land development submitters have indicated that they will continue to follow their development schedules, and therefore some new residential and commercial activities may be established in the receiving environment before construction of transport projects commences). She notes that the applicant's SIA recommends that a SIA is undertaken prior to construction works, and these proposed conditions make provisions to accommodate any changes in the land use composition between now and when construction commences by ensuring that affected parties are identified and engaged with.

#### My Assessment

Having considered the AEE and its specialist social impact assessment, the comments from Ms Foy for the Council, and having had regard to submissions lodged, I am of the view that any social impacts will be noticeable for these NoRs. However, I do agree with and rely on the assessment of Ms Foy and support her conclusions and recommended changes to conditions as a means to mitigate the effects. On this basis, while I do not consider that the effects can be avoided, and less likely to be remedied, I can conclude that the adverse social effects can be mitigated by the conditions offered by SGA and those recommended for inclusion by Ms Foy. I do endorse Ms Foy's recommended additional conditions and consider those important to ensuring that the effects of the elongated lapse period (should my suggested changes not be accepted) can more appropriately be mitigated.

The following adjustments to conditions are proposed:

Proposed amendments to **Project Information (additional text underlined)**

- (a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected **and adjacent** owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:
  - (i) the status of the Project, **including ongoing engagement and activities in relation to implementation of the management plans;**
  - (ii) anticipated construction timeframes;
  - (iii) contact details for enquiries;
  - (iv) the implications of the designation for landowners, occupiers, and business owners and operators within the designation, and information on how/where they can receive additional support following confirmation of the designation;
  - (v) a subscription service to enable receipt of project updates by email; and
  - (vi) the types of activities that can be undertaken by landowners without the need for written consent to be obtained under s176(1)(b) of the RMA; and
  - (vii) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA (i.e. for activities not covered by (vi) above)
- (b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
- (c) **The project website or virtual information source shall be updated to provide a copy of all SCEMPs, and of all Management Plans outlined in Conditions 7 as they are developed for a Stage of Works.**

Proposed amendments to **Outline Plan**

- (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.
- (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project.
- (c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:
  - (i) Construction Environmental Management Plan (CEMP);
  - (ii) Construction Traffic Management Plan (CTMP);
  - (iii) Construction Noise and Vibration Management Plan (CNVMP);
  - (iv) Urban and Landscape Design Management Plan (ULDMP);
  - (v) Historic Heritage Management Plan (HHMP);

- (vi) Ecological Management Plan (EMP);
- (vii) Tree Management Plan;
- (viii) Network Utilities Management Plan (NUMP); ~~and~~
- (ix) Network Integration Management Plan (NIMP); and
- (x) Development Response Management Plan.**

Proposed amendments to **Management Plans**

- (a) Any management plan shall:
  - (i) Be prepared and implemented in accordance with the relevant management plan condition;
  - (ii) Be prepared by a Suitably Qualified Person(s);
  - (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.
  - (iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
    - a. Been incorporated; and
    - b. Where not incorporated, the reasons why.
  - (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules.
  - (vi) Once finalised, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 7(a) / Condition 6a/Condition 8 may:
  - (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.
  - (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.
  - (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;
- (c) Any material changes to the SCEMPs, are to be submitted to the Council for **information certification**.

Proposed amendments to **Urban and Landscape Design Management Plan (ULDMP)**

- (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. **Key stakeholders identified in the SCEMP shall be invited to contribute to development of the management plan at least six months prior to the finalisation of the plan.**
- (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and
  - (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment.
- (c) ~~(b)~~ The ULDMP shall be prepared in general accordance with:
- (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
  - (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
  - (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
- (d) ~~(c)~~ To achieve the objective, the ULDMP(s) shall provide details of how the project:
- (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;
  - (ii) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;
  - (iii) Promotes inclusive access (where appropriate); and
  - (iv) Promotes a sense of personal safety by aligning with best practice guidelines, such as:
    - a. Crime Prevention Through Environmental Design (CPTED) principles;
    - b. Safety in Design (SID) requirements; and
    - c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.

**(e) ~~(d)~~** The ULDMP(s) shall include:

- (i) a concept plan – which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals;
- (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and
- (iii) landscape and urban design details – that cover the following:
  - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment;
  - b. Roadside elements – such as lighting, fencing, wayfinding and signage;
  - c. Architectural and landscape treatment of all major structures, including bridges and retaining walls;
  - d. Architectural and landscape treatment of noise barriers;
  - e. Landscape treatment of permanent stormwater control wetlands and swales;
  - f. Integration of passenger transport;
  - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;
  - h. Historic heritage places with reference to the HHMP;
  - i. Reinstatement of construction and site compound areas, driveways, accessways and fences;

**NoRs 2 and 3**

- j. Any design measures which assist to manage potential for noise nuisance from station operation to residential neighbours;

**All**

**(f) ~~(e)~~** The ULDMP shall also include the following planting details and maintenance requirements:

- (i) planting design details including:
  - a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan. Where practicable, mature trees and native vegetation should be retained;
  - b. street trees, shrubs and ground cover suitable for the location;
  - c. treatment of fill slopes to integrate with adjacent land use, streams,

- riparian margins and open space zones;
- d. planting of stormwater wetlands;
- e. identification of vegetation to be retained and any planting requirements under Condition 23 Ecological Management Plan (EMP) and Condition 24 Tree Management Plan;
- f. integration of any planting requirements required by conditions of any resource consents for the project; and
- (i) re-instatement planting of construction and site compound areas as appropriate.
- (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and
- (iii) detailed specifications relating to the following:
  - a. weed control and clearance;
  - b. pest animal management (to support plant establishment);
  - c. ground preparation (top soiling and decompaction);
  - d. mulching; and
  - e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

Proposed amendments to **Construction Environmental Management Plan (CEMP)**

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:
  - (i) the roles and responsibilities of staff and contractors;
  - (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);
  - (iii) the Construction Works programmes and the staging approach, and the proposed hours of work;
  - (iv) Development of a Good Neighbour Policy including a schedule for educating construction workers on expectations associated with ensuring that the surrounding community (landowners, occupiers, businesses, and social organisations) feel safe and respected;**
  - (v) **(iv)** details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;

- (vi) ~~(v)~~ methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
- (vii) ~~(vi)~~ methods for providing for the health and safety of the general public;
- (viii) ~~(vii)~~ measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstructions to flood flows, actions to respond to warnings of heavy rain;
- (ix) ~~(viii)~~ procedures for incident management;
- (x) ~~(ix)~~ procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;
- (xi) ~~(x)~~ measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;
- (xii) ~~(xi)~~ location and procedures for responding to complaints about Construction Works; and
- (xiii) ~~(xii)~~ methods for amending and updating the CEMP as required.

Proposed amendments to **Stakeholder Communication and Engagement Management Plan (SCEMP)**

- (a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objectives of the SCEMP are to:
  - (i) ~~Identify~~ how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be **proactively** engaged with **prior to and** throughout the Construction Works to develop, maintain and build relationships.
  - (ii) **Provide opportunities for those new to the area to find out about and engage with the project;**
- (c) To achieve the objective, the SCEMP shall:
  - (i) **At least 18 months prior to any Outline Plan being submitted for Construction of a Stage of Work, the Requiring Authority shall identify:**
    - A. ~~(v) Identification of~~ The properties whose owners **and occupiers** will be engaged with;
    - B. ~~(iv)-a~~ A list of **key** stakeholders (**including but not limited to Rodney Local Board, Ministry of Education, existing and future schools, North Shore Aero Club, and Network Utility operators**) organisations (such as community facilities, **including but not limited to the Dairy Flat Tennis Club, Dairy Flat Hall and Auckland Council Parks**), and businesses who will be engaged with;
    - C. ~~(vi)~~ Methods and timing to engage with landowners whose access is directly affected;

D. **Methods to engage and consult with the public, key stakeholders, community groups, organisations and businesses.**

(ii) **The SCEMP shall** include:

A. **Details of (c)(i) A to D;**

B. ~~(i)~~ the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);

C. ~~(ii)~~ the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;

D. ~~(iii)~~ methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;

E. ~~(vii)~~ methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in **(c)(i) A-B (iv) and (v)** above; and

F. ~~(vii)~~ linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.

G. **details of opportunities to strengthen the relationship of the Requiring Authority with key stakeholders and the wider community;**

H. **A record of the consultation undertaken with Mana Whenua and the community, including summaries of feedback and any response given or action taken by the Requiring Authority as a result of that feedback; and**

I. **Any outcomes or actions undertaken in response to feedback, as well as public complaints that are not covered by Condition 14 (Complaints Register).**

~~(d)~~ ~~(b)~~ Any SCEMP prepared for a Stage of Work shall be submitted to Council for **certification information** ten working days prior to the Start of Construction for a Stage of Work.

Proposed amendments to **Network Utility Management Plan (NUMP)**

**(a)** A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.

**(b)** The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:

(i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;



- (ii) Protect and where necessary, relocate existing network utilities;
  - (iii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;
  - (iv) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines;
- (c)** The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project **at least six months prior to finalisation of the plan. This is to be revisited over the length of the Projects until the last project has been completed.**
- (d)** The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.
- (e)** The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.
- (f)** Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.
- (g)** Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.

In addition, as noted above, Ms Foy has recommended the following two additional conditions be included:

**Development Response Management Plan (DRMP) (new recommended condition)**

- (a) A DRMP shall be prepared prior to the Start of Construction for a Stage of Work.**
- (b) The objective of the DRMP is to provide a framework and suite of strategies and measures in consultation with local business and community stakeholders that assist those directly affected by the Project (including directly affected and adjacent owners (e.g. businesses, community organisations, households, and their tenants) to manage the impacts of construction and to maximise the opportunities the Project presents.**
- (c) Business Associations and Community groups representing businesses and residents within the relevant Stage of Work shall be invited no later than 18 months prior to the Start of Construction for a Stage of Work, to participate in the development of the DRMP.**
- (d) To achieve the objective, the DRMP shall include:**
  - (i) A list of those likely to be affected by the Project**
  - (ii) Recommended measures to mitigate impacts on those identified as affected by the Project associated with construction effects such as the potential loss of visibility of businesses from public spaces.**

reduction in accessibility and severance, loss of amenity, mental and physical health effects, and relocation. Such mitigation measures may include business support, business relocation, temporary placemaking and place activation measures and temporary wayfinding and signage, and mental health support and advice.

- (iii) Identification of opportunities to coordinate the forward work programme, where appropriate with infrastructure providers and development agencies.
- (iv) Recommended measures to mitigate effects on the operation and financial wellbeing of community organisations and sports clubs;
- (v) Recommended measures to mitigate the loss of community facilities, assets and open space based on stakeholder feedback during the SCEMP process, including, but not limited to, means for funding and implementing the mitigation. Mitigation that is not contingent on Construction Works being completed must be implemented prior to construction commencing.
- (vi) Recommended measures to provide support for anxiety and mental health outcomes;
- (vii) Recommended hardship assistance package and hardship fund to be available for compensation to landowners, tenants, and adjacent property owners and details of how people will qualify for assistance.
- (viii) Recommended assistance for residential and business tenants, leaseholders or owners who are asked to move during the works.
- (ix) Measures to achieve positive social outcomes, which may include supply chain opportunities, education, training and employment opportunities including partnerships with local business associations and community organisations, and by working with local organisations repurposing and recycling of demolition materials.
- (x) Identification of any other development response measures designed to support those businesses, residents and community services/facilities affected during construction
- (xi) A record of the activities and assistance provided as a result of the measures listed in (ii)-(ix).
- (xii) Linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g the SCEMP) where relevant.

#### Property Management Strategy (PMS) (new recommendation condition)

- (a) The Requiring Authority shall prepare and submit to Council for Certification a PMS within 12 months of the date on which this designation is included in the AUP:OP.

- (b) Within 40 working days of receiving written notice of Certification of the PMS by Council, the Requiring Authority shall notify in writing all directly affected owners and occupiers that the PMS is available on the Project Information website or equivalent that is required under Condition 2.
- (c) The purpose of the Strategy is to set out how the Requiring Authority will ensure the properties acquired for the North Projects are appropriately managed so they do not deteriorate and adversely affect adjoining properties and the surrounding area.
- (d) The Strategy shall identify measures and methods to ensure the properties are managed in a manner that:
  - (i) does not significantly change the character, intensity and scale of the effects of the existing use of the land;
  - (ii) maintains the condition of the property at that which existed at the time of purchase by the Requiring Authority;
  - (iii) Contributes to the functioning of the area within which the property is located;
  - (iv) Maintains occupancy as far as reasonably practicable; and
  - (v) Provides confidence to occupants, adjoining property owners, and the community that the properties are managed responsibly pending construction.

### 6.6.13 Property and Land Use Effects

#### NoR Application

The SGA, in section 20.7 of the AEE assesses effects on property, land use and business disruption. The AEE summaries that:

*The new and upgraded transport corridors/stations can be expected to have a range of effects on property. These include the private property restrictions and landowner uncertainty imposed by the designation throughout its duration. Prior to and during construction, effects will include changes to the existing environment's amenity, disturbance to normal enjoyment whilst works are carried out, as well as permanent changes to private properties.*

*Prior to construction, measures are proposed which will assist in alleviating some of the associated uncertainty for landowners, including the measures within the SCEMP (as set out above at Section 20.6.1), the Project Information condition included on each NoR, and the s176 condition which allows for some nominated activities to occur within designation boundaries without the need for written consent, for AT projects. Suitable management plans and measures have also been proposed to manage effects of the works during construction.*

...

*As per Section 182 of the RMA, the designation footprints will be reviewed upon completion of each Project, and will be uplifted from those areas not required for the ongoing operation, maintenance or effects mitigation associated with the corridors. Given the mitigation proposed, it is considered that effects on property will be appropriately managed.*

### Submissions

There are a large number of submissions or submission points which relate to property effects across the thirteen North NoRs. The key issues raised in submissions are listed below:

- general relief to decline/confirm the NoRs (subject to amendments);
- extent of the designation boundary and effects on specific properties
- length of lapse periods;
- effects on residential property values;
- effects on businesses and business viability;
- reinstatement of property;
- acquisition and compensation; and
- engagement and consultation.

### My Assessment

Section 3.5 of this report considers lapse dates and the effects on this on land use and property owners. My recommendations in that section are applicable here, and I reiterate that in order better mitigate uncertainty caused to land use and property owners, conditions should be further amended, or new conditions introduced to provide additional information about the proposed engagement and/or consultation processes for directly affected parties or other parties which are in the vicinity of the proposed works including in the period between when the designation is confirmed and the construction phase i.e. during the detailed planning and route protection phase. In this regard I have recommended the following amendments, in particular to the Stakeholder Communication and Engagement Plan (**SCEMP**) for each NoR:

#### **Stakeholder and Communication and Engagement Management Plan (SCEMP)**

- (a) A SCEMP shall be prepared **in consultation with stakeholder, community groups or organisations and the Council 18 months** prior to the Start of Construction for a Stage of Work **and submitted to the Manager for Certification.**

**New (b)** The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.

**New (c)** To achieve the objective, the SCEMP shall include:

- (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);

- (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
  - (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
  - (iv) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with;
  - (v) Identification of the properties whose owners will be engaged with;
  - (vi) Methods and timing to engage with landowners whose access is directly affected
  - (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and
  - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- (b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ~~ten working days~~ **certification 6 months** prior to the Start of Construction for a Stage of Work.

#### **6.6.14 Infrastructure / Institutional Effects**

The proposed North NoRs have interactions with and potential impact on the operation of existing, proposed or future infrastructure and three of these providers has submitted on each NoR. The proposed NoRs will also have potential effects on public institutions such as schools located nearby for influenced by the route and proposed works.

##### *Watercare Services Limited*

Watercare Services Limited (Watercare) have lodged identical submissions to all the NoRs. Watercare takes a neutral stance with regard to these NoRs and recognises the aim of the various NoRs is to protect land for future implementation of strategic transport corridors / infrastructure whether they are confirmed or not). Watercare seeks to ensure that any decisions made to confirm the NoRs responds to the issues raised in their submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

Watercare seeks ongoing and active collaboration and consultation with the requiring authority to commence before the detailed design stage so that their own plans for water infrastructure are aligned with the implementation of the NoRs.

Watercare seeks amendments to the NoRs. In this case, Watercare has asked for the amendment to the conditions by the introduction of a new condition which requires the preparation of a "Network Utility Strategic Outcomes Plan". This condition is to be added to all thirteen NoRs to futureproof assets in consultation with network utility operators such as Watercare. If a Network Utility Strategic Outcomes Plan condition is not added within all NoRs,

it is proposed that amendments are made to the NUMP condition in all NoRs. In addition, it is proposed that the LIP condition is added to all conditions (both the NoRs lodged by Waka Kotahi and Auckland Transport). Amending the conditions will ensure that adverse effects on Watercare's assets and operations are avoided, remedied or mitigated.

Whilst the AEE has not identified any Watercare assets within the project area of the proposed NoRs, Watercare does have some planned for future development. These include developer led infrastructure to service the local network and growth, and Watercare-led infrastructure that will service growth at a bulk level. The inclusion of NUMP conditions demonstrate that SGA is prepared to engage with network utilities including Watercare (and others) as a way to ensure that there will be collaboration and co-ordination of infrastructure.

There appears to be commitment from SGA to engage with Watercare (and others) to ensure suitable collaboration and co-ordination of infrastructure and this is reflected in either the proposed Network Utility Strategic Outcomes Plan or NUMP conditions and the LIP conditions which are to be included in all NoRs.

### *Ministry of Education*

The Ministry of Education (**MoE**) is supportive of the Silverdale NoRs and in particular the better active modes of transportation that they will enable particularly to the schools in Orewa. There are two school sites which are anticipated to be affected by the project. These include Dairy Flat School which will be affected by NoR 8 and Land at 15-37 Upper Orewa Road for proposed schools which will be affected by NoR 6. In addition, a proposed future school campus site on Wainui Road will be impacted by NoR 10. Ahutoetoe Primary School and Nukumea Primary School are within the project area. However, in its submissions MoE seeks to appropriately address and manage construction-related effects and the on-going potential effects the projects may have on the operation and management of the schools, particularly for NoRs 6, 8 and 10.

### *MoE – Dairy Flat School - NoR 8*

Regarding NoR 8 at Dairy Flat School, a two-lane rural arterial is proposed on this section with a 60km per hour speed limit area proposed. Across the road from the school are public bus stops which are currently being used by school children. As a result, the MoE requests that this section of Dairy Flat Highway is reduced to a speed of 50km/hr to align with safer speed limits. In addition, a pedestrian crossing is also suggested to be installed in order to be more reflective of the future urban context. The MoE also suggested that a footpath which is at least a 3m wide should be installed along the school frontage (if not already). The following issues and requested have been identified by the MoE:

- The designation will impact the turning area and approximately 3 parking spaces within the existing school carpark, however it is unclear if this is temporary as a result of construction, or it is to be permanent. It is possible that reconfiguration will be required.
- Pick up and drop off of a rural school will be impacted by the widening of Dairy Flat Highway. Loss of area is potential to occur, and it is unclear how it can be mitigated.
- Public bus opposite school is used by students and the speed limit is 80km/hr. A 50km/hr speed is requested.

- Road and bus stops need to be reconfigured for buses to be safely accommodated.
- Footpath along the school frontage should be 3m in width for drop off and pick up.
- Drainage works are proposed to be adjacent to a school site, and the MoE requests that the design mitigates any flood risks to the school.
- Unclear how the new arterial would affect the schools existing safety access. Consider alternative access options including a fourth leg off the round-a-bout which is proposed to be adjacent to the proposed stormwater pond and to provide alternative access to the school. This may support the issue relating to the pick off and drop off berm.
- Road boundary and its fencing should be reinstated for safety.

The MoE also notes its support for proposed condition 3 (Designation Review) which requires the Requiring Authority to review the physical extent of the designation and pull it back after construction. However, MoE seeks recognition in the condition that earthworks on the school site with the road and the existing levels that inform the NoR's extent can be designed to be appropriate for both the school development and the road and that if the MoE delivers these earthworks, then the NoR boundaries can be revised.

MoE seeks amendments to the SCEMP, CTMP, CNVMP, Designation Review and LIP conditions to address their concerns.

#### *MoE – NoR 6*

NoR is proposed to have a significant impact on the frontage of the schools acquired by the MoE. MoE has requested that the Requiring Authority reviews the extent of the designation on the proposed Wainui School campus and the proposed adjacent school. This is in order to ensure that it is appropriate in relation to the proposed works. The first matter is to address the levels of the Upper Orewa Road in relation to the adjacent school site and whether the interface is appropriate. In addition, flooding is to be avoided on the future school site by ensuring that the culverts across Upper Orewa Road should be properly sized and that the road levels are set appropriately.

MoE seeks amendments to the SCEMP, CTMP, CNVMP, Designation Review and LIP conditions to address their concerns.

#### *MoE – NoR 10*

MoE has requested that a signalised intersection is installed by the Requiring Authority. This is in order to improve connectivity for active modes between the residential development at Milldale and the proposed school.

Again, the MoE request for amendments to the SCEMP, CTMP, CNVMP, Designation Review and LIP. It is recommended that SGA should provide and confirm their response to the MoE submissions in evidence or at the hearing.

#### *Telecommunications*

Telecommunication submitters including Aotearoa Towers Group (ATG), Chorus New Zealand Limited (Chorus), Connexa Limited (Connexa), One New Zealand (One NZ) (formally

Vodafone New Zealand Limited) and Spark New Zealand Trading Limited (Spark) have made a joint submission on all NoRs.

The Telecommunication Submitters are requesting that they be adequately consulted by the requiring authorities in regard to the effects on their existing infrastructure. In addition, they also request that they are given the opportunity to be involved in any discussions regarding future requirements for the project design.

The AEE has not set out the list of Telecommunication Submitters within the affected Utility Providers. This is despite there being existing infrastructure within and around the proposed designated boundaries. Consequently, the Telecommunications state that there is concern that the various interest companies will not be consulted as part of the NUMP development.

Each of the different Telecommunication Submitters have different ways of operating their networks. The telecommunication companies and the operating space for them is complex. As a result of the complexity the Telecommunication Submitters have asked for the amendment to the Waka Kotahi designations and NUMP conditions is proposed. This advice note is suggested in order to provide clarity on which different telecommunications/broadband operators may be affected and to also enable consultation to be established as the project moves forward. This of which has not been required for the Auckland Transport conditions given the LIP condition.

Auckland Transport included a LIP condition within their NoR's however Waka Kotahi's NoRs 1-4 did not. Project teams and existing infrastructure providers are impacted by the exclusion of LIP conditions which has minimised the opportunity for their integration, communication and collaboration. The Telecommunication Submitters request that satisfactory LIP conditions (equivalent to the Auckland Transport conditions) to be included in NoR's 1-4. Alternatively, a condition addressing the issues raised by the Telecommunications Submitters, or under the NUMP condition an advice note that identifies the current major network providers operating fibre and mobile phone/wireless broadband networks could be provided within the conditions.

An advice note is proposed to be added to the NUMP condition for the Waka Kotahi designations unless a Land Integration Process (LIP) condition or similar is added in the alternative. As stated in the telecommunication submission. The advice note proposed is:

Advice Note:

For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

As stated by the MoE:

*A LIP condition can also be added that is equivalent to that proposed for the Auckland Transport designations, or any alternative mechanism ensuring there is a process for the project teams for the Waka Kotahi designations to properly identify and engage with relevant telecommunication network utility operators as part of project design.*



Noting the changes sought by Telecommunication Submitters, and that these may have been the subject of further discussions between SGA and the submitter, post lodgement and the close of submissions, I encourage and invite SGA to provide and confirm their response to the Telecommunication Submitters.

#### **6.6.15 Effects Conclusion**

Overall, I consider that the actual and potential adverse effects of the NoRs have been adequately described, albeit that there are specifics where further information, clarification or justification for a number of route options and/or implementation methods are required prior to a decision being made. That said, based on the Council specialist assessments received and subject to additional or amended conditions (which in the round impose additional mechanisms for the management of effects and the provision of further mitigation or management), I conclude that the adverse effects of the thirteen North NoRs on the environment can be adequately avoided, remedied, managed or managed to a minor and acceptable degree, subject to recommended changes.

### **7. Assessment Against Section 171 and Part 2 of the RMA**

#### **7.1 National Policy Statements**

Section 171(1)(a)(i) requires the council, subject to Part 2, to consider the effects on the environment of allowing the notice of requirement, having particular regard to any relevant provisions of a national policy statement. There are eight national policy statements in effect. The following national policy statements are considered to be relevant to the North NoRs:

- New Zealand Coastal Policy Statement 2010 (**NZCPS**);
- National Policy Statement on Urban Development 2020 (Updated May 2022) (**NPS-UD**);
- National Policy Statement on Freshwater Management 2020 (**NPS-FM**);
- National Policy Statement on Indigenous Biodiversity 2023 (**NPS-IB**), and
- National Policy Statement – Highly Productive Land 2022 (**NPS- HPL**).

##### **7.1.1 New Zealand Coastal Policy Statement 2010 (NZCPS)**

The NZCPS contains objectives and policies relating to the coastal environment. The SGA do not appear to have assessed the thirteen North NoRs against the NZCPS. This likely as none of the proposed routes are within a coastal environment or subject to coastal processes or influences. However, I consider the stormwater objectives and policies of NZCPS <sup>13</sup>are a relevant consideration as the proposed transport routes, including proposed stormwater mitigation measures are located in proximity to the Ōrewa River, Wēiti River, Ōkura Creek, Waiokahukura (Lucas Creek), Rangitōpuni Stream, Huruuru (Dairy Stream) and stormwater, once treated is proposed to be discharged to the Hauraki Gulf.

In this regard I note that there are a range of measures to be included in management plans relating to maintaining or enhancing water quality in the Ōrewa River, Wēiti River, Ōkura Creek, Waiokahukura (Lucas Creek), Rangitōpuni Stream, Huruuru (Dairy Stream) that

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<sup>13</sup> Objective1, and Policies 22, 23.

discharge into the Hauraki Gulf. These measures can be further developed and adapted at the detailed design and Outline Plan stages.

Therefore, as a result, I consider that the thirteen North NoRs are consistent with the NZCPS.

### **7.1.2 National Policy Statement on Urban Development 2020 (Updated May 2022) (NPS-UD)**

The NPS-UD has the primary objective of ensuring that New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future<sup>14</sup>. This also includes, among other things, improving housing affordability by supporting competitive land and development markets and ensuring that urban environments are integrated with infrastructure planning and funding decisions<sup>15</sup>. The NPS-UD also requires that local authorities must be satisfied that additional infrastructure to service the development capacity is provided and that it is likely to be available, in addition to being resilient to the current and future effects of climate change<sup>16</sup>.

SGA have assessed the thirteen North NoRs against the relevant provisions of the NPS-UD in Sections 6 and 7 of the AEE and in the Statutory Assessment provided as Appendix D to the AEE. In summary, the SGA find that the Project will give effect to the NPS-UD because the North NoRs provide:

- for the necessary transport infrastructure to support the zoning of land in the North future urban areas and the establishment of the necessary development capacity.
- good accessibility for all people between housing jobs, community services, natural spaces and open spaces, including by way of public or active transport.
- for accessible, high quality, effective, efficient and safe transport routes (including public and active transport modes) that support the movement of people, goods and services for the future urban areas in the North.
- modal choice, contribute to reducing urban heat island effects and providing resilient transport infrastructure that will support urban growth. The transport corridors will generally provide positive flood resilience effects and will avoid, remedy and mitigate potential adverse effects on people and property in areas subject to natural hazards and risk, adapting to the effects of climate change.

While a number of submission raise concerns about the route of NoR 1, only six submissions raise concerns that are considered to have a basis under the NPS-UD. Where concerns are raised about the route, it could be argued whether the timing, funding and delivery of the proposed transport infrastructure is not being undertaken in a manner that integrates with urban growth and facilitates good urban outcomes.

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<sup>14</sup> NPS-UD Objective 1.

<sup>15</sup> NPS-UD Objective 6.

<sup>16</sup> NPS-UD, Section 2.2, Page 10.

As noted previously, the Council has just adopted the Future Land Use Strategy for Dairy Flat and Silverdale. While not structure planning, it does serve to highlight the planned direction for developing these areas, and does support what SGA is seeing to deliver.

SGA is invited and encouraged to provide further evidence of how the proposed NoRs, integrate with urban growth and result in a well-functioning urban environment.

Provided these matters are further resolved and conditions agreed, then I would agree that the NoRs give effect to the NPS-UD.

### **7.1.3 National Policy Statement on Freshwater Management 2020 (NPS-FM)**

The NPS-FM endeavours to implement Te Mana o te Wai<sup>17</sup> by prioritising first the health and well-being of water bodies and freshwater ecosystems followed by the health needs of people and then the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

The NPS-FM objective and policies endeavour to ensure that natural and physical resources are managed in a way that prioritises the health and well-being of water bodies and freshwater ecosystems first, followed by the health needs of people, and then the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future. In particular, the NPS-FM seeks to protect natural wetlands, rivers, outstanding waterbodies and habitats of indigenous freshwater species. It is noted that these provisions will apply at the regional consent stage for consents sought under Section 13, 14 and 15 of the RMA.

In the context of route selection and protection under these NoRs, SGA have assessed the thirteen North NoRs against the relevant provisions of the NPS-FM in the Statutory Assessment provided as Appendix D to the AEE. In summary, the SGA find that the Project will give effect to the NPS-FM because:

- generally, the NoRs transport corridors have sought to avoid or minimise impacts on streams and high value wetlands and this was a consideration in the comprehensive alternatives assessment process undertaken and design refinement. Specifically, high value wetland environments have been avoided and / or reduced where practicable, and new bridge structures are proposed over high value streams. The alignment and design refinement process for each NoR has sought to avoid or minimise impacts on high value natural wetlands and streams, unless there is a functional requirement for any such impacts. There will be further opportunities to minimise any impacts within the transport corridor alignment during the detailed design.
- Some freshwater environments have been impacted where there is a functional and operational need to do so. The proposed transport infrastructure is critical to enable existing and future communities to provide for their social, economic, and cultural well-being. In considering the potential future effects arising from activities that may require resource consent in the future, the Assessment of Ecological Effects identified that any potential effects of the North NoRs on ecological features within or adjacent to transport

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<sup>17</sup> A concept that seeks to recognise and protect the health of freshwater in order to protect the health and well-being of the wider environment.

corridors, can be adequately managed, and will be subject of assessment as part of any future consent processes. Additionally, there is flexibility in the proposed designation to modify and adapt the responses further at detailed design to modify.

I concur with this assessment under the NPS-FM and Council's ecology specialist also agrees with the management approach (subject to minor additional and amendments or clarifications). In that regard, I agree that the NoRs give effect to the NPS-FM.

#### **7.1.4 National Policy Statement on National Policy Statement on Indigenous Biodiversity 2023 (NPS-IB)**

The NPS-IB is a recently introduced policy statement that seeks to prioritise the mauri and intrinsic value of indigenous biodiversity and recognise people's connections and relationships with indigenous biodiversity. It also seeks to recognise that the health and wellbeing of people and communities is dependent on the health and wellbeing of indigenous biodiversity and that in return people have a responsibility to care for and nurture it. The NPS-IB also seeks that the interconnectedness between indigenous species, ecosystems, the wider environment, and the community, at both a physical and metaphysical level are acknowledged.

The NPS-IB requires the identification of Significant Natural Areas (SNA's) in Council's planning documents and their consideration where they are affected by subdivision, use and development. Although it would appear that infrastructure that is necessary to support housing development, that is included in a proposed or operative plan or in a future development strategy or spatial plan, in an urban environment, must 'manage' rather than 'avoid' adverse effects on identified SNA's.

Given the recentness of the NPS-IB, Council is still considering its requirements and the approach required to give effect to it. However, it is noted that the current AUP identifies Significant Ecological Areas and the criteria used to establish these was likely similar to that required under the new NPS-IB to identify SNAs. In this regard, the comments made in the SGA assessment and by Council's specialist regarding indigenous biodiversity matters likely remain relevant and it is noted that all parties consider that potential adverse effects on indigenous biodiversity can be appropriately managed. Therefore, the NoRs are likely to be consistent with the NPS-IB.

The SGA is invited to provide further comments on this in evidence or at the hearing. Council officers can also confirm their opinion on the NoRs consistency with this new NPS at the hearing.

#### **7.1.5 National Policy Statement – Highly Productive Land (NPS- HPL).**

The AEE touches on this NPS in Section 7.6.2 and within Table 8-11. The assessment has been that there are only two instances where class LIC 1, 2 or 3 land is within proximity to the NoRs.

The NPS-HPL came into effects on 17 October 2022 and has the broad objective that:

##### **2.1 Objective**

*Objective: Highly productive land is protected for use in land-based primary production, both now and for future generations.*

The definition of “highly productive land” is as follows:

*highly productive land means land that has been mapped in accordance with clause 3.4 and is included in an operative regional policy statement as required by clause 3.5 (but see clause 3.5(7) for what is treated as highly productive land before the maps are included in an operative regional policy statement and clause 3.5(6) for when land is rezoned and therefore ceases to be highly productive land).<sup>18</sup>*

As no mapping of highly productive land has occurred as yet the definition falls under Section 3.5(7) which states:

- (7) *Until a regional policy statement containing maps of highly productive land in the region is operative, each relevant territorial authority and consent authority must apply this National Policy Statement as if references to highly productive land were references to land that, at the commencement date:*
  - (a) *is*
    - (i) *zoned general rural or rural production; and*
    - (ii) *LUC 1, 2, or 3 land; but*
  - (b) *is not:*
    - (i) *identified for future urban development; or*
    - (ii) *subject to a Council initiated, or an adopted, notified plan change to rezone it from general rural or rural production to urban or rural lifestyle.*

It is noted that the definition “Highly Productive Land” excludes land in the FUZ. Further, as set out in section 7.6.2 of the AEE, there are two instances where a NoR adjoins a Rural Production Zone (NoR 6) or a Rural – Mixed Use Zone (NoR 8), however the immediately adjoining land does not have a LUC 1, 2 or 3 classification and is therefore not classified as highly productive land. The AEE records that in both instances, the rural zoned land is adjacent to an existing road corridor which is being upgraded, rather than a new road alignment.

The NPS-HPL contains 9 policies to implement the objective and these policies include the following relevant policies:

***Policy 1:*** *Highly productive land is recognised as a resource with finite characteristics and long-term values for land-based primary production.*

***Policy 4:*** *The use of highly productive land for land-based primary production is prioritised and supported.*

***Policy 8:*** *Highly productive land is protected from inappropriate use and development.*

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<sup>18</sup> NPS-HPL section 1.3

In combination of these policies set a high threshold for protection of soil, primarily for the production of food. However, the NPS-HPL also recognises land designated for infrastructure in Section 3.9. This section relates to circumstances where the use or development of highly productive land is appropriate and includes the following in Section 3.9(2)(h):

*(h) it is for an activity by a requiring authority in relation to a designation or notice of requirement under the Act:*

Section 3.9(2)(j) also provides:

*(j) it is associated with one of the following, and there is a functional or operational need for the use or development to be on the highly productive land:*

*(i) the maintenance, operation, upgrade, or expansion of specified infrastructure:*

In my view the NoRs fall within these exceptions and are therefore consistent with the NPS-HPL.

## **7.2 Regional Policy Statement (RPS) (Chapter B of AUP-OP)**

The RPS sets the strategic direction for managing the use and development of natural and physical resources throughout Auckland. SGA have assessed the thirteen North NoRs against the relevant provisions of the RPS in the Statutory Assessment in Appendix D to the AEE. In summary, the SGA conclude that the North NoRs will give effect to the RPS because the NoRs will support and provide for:

- a compact urban form that enables a high-quality urban environment, economic growth, the efficient provision of new infrastructure, improved and more effective public transport, and reduced environmental effects in accordance with the objectives and policies in B2.2.
- the integration of the provision of infrastructure with urban growth, avoiding incompatible land uses and increasing resilience; and recognises the importance of the transport network in the movement of people, goods and services, urban form, enabling growth, and providing choices, in accordance with the objectives and policies in B3.2 and B10.2.
- a general opportunity for natural character values to be improved. Furthermore, the proposed conditions require the implementation of an ULDM during the detailed design stage. With this in place, and through future regional consenting stages, the proposed features and scale of the transport corridors within the North are able to be integrated into the existing and future landscape to remedy any potential adverse effects on landscapes arising from the transport corridors in accordance with B4.2, B4.3 and B4.5.
- the importance of historic heritage through the implementation of the HHMP condition, specific mitigation measures, and a precautionary approach to the potential identification of previously unrecorded sites during construction, consistent with objectives and policies in B5.2.
- the recognition of mana whenua involvement and values via the partnership agreements with mana whenua and their active involvement in the development and decision making on the form of the proposed transport corridors; and by avoiding wāhi tapu and other

taonga where possible, in order to avoid potential adverse impacts on sites of significance, consistent with the objectives and policies of B6.2 and B6.3.

- the protection and enhancement of ecological values across terrestrial, freshwater and coastal environments as the transport corridors within the North network have sought to avoid or minimise impacts on rivers, streams and high value wetlands, consistent with the objectives and policies of B7.2 and B7.4.

I generally agree with SGA's assessment of the RPS provisions subject to further evidence as outlined in section 7.1.2 above (NPS-UD), amendments to conditions as recommended and the implementation of the management plans and processes proposed as part of the NoRs.

### **7.3 Auckland Unitary Plan (Operative in Part) (AUP-OP) – District Plan Provisions**

SGA have assessed the thirteen North NoRs against the relevant provisions of the AUP plan provisions in the various supporting reports and the Statutory Assessment provided as Appendix D to the AEE. This includes an assessment of the relevant matters in the following chapters:

- D9 Significant Ecological Areas Overlay;
- D10 Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay;
- D11 Outstanding Natural Character and High Natural Character Overlay;
- D13 Notable Trees Overlay;
- D23 Airport Approach Surface Overlay;
- D24 Aircraft Noise Overlay;
- D26 National Grid Corridor Overlay;
- E1 Water quality and integrated management
- E3 Lakes, rivers, streams and wetlands;
- E11 Land disturbance – Regional;
- E12 Land disturbance – District;
- E15 Vegetation and biodiversity;
- E16 Trees in open space zones;
- E17 Trees in roads;
- E18 Natural character of the coastal environment;
- E19 Natural features and natural landscapes in the coastal environment
- E24 Lighting;
- E25 Noise and Vibration;
- E26 Infrastructure;
- E27 Transport;

- E36 Natural Hazards;
- F2 Coastal – General Coastal Marine Zone
- Residential Zones being H1 Residential – Large Lot Zone, H3 Residential – Single House Zone; H4 Residential Mixed Housing Suburban Zone; and H5 Residential – Mixed Housing Urban Zone
- H7 - Open Space Zones;
- Business Zones being H9 Business – Metropolitan Centre Zone; H14 Business – General Business Zone; H17 Business – Light Industry Zone; H19 Rural zones; H22 Strategic Transport Corridor Zone; and
- H18 Future Urban Zone
- Precincts I500 Albany 3 Precinct; I506 Dairy Flat Precinct; I530 Orewa 2 Precinct; I536 Silverdale 3 Precinct; I537 Silverdale 3 Precinct; and I544 Wainui Precinct

In summary, SGA consider the NoRs to be consistent with the AUP plan provisions because:

- Although resource consents are not being sought for the North NoRs at this time, ecological effects arising in respect of activities that require consents have been considered to inform the alternatives assessment, transport corridor design, the assessment of effects on the environment and the designation footprints. In light of this, generally, the transport corridors within the North NoRs have sought to avoid or minimise impacts on a range of high value ecological areas including SEAs, wetlands and streams.
- There are no identified outstanding natural landscapes, features or character located within the designation boundaries, nor any volcanic viewshafts affected. Furthermore, there are no notable trees located within the designation boundaries.
- Mana whenua views have been sought and provided for in development of the proposed transport corridors and in the on-going conditions for engagement during future stages;
- A number of design measures to provide resilience to flooding, inundation and climate change have been adopted across the North NoRs. Flood modelling undertaken has assessed the existing terrain and proposed network terrain – both using MPD 100 year ARI plus climate change rainfall considerations and taking into consideration flood hazard and risk associated with both rainfall events and climate change. The flood risk assessment has recommended outcomes to ensure at detailed design that existing flooded properties are not exacerbated, no flood prone areas are created and any increase in flood risk for existing or future habitable floor levels or access to properties are less than minor.
- The NoR corridors provide sufficient space for street tree planting that, when delivered, it is anticipated that it will contribute to reducing urban heat island effects in the future as well as contribute to the amenity of the area by providing shade and microclimatic cooling qualities.
- The amenity of the transport corridors during construction has been assessed and effects are proposed to be managed through engagement with residents, the community



and stakeholders, and through the construction noise and vibration, and construction management plans proposed as conditions.

- The NORs will provide the necessary transport infrastructure required to support the growth of existing and future residential areas while avoiding, remedying or mitigating adverse effects on residential amenity.
- The transport corridors proposed will contribute towards the planned future form and quality of centre and business zones, improving the efficiency of these zones through better transport connections and reliability and mitigating adverse effects on amenity values and the natural environment of adjacent public open spaces and residential areas.
- In terms of maintaining rural character and amenity prior to rezoning and urbanisation, the road upgrades and new roads will serve and improve connectivity (through new roads and active modes) for both existing rural areas and future urban areas.
- The NoRs have sought to reduce impacts on open space zones, noting that most Open Space – Conservation Zones impacted by the NoRs are associated with riparian planting of rivers and streams and these are avoided where possible and impacts minimised where encroachment is unavoidable. There are instances of recreation reserves being impacted, and Mr McCarten has recommended some further review too minimise impacts.

I generally agree with SGA's assessment of the AUP provisions subject to further evidence as outlined in section 7.1.2 above (in respect of the NPS-UD), amendments to conditions as recommended and the implementation of the management plans and processes proposed as part of the NoRs.

#### **7.4 Alternative Sites, Routes or Methods – Section 171(1)(b)**

The requiring authority does not have an interest in all of the land, therefore the effects of the works are likely to be significant. As a result, an assessment of alternative sites, routes or methods is required. The requiring authority's assessment of alternatives is provided as Appendix A to the AEE and in section 5 of the AEE.

Figure 4.1 in section 4.2 of the AEE, identifies that the alternatives assessment process involved the following steps:

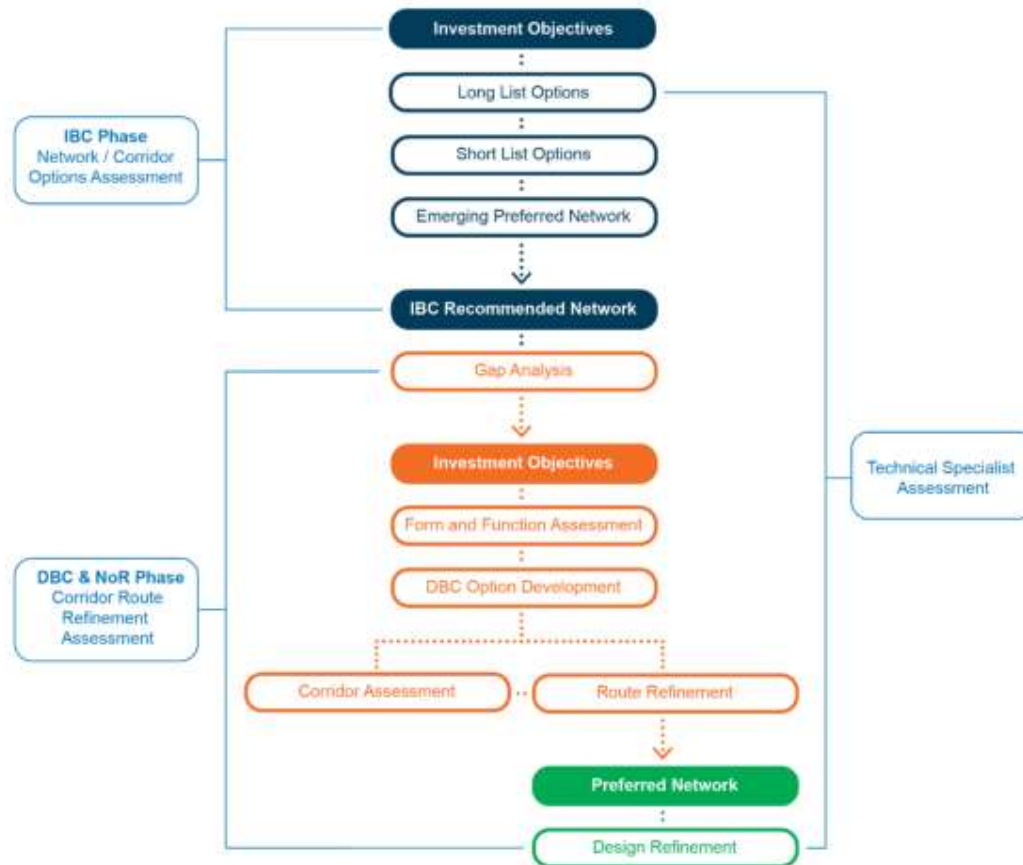


Figure 4-1: Alternatives Assessment Process

I understand that the issue is whether the requiring authority has adequately considered alternatives, and not whether the 'best' option has been chosen, or that all possible alternatives have been considered. Therefore, the option chosen by the requiring authority is the one that it considers meets the objectives of the requiring authority and the Project. However, the requiring authority does need to ensure that it has considered all reasonable options and has not 'acted arbitrarily or given cursory consideration to the alternatives.

I agree with the assessment undertaken and conclusions reached in the AEE and Assessment of Alternatives. I consider that the information supplied demonstrates that the requiring authority has satisfied the requirements of section 171(1)(b), in that adequate consideration has been given to alternative sites, routes, or methods of undertaking the work.

### 7.5 Reasonable Necessity for Work and Designation – Section 171(1)(c)

The requiring authority has set out its specific project objectives in the Form 18 documents and in sections 3.3 and 6 of the AEE. These are also outlined in section 3.4 of this report.

The AEE concludes that the designations are reasonably necessary to achieve the project objectives. I agree with this assessment and consider that the works and designations are reasonably necessary to achieve the Requiring Authority's objectives.

## **7.6 Any Other Matter – Section 171(1)(d)**

Section 171(1)(d) requires the council to have particular regard to any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the notices of requirement.

The requiring authority states, in Section 24.3 of the AEE, that it considers that there are no other matters under s171(1)(d) that are reasonably necessary to make a recommendation on the NoRs.

However, the requiring authority has provided an assessment against a range of other legislation, central government and local government plans, strategies and policies in section 24.3 of the AEE. This includes the following:

- Government Policy Statement on Land Transport for 2021/22 – 2030/31
- Climate Change Response Act 2002 (CCRA)
- Emissions Reduction Plan 2022
- The Thirty Year New Zealand Infrastructure Plan 2015
- Waka Kotahi Amended Statement of Intent 2021-2026
- Road to Zero: New Zealand’s Road Safety Strategy 2020-2030
- Natural and Built Environment Act 2023 and Spatial Planning Act 2023 (which was relevant at the time of preparation of the AEE)
- Auckland Transport Alignment Project 2021-2031 (ATAP)
- Auckland Regional Land Transport Plan 2018-2028 (RLTP)
- Hauraki Gulf Marine Park Act 2000
- Auckland Plan 2050
- Vision Zero for Tāmaki Makaurau: a transport safety strategy and action plan to 2030
- Auckland Long-Term Plan 2018-2028 / The 10-Year Budget 2021-2031 (Our Recovery Budget)
- Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Framework and Plan
- Te Ara Whakaheke Tukuwaro Ikiiki: Transport Emissions Reduction Pathway
- Auckland’s Urban Ngahere (Forest) Strategy
- Auckland Parks and Open Spaces Strategic Action Plan (2013)
- Rodney Local Board Plan
- Silverdale West Dairy Flat Industrial Area Structure Plan

I generally concur with the assessments and conclusions of the AEE on any other matter and the range of other documents listed in section 24.3 of the AEE.

## **7.7 Designation Lapse Period Extension – Section 184(1)(c)**

Section 184 of the RMA states that designations lapse within five years, if not given effect to, or an extension has been obtained under Section 184(1)(b), or unless the designation in the AUP sets a different lapse period under Section 184(1)(c).

The requiring authority has requested 20 - 30-year lapse periods for the thirteen North NoRs. The requiring authority's reasons for this request are stated in Section 7 of the AEE.

Section 184 of the Act gives discretion to alter the lapse period for a designation from the default 5 years. The Environment Court decision in *Beda Family Trust v Transit NZ A139/04* makes the following statement on the exercise of that discretion in considering a longer lapse period:

*The decision has to be exercised in a principled manner, after considering all of the circumstances of the particular case. There may be circumstances where a longer period than the statutory 5 years is required to secure the route for a major roading project. Such circumstances need to be balanced against the prejudicial effects to directly affected property owners who are required to endure the blighting effects on their properties for an indeterminate period. The exercise of the discretion needs to be underlain by fairness.*

Environment Court decisions on disputed designation lapse periods are noted in **Table 10** below for reference purposes.

**Table 10: Environment Court Decisions on Designation Lapse Dates**

Case	Requiring Authorities Requested Lapse Date	Court Decision Lapse Date
Beda Family Trust v Transit NZ	20 years	10 years
Meridian 37 Ltd v Waipa District Council	15 years	5 years
Hernon v Vector Gas Ltd	10 years	5 years
Queenstown Airport Corporation Ltd	10 years	5 years

My position on the lapse dates proposed by SGA is set out in Section 6.6.1 of this report. Having considered the reasons provided by SGA for the lapse periods and balancing them against the potential prejudicial effects to directly affected property owners, I do not support the proposed 20 – 30-year lapse dates for these NoRs but I support either:

- A reduced 15 year time frame for NoRs (being more than double the period set in section 184 of the RMA); or;
- Bring forward the priority sequence and corresponding cascade of lapse dates for each of NoRs implementation.

In my view, the lapse date options recommended would better align with the current FULSS sequencing. While I am of the view that reduced or sequenced lapse dates would adequately provide for contingencies where the North NoRs may be implemented, I also note that Section 184(2) of the RMA provides the requiring authority with the opportunity to apply for an extension to the lapse period. This can be granted by Council if it was satisfied that substantial progress or effort had been made towards giving effect to the designation and was continuing to be made.

## 8. Part 2 of the Resource Management Act 1991

### 8.1 Section 5 of the RMA

The purpose of the RMA is set out in Section 5(1) which is: to promote the sustainable management of natural and physical resources.

Sustainable management is defined in Section 5(2) as:

*...managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –*

- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

An assessment under section 5 is provided by SGA in Section 24 of the AEE and I agree with the assessment provided subject to the recommended changes to the conditions and further information and/or assessment clarification sought in this report.

### 8.2 Section 6 of the RMA

Section 6 of the RMA sets out the matters of national importance which must be recognised and provided for. An assessment of the thirteen North NoRs against Section 6 is provided in section 26.1 and Table 26.1 of the AEE. This is reproduced below. I agree with this assessment.

Matter of national importance	Assessment
<p>the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development</p>	<p>The North Projects will preserve the natural character of the river/stream environments through reinstatement and mitigation planting at the completion of works. Natural character effects have been assessed through a detailed Landscape and Visual assessment. The North Projects provide opportunities for natural character values to be improved through enhancements via landscaping.</p> <p>Adverse effects on natural character values identified have largely been avoided through the alternatives assessment process. As a result, the North Projects mostly avoid significant landscape features and seek to limit physical effects on SEAs, outstanding natural landscapes (ONLs), natural wetlands, streams and other high value landscape features within the local landscape.</p>

	<p>The North Projects seek to reduce impacts on the coastal environment by limiting additional crossing points and through managing stormwater discharges into the coastal environment. This recognised the importance of reducing impacts on landscape values, natural character, habitats and reduces the extent of vegetation clearance along the coast.</p> <p>A new active mode bridge over the coastal marine area (CMA) is proposed as part of NoR 4 and will be subject to future regional consents. This crossing is within the boundary of Waka Kotahi's existing SH1 designation and is directly adjacent to the existing SH1 crossing. It is considered to be appropriate use and development of the CMA, noting it is not authorised by the designation as it will also be subject to future regional consents.</p> <p>The designations also provide room for treating stormwater through soft stormwater infrastructure methods such as swales and stormwater wetlands. This approach is expected to appropriately manage downstream coastal water quality impacts on the CMA and therefore natural character of the coastal environment, noting stormwater discharges will also be subject to future regional consenting.</p>
<p>the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development</p>	<p>The North Projects avoid outstanding natural features.</p> <p>The North Projects have sought to avoid ONLs through corridor alignment choice where possible.</p> <p>The existing Dairy Flat Highway alignment interacts with the edge of an ONL associated with Dairy Stream and Green Road Park. NoR 8 (an upgrade to this highway) has sought to minimise the extent of designation within the ONL, with effects anticipated to be temporary / construction related only. The permanent transport corridor avoids the ONL.</p>
<p>the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna</p>	<p>The transport corridors/stations in the North Projects have sought to avoid or minimise impacts on a range of high value ecological areas including SEAs, streams, wetlands and other significant habitats of indigenous fauna. This is demonstrated through a comprehensive alternatives assessment process undertaken. Indicative designs and designation boundary setting have sought to minimise effects further.</p> <p>Some indigenous vegetation and habitat removal is unable to be avoided. Where avoidance of effects is not practicable, measures are proposed to mitigate effects of the works – noting this AEE only seeks to authorise vegetation removal that is subject to district plan controls. Additionally, the proposed designations provide further opportunities to minimise any impacts within the corridor alignments during future detailed design where more will be known</p>

	<p>about geotechnical conditions, hence batters/cuts into high value areas may be able to be reduced (particularly for NoRs 1 and 9). The proposed designations are of adequate width to enable further mitigation related to resource consent mitigation requirements where required. In particular, a high level analysis of SEA offsetting areas within the designations has been completed as part of the Assessment of Ecological Effects. This has confirmed that sufficient space is likely available within the proposed designations; and if not there is significant opportunity for offset within public land close to the corridors.</p> <p>In considering the potential future effects on areas of significant indigenous vegetation and habitats arising from activities that may require resource consent in the future, it was determined that any potential effects of the North Projects can be adequately managed in any future consent process. Overall it is considered that areas of significant indigenous vegetation and habitats will be protected.</p>
<p>the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers</p>	<p>The proposed designations will not impact upon any existing public access to streams or the coastal marine area (CMA). The North Projects have the potential to provide enhanced access to streams in the transport corridor areas through the provision of active transport facilities and future integration with Auckland Council's proposed BlueGreen Network. In addition, NoR 4 provides for public active mode connections to and along the CMA at the Ōrewa River.</p>
<p>the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga</p>	<p>Manawhenua have been actively involved throughout development of the corridors, including through alternatives assessment and identification of the preferred options. The opportunity to provide Cultural Impact Assessments (CIAs) was provided and the joint Te Kawerau ā Maki - Ngāti Manuhiri CIA has been considered by the project team.</p> <p>The ongoing partnership with Manawhenua has provided an understanding and the incorporation of Manawhenua values and expression of kaitiakitanga throughout the development of the North Projects.</p> <p>The relationship of the respective iwi with the transport corridors/stations, their ancestral lands, wāhi tapu and taonga will be recognised and provided for through the continued involvement of Manawhenua as partners in developing and implementing various mitigation measures and management plans at the time of detailed design and construction (as provided for through the conditions).</p>
<p>the protection of historic heritage from</p>	<p>Effects on historic heritage will be managed through the implementation of a Historic Heritage Management Plan (HHMP).</p>

inappropriate subdivision, use, and development	Effects on heritage and archaeological sites will be avoided where possible.  There are several recorded archaeological and heritage sites within the proposed NoR areas which have the potential to be affected by works. In addition, there is the potential to disturb previously unrecorded deposits during construction. These factors will be managed by the requirement for an accidental discovery protocol and implementation of a HHMP requiring further research and survey.
the protection of protected customary rights	The North Projects do not affect any known protected customary rights.
the management of significant risks from natural hazards	A number of design measures to provide resilience to flooding, inundation and climate change have been adopted across the North Projects. The Assessment of Flooding Effects in Volume 4 has made recommendations which are to be implemented at detailed design so that: <ul style="list-style-type: none"> <li>• There is no increase in flood levels for existing authorised habitable floors that are already subject to flooding; and</li> <li>• There are no new flood prone areas created. There is sufficient space within the designations for stormwater and flood mitigation.</li> </ul>

### 8.3 Section 7 of the RMA

Section 7 of the RMA sets out other matters which shall be given particular regard to. The SGA has assessed the thirteen North NoRs against these matters in Section 24.2 of the AEE. I agree with this assessment.

### 8.4 Section 8 of the RMA

Section 8 of the RMA requires the principles of the Treaty of Waitangi to be taken into account. The SGA has assessed the thirteen North NoRs against these matters in Section 24.3 of the AEE. I agree with this assessment.

### 8.5 Conclusions

NZTA and Auckland Transport as the Requiring Authority's have lodged thirteen Notices of Requirements for the North area under Section 168 of the RMA.

I conclude that the notices of requirement should be confirmed subject to receiving satisfactory additional information as requested in this report, amendments to conditions and/or additional conditions, for the following reasons:

- The notices of requirement and associated works are reasonably necessary for achieving the objectives of the requiring authority.
- Adequate consideration has been given to alternative sites, routes or methods of undertaking the work identified in the notices of requirement.



- The notices of requirement are generally consistent with the relevant AUP provisions.
- The notices of requirement are generally in accordance with Part 2 of the RMA and relevant national environmental standards and national policy statements.
- Restrictions, by way of conditions, imposed on the designation can avoid, remedy or mitigate any potential adverse environmental effects.

## **9. Recommendation and Conditions**

### **9.1 Recommendation**

Subject to new or contrary evidence being presented at the hearing, it is recommended that the notices of requirement be **confirmed**, subject to receiving satisfactory additional information as requested in this report, amendments to conditions and/or additional conditions, as set out in **Appendix 6** to this report.

Pursuant to Section 171(3) of the RMA the reasons for the recommendation are as follows:

- The notices of requirement are consistent with Part 2 of the RMA in that they enable people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.
- The notices of requirement are consistent with and give effect to the relevant national environmental standards, national policy statements and the AUP.
- In terms of Section 171(1)(b) of the RMA, adequate consideration has been given to alternative sites, routes or methods for undertaking the work.
- In terms of Section 171(1) of the RMA, the notices of requirement are reasonably necessary to achieve the requiring authority's objectives.
- Restrictions, by way of conditions attached to the notices of requirement have been recommended to avoid, remedy or mitigate adverse environmental effects associated with the works to construct the infrastructure and its ongoing operation.

### **9.2 Recommended Conditions**

The conditions recommended by the reporting planner for North NoRs 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 are provided in **Appendix 6** to this report.



**Appendix 1: Informal Requests for Further Information and SGA Responses**

The SGA responses are accessible via the following link:

**<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/Pages/details.aspx?UnitaryPlanId=247>**



**Appendix 2: Auckland Council Technical Specialist Reviews**

# Te Tupu Ngātahi Supporting Growth North Projects NoRs - Transport hearing report



## Executive Summary

Abley Limited (Abley) was engaged by Auckland Council (Council) to assist with the review of transportation matters associated with 13 Notices of Requirement (NoRs), which have been prepared by Te Tupu Ngātahi Supporting Growth (Supporting Growth) on behalf of Auckland Transport (AT) and NZ Transport Agency Waka Kotahi (Waka Kotahi). The scope of this specialist transport report is to assist Council in determining the transport outcomes of the NoRs.

The NoRs seek to designate land for future strategic transport corridors and stations to enable the future construction, operation and maintenance of transport infrastructure in the North area of Auckland. The North area extends from Albany to Ōrewa, covering the growth areas of Dairy Flat, Silverdale West, Wainui East and Redvale.

The North Projects comprise 13 NoRs, with a mix of Waka Kotahi and AT projects. All are proposed as new NoRs, with the exception of NoR 4 – SH1 improvements, which comprises an alteration to Waka Kotahi's SH1 designations 6761, 6760, 6759 and 6751.

The 13 NoRs are outlined below:

- NoR 1: New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path
- NoR 2: New Milldale Station and associated facilities
- NoR 3: New Pine Valley East Station and associated facilities
- NoR 4: SH1 improvements
- NoR 5: New SH1 crossing at Dairy Stream
- NoR 6: New connection between Milldale and Grand Drive
- NoR 7: Upgrade to Pine Valley Road
- NoR 8: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat
- NoR 9: Upgrade to Dairy Flat Highway between Dairy Flat and Albany
- NoR 10: Upgrade to Wainui Road
- NoR 11: New connection between Dairy Flat Highway and Wilks Road
- NoR 12: Upgrade and extension to Bawden Road
- NoR 13: Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange.

We have reviewed the notified documents, s92 responses, and submissions, and made the following recommendations:

- That indicative designs are provided for alternative access to all properties that are identified in Section 6.2.3. of the Assessment of Transport Effects, both to demonstrate feasibility and provide greater detail to affected parties. In addition, we recommend that indicative designs are provided for 227 Pine Valley Rd. Refer to our discussion in Section 3.4.
- That Council's Planner considers who is responsible for updating the Auckland Unitary Plan Arterial Road Control, and when this should occur. Refer to our discussion in Section 3.7.
- That amendments are made to several proposed conditions, refer to our discussion in Section 5.
- Additional feedback is provided in response to submissions. We note that Supporting Growth is yet to provide responses to submitters including addressing requests to make amendments to designation boundaries. At the time of writing we have deferred to Supporting Growth with respect to considering such requests. Refer to our commentary on submissions in Appendix A.

Subject to addressing the above matters with the caveat that an assessment of requested amendments to designation boundaries is yet to be undertaken, the NoRs are considered acceptable from a transportation perspective.

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### Appendix A. Submission summary

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## Te Tupu Ngātahi Supporting Growth North Projects NoRs - Transport hearing report

### Quality Assurance Information

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**Prepared for** Auckland Council  
**Job Number** AC-J023-03  
**Prepared by** Mat Collins and Ashrita Lilori  
**Reviewed by** Dave Smith

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<b>Date issued</b>	<b>Status</b>	<b>Approved by</b>
28 February 2024	A	Dave Smith
19 March 2024	B	Mat Collins

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## 1. Introduction

Abley Limited (Abley) was engaged by Auckland Council (Council) to assist with the review of transportation matters associated with 13 Notices of Requirement (NoRs), which have been prepared by Te Tupu Ngātahi Supporting Growth (Supporting Growth) on behalf of Auckland Transport (AT) and New Zealand Transport Agency Waka Kotahi (Waka Kotahi). The scope of this specialist transport report is to assist Council in determining the transport outcomes of the NoRs.

The NoRs seek to designate land for future strategic transport corridors and stations to enable the future construction, operation and maintenance of transport infrastructure in the North area of Auckland. The North area extends from Albany to Ōrewa, covering the growth areas of Dairy Flat, Silverdale West, Wainui East and Redvale.

The North Projects comprise 13 NoRs, with a mix of Waka Kotahi and AT projects. All are proposed as new NoRs, with the exception of NoR 4 – SH1 improvements, which comprises an alteration to Waka Kotahi's SH1 designations 6761, 6760, 6759 and 6751.

The 13 NoRs are outlined below, and are shown in Figure 1.1:

- NoR 1: New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path
- NoR 2: New Milldale Station and associated facilities
- NoR 3: New Pine Valley East Station and associated facilities
- NoR 4: SH1 improvements
- NoR 5: New SH1 crossing at Dairy Stream
- NoR 6: New connection between Milldale and Grand Drive
- NoR 7: Upgrade to Pine Valley Road
- NoR 8: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat
- NoR 9: Upgrade to Dairy Flat Highway between Dairy Flat and Albany
- NoR 10: Upgrade to Wainui Road
- NoR 11: New connection between Dairy Flat Highway and Wilks Road
- NoR 12: Upgrade and extension to Bawden Road
- NoR 13: Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange.

In preparing this report, we have taken the following documents into consideration:

- Assessment of Effects on the Environment (AEE), prepared by Te Tupu Ngātahi Supporting Growth, dated 15 September 2023.
  - Appendix B: Conditions of Designations, dated 15 September 2023
  - Appendix C: Construction Area Requirements, dated 15 September 2023
  - Appendix I: Assessment of Transport Effects, dated 31 August 2023.
- General Arrangement Plans for each NoR.
- Response to s92 information requests, prepared by Te Tupu Ngātahi Supporting Growth, dated 20 December 2023.
- Submissions presented as a summary of submissions prepared by Mr Wilkinson dated 14th February 2024.

This report has been prepared by Mat Collins (Associate Transport Planner) and Ashrita Lilori (Senior Transport Planner), and reviewed by Dave Smith (Technical Director). Dave undertook a site visit with the Supporting Growth and Auckland Council teams on 30<sup>th</sup> May 2023, and Mat and Ashrita completed a site visit on the 5<sup>th</sup> February 2024.

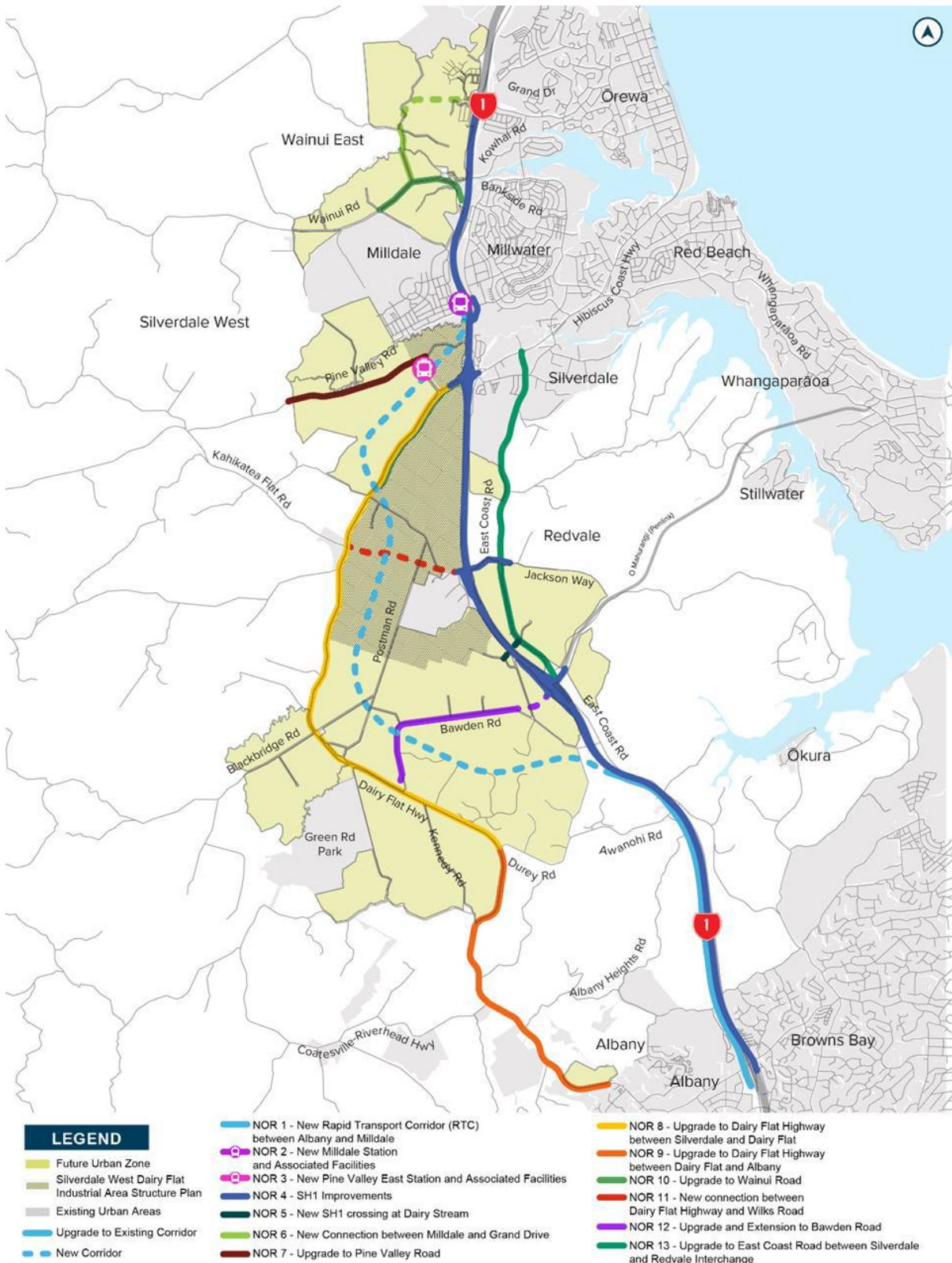


Figure 1.1 NoR locations and extents (sourced from the AEE)

## 2. Summary of the NoRs

The 13 NoRs are briefly discussed in the following subsections.

### **2.1 NoR 1: New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path**

NoR 1 is for a 16km long Rapid Transit Corridor (RTC) for a public transport and active mode spine for the North growth areas between Albany bus station and Milldale, as shown in Figure 2.1. The RTC will provide the opportunity for up to 5 – 6 stations, with two stations proposed to be designated now (NoR 2 and NoR 3). The other station locations are proposed to be determined in future, as part of more detailed planning of these future growth areas. Waka Kotahi is the requiring authority.

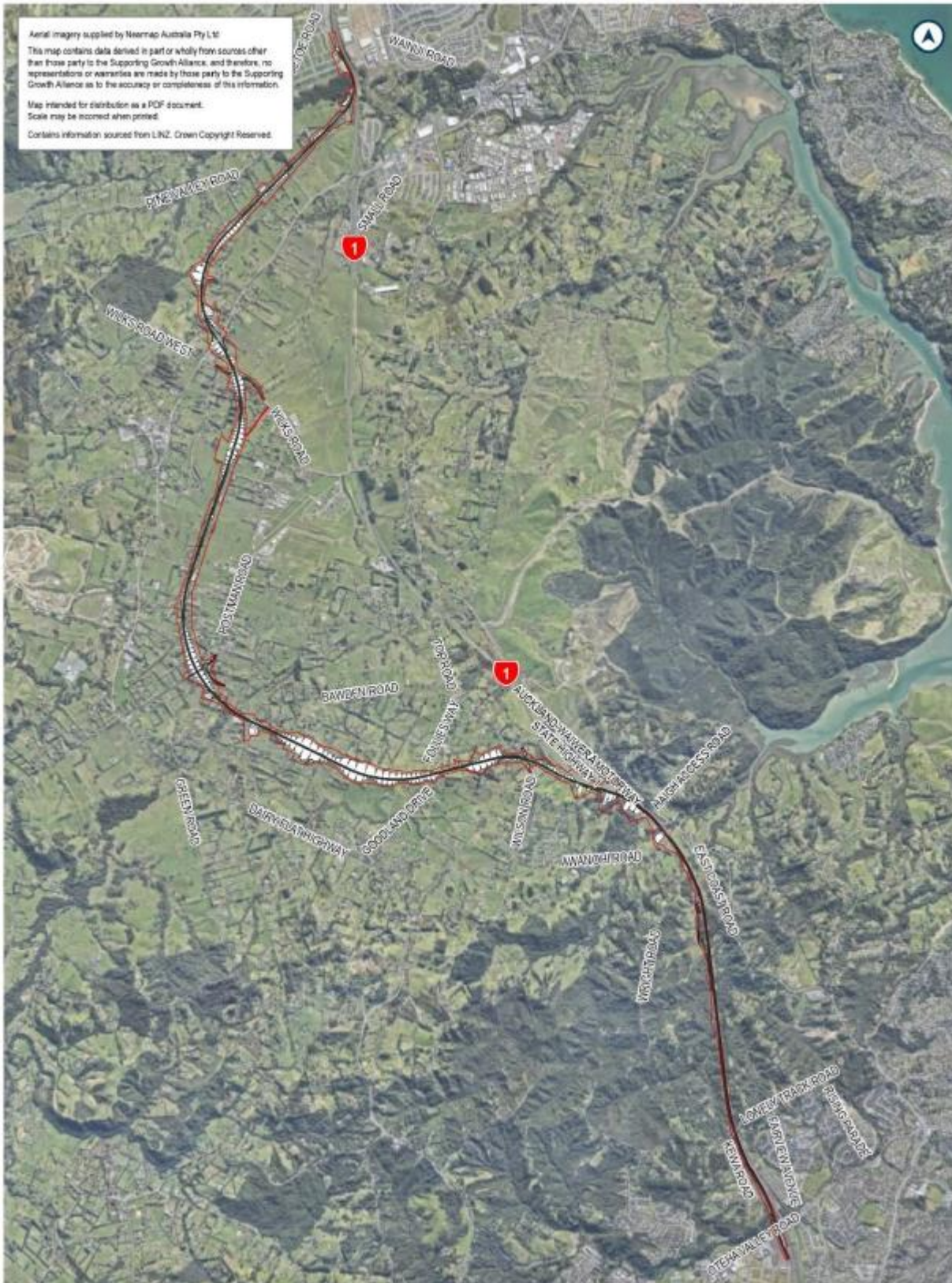


Figure 2.1: NoR 1 location and extent (sourced from the AEE)

## 2.2 NoR 2 – New Milldale Station and associated facilities

Milldale Station will form the terminus of the RTC network. This station is to be located between the SH1 corridor and existing residential areas at Milldale, north of Kathy’s Thicket (Significant Ecological Area). The consented Highgate Bridge connection (bridge over SH1) between John Fair Drive and Highgate Parkway is within the footprint of the NoR.

The NoR extent is shown in Figure 2.2. Waka Kotahi is the requiring authority.

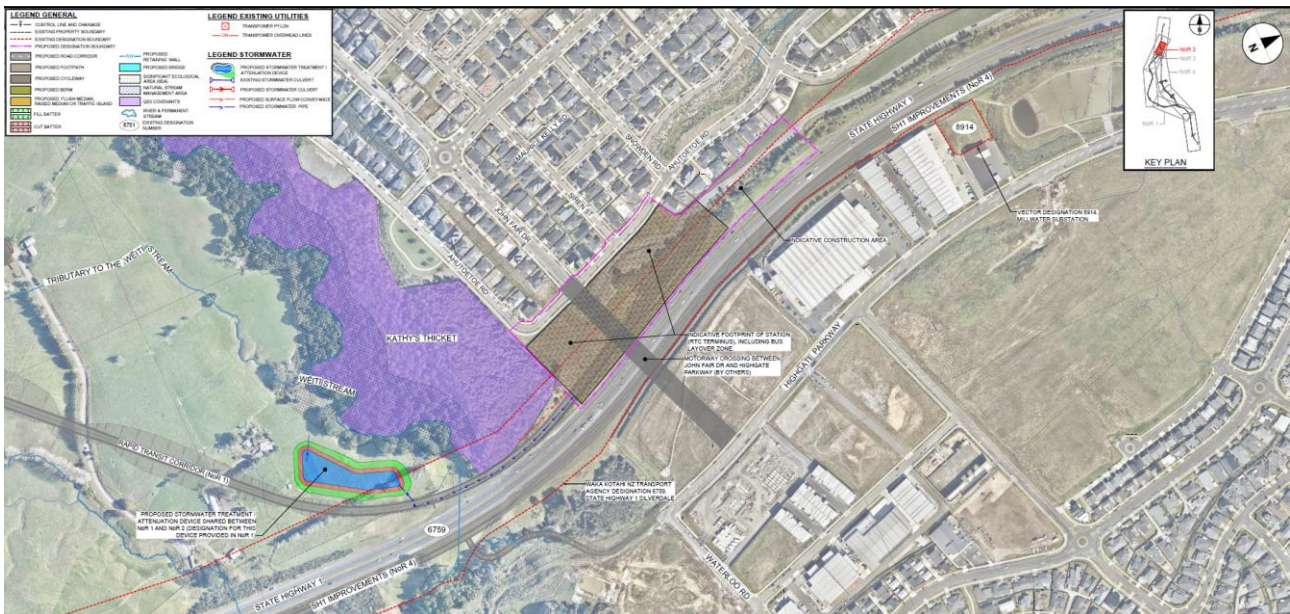


Figure 2.2: NoR 2 location and extent (sourced from the General Arrangement Plan)

## 2.3 NoR 3 – New Pine Valley East Station and associated facilities

The Pine Valley East Station is located at Pine Valley Road on the border of the future industrial area and the Pine Valley Future Urban Zone area. The designation allows for a Park and Ride facility (approximately 500 cars) and the station is intended to function as a key frequent transit network bus interchange with bus layover.

The NoR extent is shown in Figure 2.3. Waka Kotahi is the requiring authority.



Figure 2.3: NoR 3 location and extent (sourced from the General Arrangement Plan)

## 2.4 NoR 4 – SH1 improvements

The SH1 Improvements combine several projects into a single strategic transport package for the North Projects, under NoR 4. The projects will be facilitated via alterations to existing SH1 designations (6761, 6760, 6759, 6751), including alterations to the existing designation boundaries to allow for the proposed works, and an alteration of the existing designation purposes to allow for active modes (a cycleway and/or shared path). The NoR extent is from Grand Drive in the north to Oteha Valley Road in the south, as shown in Figure 2.4 and Figure 2.5.

Waka Kotahi is the requiring authority. The NoR includes:

- Upgrades to SH1 (between Albany and Silverdale), to enable three lanes in both directions between Lonely Track Road and Silverdale interchange
- Replacement of existing bridges, to allow for additional lanes on SH1 and active modes facilities
- Upgrades to Ō Mahurangi Penlink (Redvale) interchange, to add north facing ramps and active modes facilities
- New Wilks Road interchange, new interchange with south facing ramps
- Upgrade to Silverdale interchange, to add capacity and provide separate active modes facilities
- New active modes path along SH1, between Albany and Ōrewa
- New active modes connection, Silverdale to Highgate, connecting from SH1 to Highgate Parkway
- New active modes crossing of SH1 at the existing Wainui interchange.



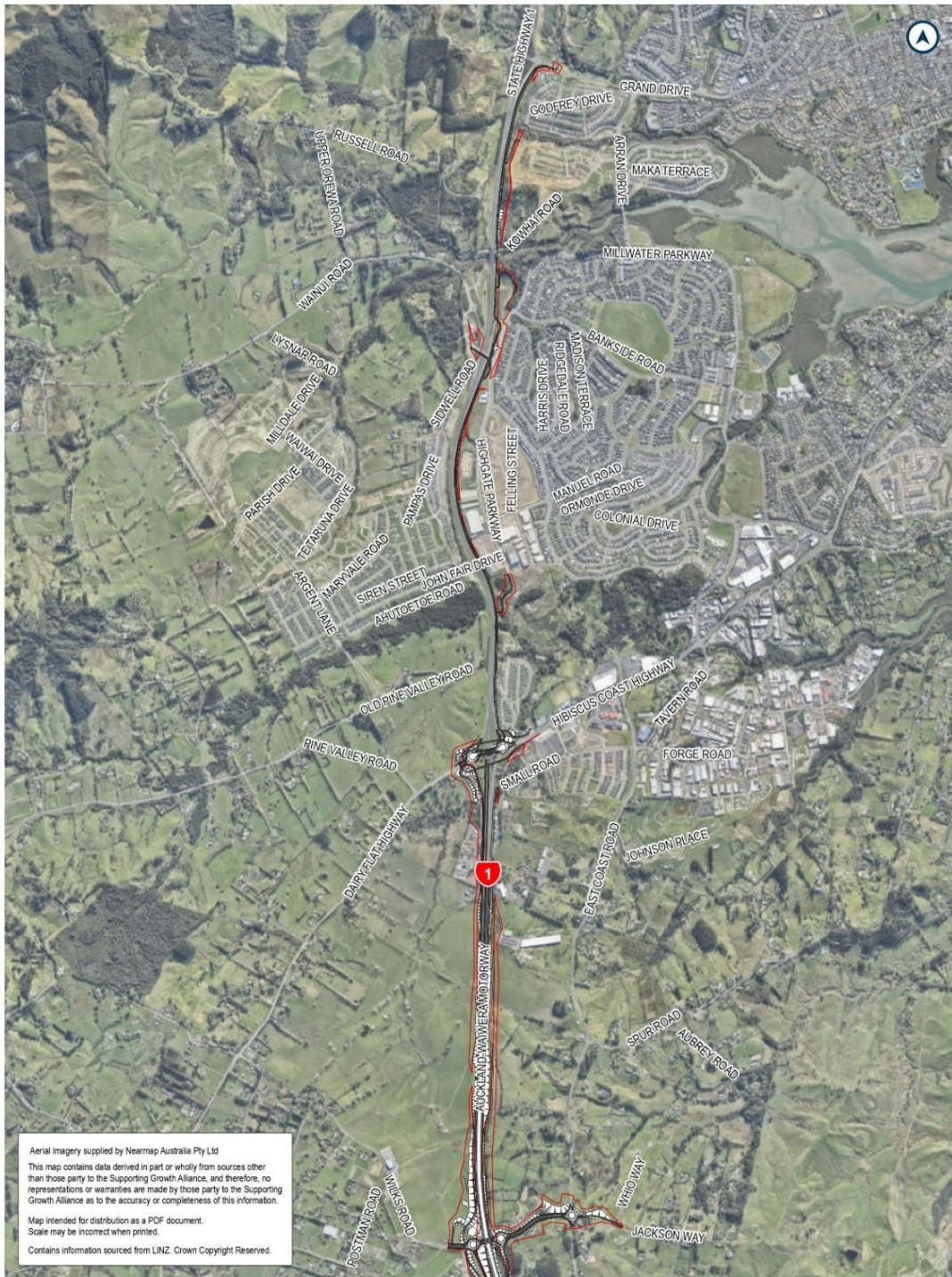


Figure 2.4: NoR 4 location and extent – northern extent (sourced from the AEE)



**LEGEND**

- State Highway (SH)
- Route Option
- Designation

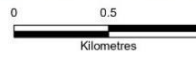


Figure 2.5: NoR 4 location and extent – southern extent (sourced from the AEE)

## 2.5 NoR 5 – New SH1 crossing at Dairy Stream

This NoR is for a new two-lane urban arterial overbridge over SH1, to connect Top Road on the west to East Coast Road on the east at its intersection with Worsnop Way, approximately 1.2km south of Wilks Road.

The NoR extent is shown in Figure 2.6. Auckland Transport is the requiring authority.



Figure 2.6: NoR 5 location and extent (sourced from the General Arrangement Plan)

## 2.6 NoR 6 – New connection between Milldale and Grand Drive

This NoR is for a new two-lane urban arterial with separated active mode facilities on both sides between Wainui Road in Milldale and the Ara Hills development in Upper Ōrewa. This will connect to a new developer-led urban arterial with separated active mode facilities through the Ara Hills development to connect to the Grand Drive interchange at SH1. The new connection generally follows the existing north-south alignment of Upper Ōrewa Road until it intersects with Russell Road. North of the current Russell Road alignment, the proposed alignment tracks to the north-east, to tie-in with Grand Drive within the Ara Hills development.

The NoR extent is shown in Figure 2.7. Auckland Transport is the requiring authority.

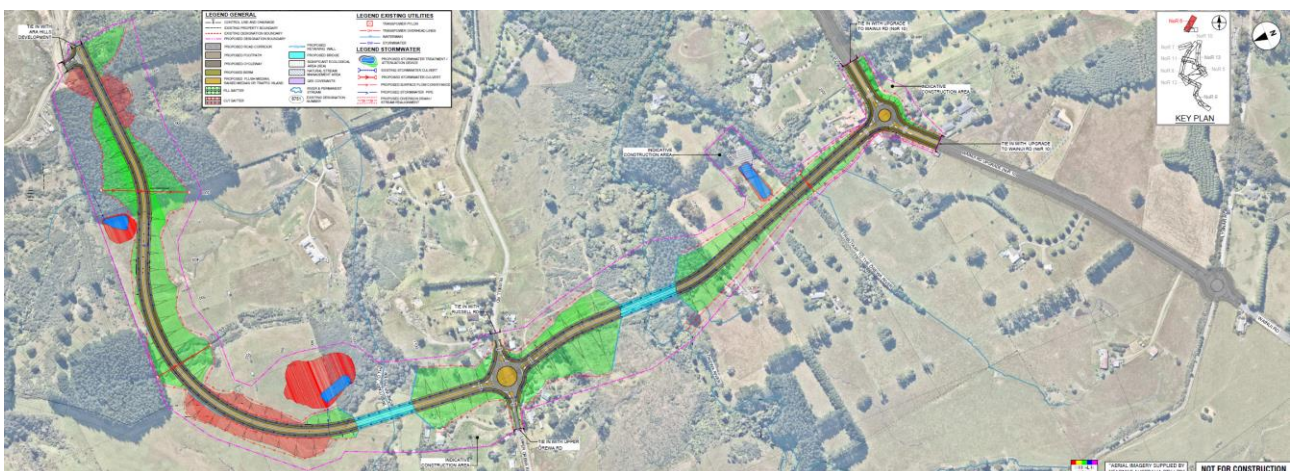


Figure 2.7: NoR 6 location and extent (sourced from the General Arrangement Plan)

## 2.7 NoR 7 – Upgrade to Pine Valley Road

This NoR is for an upgrade to the existing section of Pine Valley Road within the Future Urban Zone. Pine Valley Road is an existing east-west road providing an east-west connection between Kaukapakapa and Waitoki in the west (via Pine Valley Road’s connection with Kahikatea Flat Road), and with Dairy Flat Highway, SH1, Hibiscus Coast Highway and Silverdale in the east.

The NoR extent is shown in Figure 2.8. Auckland Transport is the requiring authority.



Figure 2.8: NoR 7 location and extent (sourced from the General Arrangement Plan)

## 2.8 NoR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat

This NoR is for an upgrade to the future urban section of Dairy Flat Highway between Silverdale interchange and Durey Road at the rural urban boundary in Dairy Flat. NoR 8 adjoins NoR 9 at Durey Road. Dairy Flat Highway is an existing road providing a key north-south connection between Silverdale in the north through Hibiscus Coast Highway, and Albany in the south. It also provides a connection to Coatesville in the west through Coatesville Riverhead Highway.

The NoR extent is shown in Figure 2.9. Auckland Transport is the requiring authority.




## 2.9 NoR 9 – Upgrade to Dairy Flat Highway between Dairy Flat and Albany

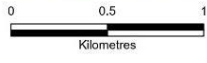
This NoR is for an upgrade to Dairy Flat Highway between Durey Road in Dairy Flat and Albany Village (rural section). NoR 9 adjoins NoR 8 at Durey Road. Dairy Flat Highway is an existing arterial road providing a key north-south connection between Silverdale in the north through Hibiscus Coast Highway, and Albany in the south. It also provides a connection to Coatesville in the west through Coatesville Riverhead Highway. The upgrade includes safety improvements (wire rope median and side barriers) and a separated cycling path on one side of the corridor. The corridor is constrained by steep topography and Significant Ecological Areas.

The NoR extent is shown in Figure 2.10. Auckland Transport is the requiring authority.



**LEGEND**

-  State Highway (SH)
-  Route Option
-  Designation



**Figure 2.9: NoR 8 location and extent (sourced from the AEE)**

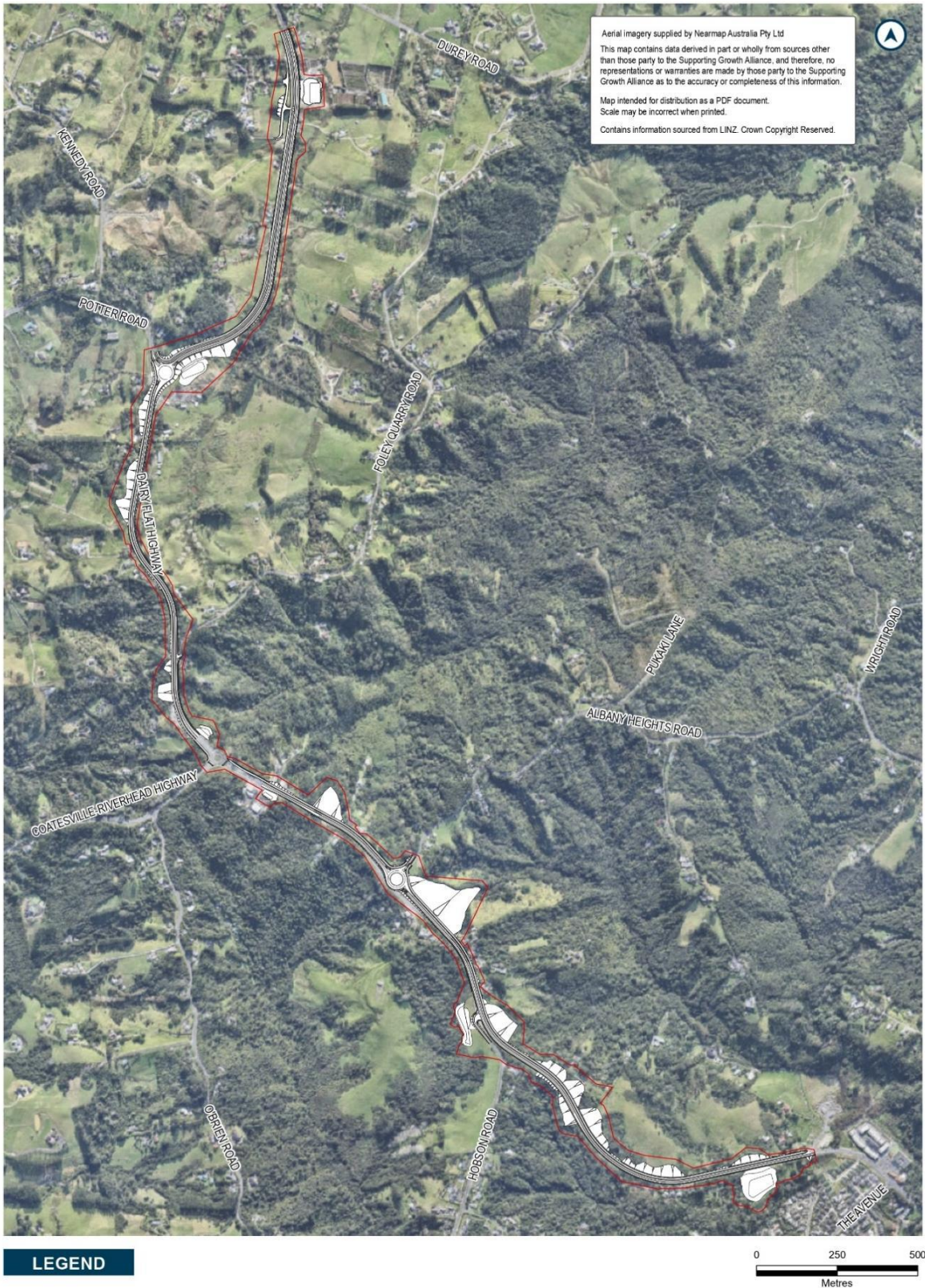


Figure 2.10: NoR 9 location and extent (sourced from the AEE)

## 2.10 NoR 10 – Upgrade to Wainui Road

This NoR is for an upgrade to Wainui Road between Lysnar Road and the roundabout just south of the Gull service station adjacent to SH1. Wainui Road is an existing road providing an east-west connection between Wainui and Waitoki in the west, and SH1 and Hibiscus Coast Highway in the east. Wainui Road crosses SH1 via a bridge, and south facing ramps only are provided at the interchange.

The NoR extent is shown in Figure 2.11. Auckland Transport is the requiring authority.



Figure 2.11: NoR 10 location and extent (sourced from the General Arrangement Plan)

## 2.11 NoR 11 – New connection between Dairy Flat Highway and Wilks Road

This NoR is for a new corridor that will connect Dairy Flat Highway (from the Kahikatea Flat Road intersection) to Wilks Road. It will provide an improved east-west connection through the centre of Silverdale West – Dairy Flat Industrial Area to SH1 and connect the future industrial area to SH1 at the new Wilks Road SH1 interchange.

The NoR extent is shown in Figure 2.12. Auckland Transport is the requiring authority.

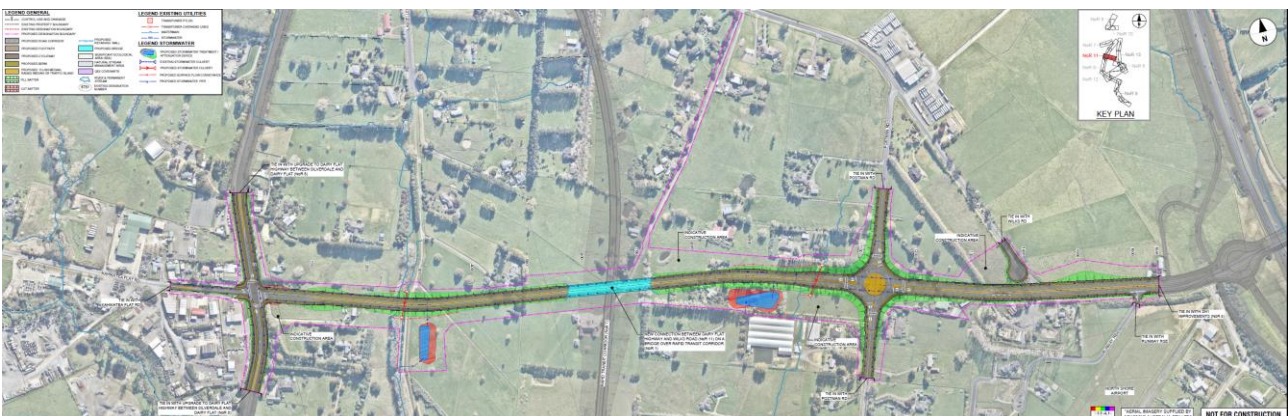


Figure 2.12: NoR 11 location and extent (sourced from the General Arrangement Plan)

## 2.12 NoR 12 – Upgrade and Extension to Bawden Road

This NoR is for an upgrade and extension to Bawden Road to provide a connection between Dairy Flat Highway and the Ō Mahurangi Penlink (Redvale) Interchange in the east (NoR 4). The corridor will also connect to a potential future town centre next to the RTC alignment (NoR 1). Bawden Road will be upgraded to a four-lane road (30 m wide), with two lanes for general traffic and two lanes for a frequent transit network.

The NoR extent is shown in Figure 2.13. Auckland Transport is the requiring authority.



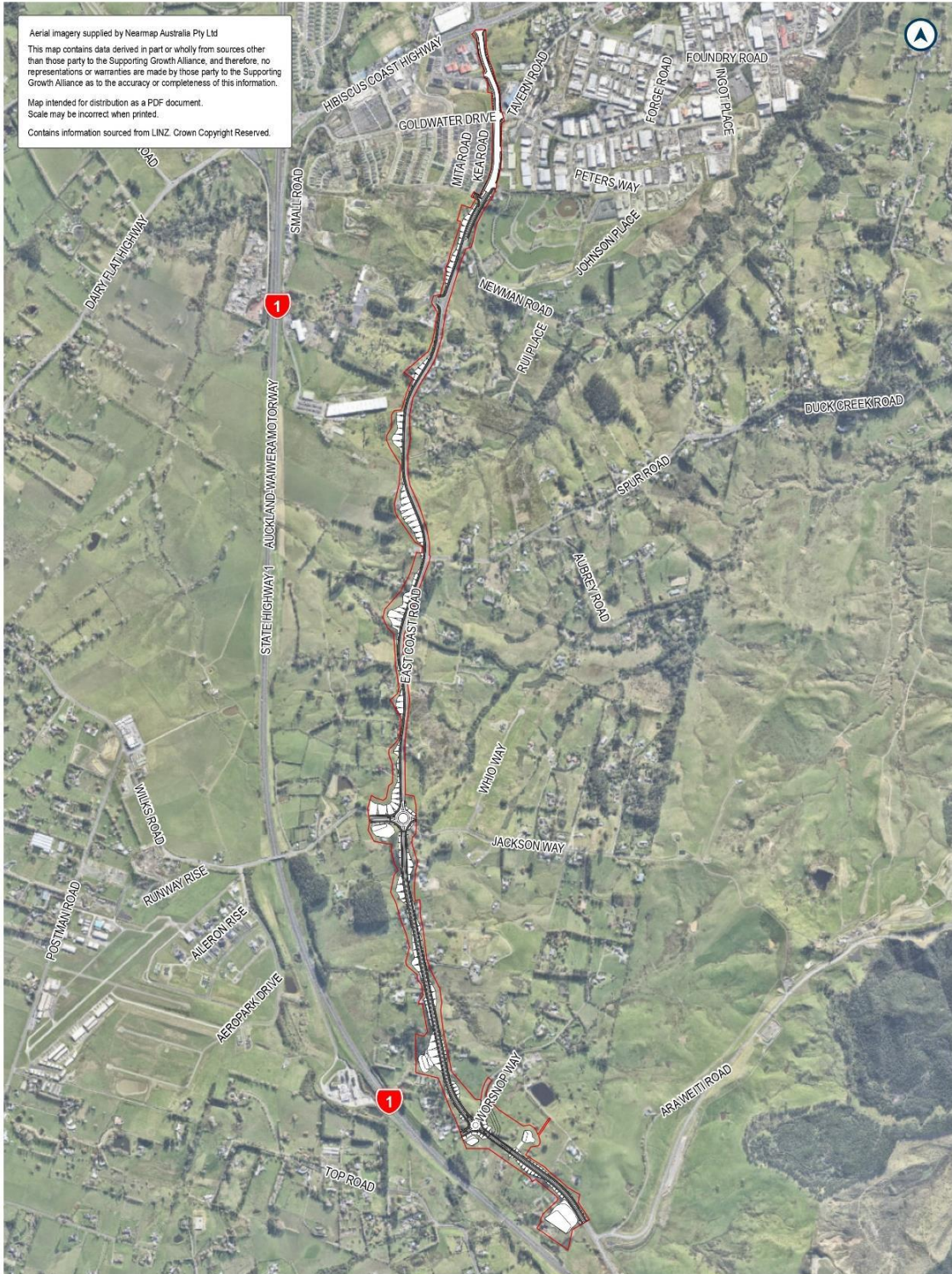
Figure 2.13: NoR 12 location and extent (sourced from the General Arrangement Plan)

### 2.13 NoR 13 – Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange

This NoR is for an upgrade to East Coast Road, between the Hibiscus Coast Highway at Silverdale in the north, and the Ō Mahurangi Penlink/Redvale in the south (just north of where East Coast Road intersects with Bawden Road). East Coast Road will be upgraded and remain a two-lane arterial, with provision for separated walking and cycling on both sides within urban areas, and on one side (west side) in the central rural section.




The NoR extent is shown in Figure 2.14. Auckland Transport is the requiring authority.

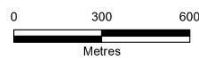




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**LEGEND**

-  State Highway (SH)
-  Route Option
-  Designation



**Figure 2.14: NoR 13 location and extent (sourced from the AEE)**

### 3. Review of transport matters

The following subsections summarise the key transport matters that Abley considered during the review of the lodged application, which include:

- Transport effects beyond the NoR boundary
- Scope of the NoR and assessment of effects
- Transport modelling
- Effects on vehicle access
- Corridor design
- Construction staging
- Arterial road overlay.

#### 3.1 Transport effects beyond the NoR boundary

The lodged documents do not assess the potential transport effects of the NoRs on downstream transport infrastructure, such as safety, efficiency and amenity effects. For example:

- NoR 9 may result in an increase in traffic through Albany village, negatively affecting the amenity and “place” value of the town centre.
- NoR 13 may result in an increase in traffic on Hibiscus Coast Highway, affecting the efficient operation, particularly for public transport services.

In response to Abley’s s92 request for information on this matter, Supporting Growth responded that:

- AT and Waka Kotahi have an overarching responsibility to provide a safe, efficient and effective transport network.
- The proposed conditions for all of the designations include the requirement to prepare a Network Integration Management Plan (NIMP), which is intended to provide certainty that the necessary assessment has been undertaken to understand wider network operations at the time of implementation.
- The NoRs are in response to future urban zoning for the area, and that the NoRs do not in themselves generate travel demand.

We generally agree with Supporting Growth on this matter. While the NoRs could result in a degree of induced travel demand, the majority of travel demand will be generated by urbanisation of the area. We accept that AT and Waka Kotahi have an overarching responsibility to provide a safe, efficient and effective transport network, and that it is ultimately their responsibility as road controlling authorities to plan and design the network needed to support future urban growth.

#### 3.2 Scope of the NoR and assessment of effects

The lodged documents state that the NoRs have been considered individually, however while they are being reported individually, the report assesses the cumulative effects only.

In response to Abley’s s92 request for clarification on this matter Supporting Growth responded that:

- the assessment of transport effects has been undertaken on a ‘whole of network’ approach (including cumulative effects), and where available and appropriate.
- some effects (e.g. traffic) have been done on the whole network, but other effects (e.g. access, safety, etc), are on each individual NoR basis.
- the inclusion of the NIMP condition will enable further consideration of the effects of each NOR at the time of implementation, in the context of the transport network at that time.

We are satisfied with Supporting Growth’s response on this matter.

### 3.3 Transport modelling

The lodged documents contain limited detail on the land use assumptions and transport modelling methodology, mode shift assumptions, public transport capacity, calibration, validation, and results that have been used to inform the assessment. As such there was insufficient information for Abley to understand the potential safety and efficiency effects of the proposed transport network.

Abley also identified that the modelling results that were included in the lodged documents indicate that some parts of the network may be approaching or exceeding hourly and/or daily capacity limits in the future. We sought clarification on the extent to which the NoRs achieve the outcome of enabling AT and Waka Kotahi to operate the future network within the range of their respective expectations for network performance.

In response to Abley's s92 request for information on this matter Supporting Growth responded that:

- It considered that it was not necessary to provide Council with further detail on the transport modelling methodology.
- A forecast of the potential population and jobs has been undertaken on the basis of the full build-out of the area for a 2048+ future year using the i11 land use forecasts. These forecasts for growth and associated adjustments match the overall forecasts for the Auckland Region which have been agreed with the Auckland Forecasting Centre.
- It acknowledges that there are some corridors and intersections that are forecast to be operating at or near capacity at full build out in 2048+. However, AT and Waka Kotahi will manage the network to achieve and balance a range of outcomes, including traffic efficiency, user safety (for all modes), and prioritising movement by more sustainable modes, such as public transport and active modes.
- Mode shift is a key outcome of the overall North Projects, and modal priorities are expected to change with less priority given to general traffic flow. In this regard, the future operating environment is anticipated to tolerate increased delay and queuing for general traffic, at certain intersections, at certain times.
- With the inherent uncertainty in forecasting for a 2048+ scenario, it considers that the designations are sufficient at this stage.

We are satisfied with Supporting Growth's response on this matter. We accept that AT and Waka Kotahi have an overarching responsibility to provide a safe, efficient and effective transport network, and that it is ultimately their responsibility as road controlling authorities to plan and design the network needed to support future urban growth.

### 3.4 Effects on vehicle access

Where NoRs indicate that future transport corridors may have raised central medians, we requested further information on how and when affected land owners will be able to have input into the design process, given that many of the design aspects will be confirmed through the future Outline Plan of Works (OPW).

We also noted that it is important to identify if any parcels of land might have their access to the road network severed by side barriers, new intersections, grade separation or finished levels significantly different from the adjacent properties. For example, grade separation along the length of a property boundary may affect the ability to subdivide and develop the site in the future, essentially causing it to be "landlocked". While the lodged documents provide a list of affected properties where new access roads will be required, including suggestions of how access can be provided, we requested that concept designs for each proposed access be provided.

In response to Abley's s92 request for information on this matter Supporting Growth responded that:

- Once funding is available, a detailed design process will be undertaken, utilising the most current information available including information on adjacent urban development, prevailing design standards and specific engineering details such as property levels.
- The detailed consideration of individual vehicle access is best undertaken at the time of detailed design and implementation (and Public Works Act processes where applicable) when the greatest certainty is available.
- In setting the designation boundaries any parcels of land where it has been determined that access is unable to be reinstated, (i.e. parcels are "landlocked" as a result of the proposed designation footprint); have been included in the designation footprint
- To provide more certainty as to how this matter will be addressed, an Existing Property Access condition has also been included on all NORs (with the exception of NOR4 for SH1 Improvements)
- The condition on all other NoRs requires consultation to be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project and the Outline Plan must demonstrate how safe reconfigured or alternate access will be provided unless otherwise agreed with the affected landowner. Where such arrangements are not possible, this may result in the need for this to be addressed through the Public Works Act.
- A high level assessment of the access implications of each NOR has been completed. Properties that have potential access effects have been noted in each of the respective NOR sections of the report. How these effects will be managed has also been included in the discussion of property access for the relevant sections.
- With specific discussion about properties on Redvale Rise, Wilson Road, and properties near Wilks Road overpass.

We are generally satisfied with Supporting Growth's response, however we consider that Supporting Growth should provide indicative designs for alternative access to all properties that are identified in Section 6.2.3. of the Assessment of Transport Effects, both to demonstrate feasibility and provide greater detail to affected parties. In addition, we recommend that indicative designs are provided for 223 - 231 Pine Valley Rd (refer to our comments on submission NoR7\_13 in Appendix A).

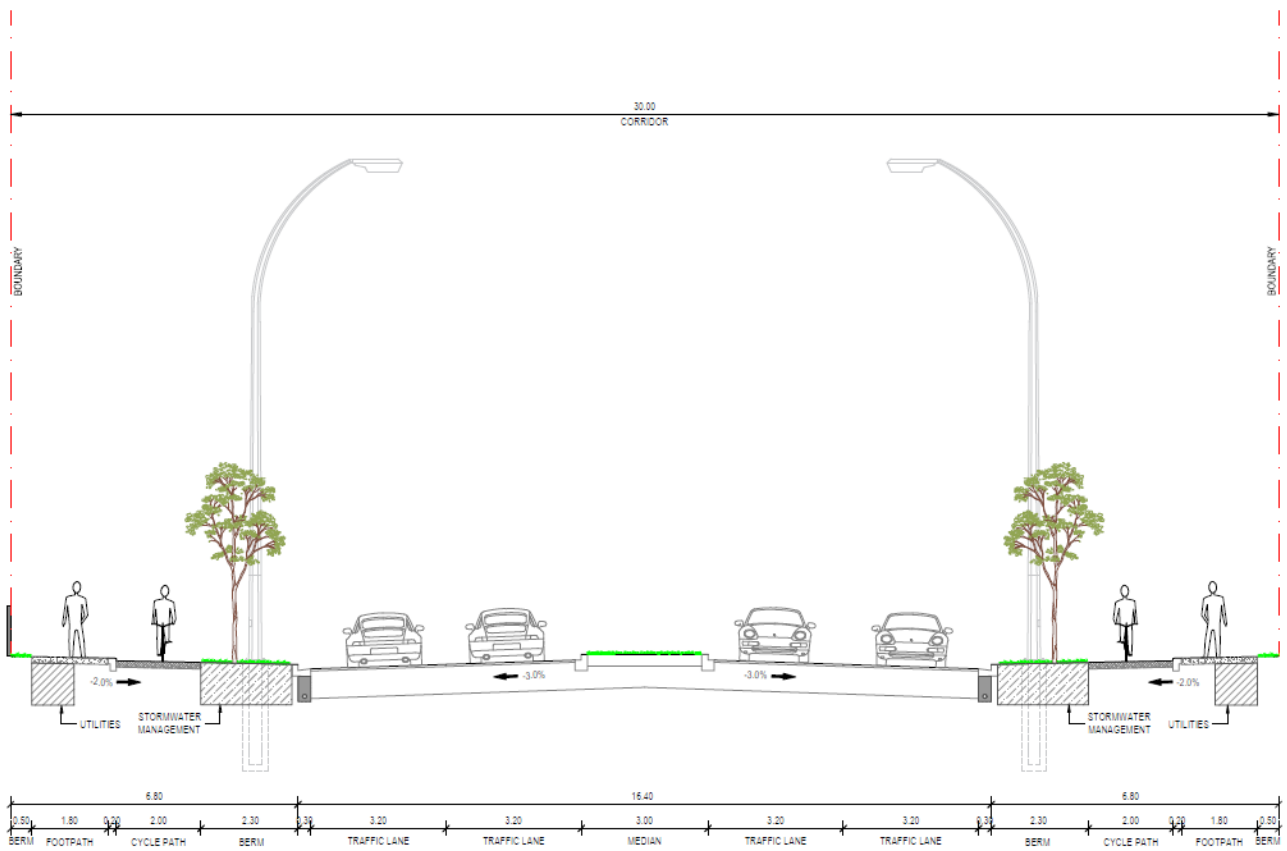
### 3.5 Corridor design

The lodged documents contain concept plans for the proposed future corridors (in the form of General Arrangement Plans) and indicative cross sections are contained in several sections of the Assessment of Transport Effects, however these do not contain aspects such as cross section dimensions, and horizontal and vertical gradients. Abley requested that further information be provided, to assist with understanding the footprint of the designation, and alignment with applicable design standards.

In response to Abley's s92 request for information on this matter Supporting Growth responded:

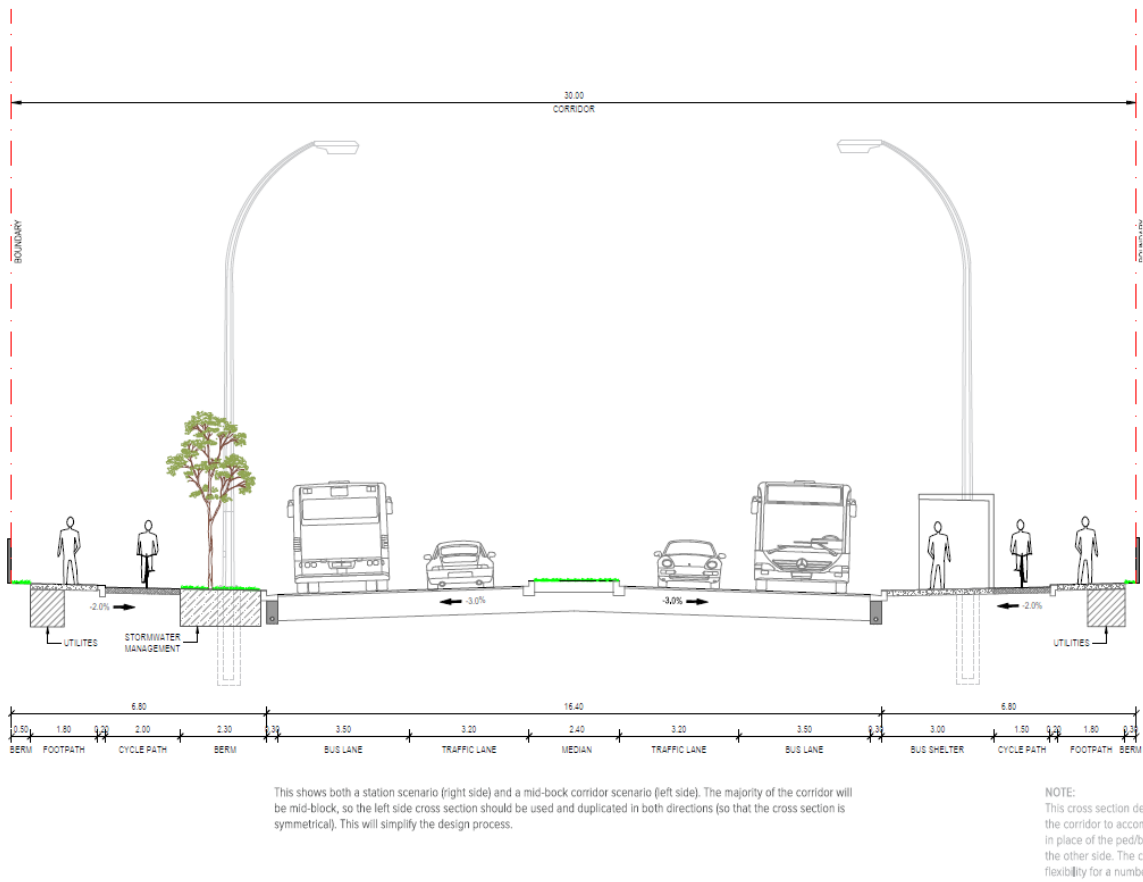
- Stating that no dimensions have been included within the cross-sections provided in the ATE report, as the exact configuration of the carriageways will be decided closer to the implementation of the projects. The specific requirements for the corridors may change slightly in the future based on what is needed during implementation. We note that there is sufficient width within the designations to provide for all the required modes.
- By providing indicative dimensioned cross sections (refer to Figure 3.1 to Figure 3.4 below), showing an indicative 24m 2-lane urban arterial, an indicative 30m 4-lane urban arterial and a 4-lane urban arterial with FTN, and an indicative 20m cross-section for the RTC with active modes. Supporting Growth noted that these have been developed to inform the designations, and will be reviewed at future implementation to align adjacent land use that exists at that time as well as to reflect standards at the time.

We have reviewed the cross sections, and we consider that these provide sufficient width to comply with Auckland Transport standards. We are satisfied with Supporting Growth's response on this matter.



Standard cross section to be used for arterials with no strategic PT function. Four lane cross section with FTN (below) should also be used for engagement to demonstrate that the additional lanes could be used for Public Transport in the future.

**Figure 3.1: Indicative dimensions for a 30m four lane arterial road (sourced from the Response to s92 request)**



**Figure 3.2: Indicative dimensions for a 30m four lane FTN arterial road (sourced from the Response to s92 request)**

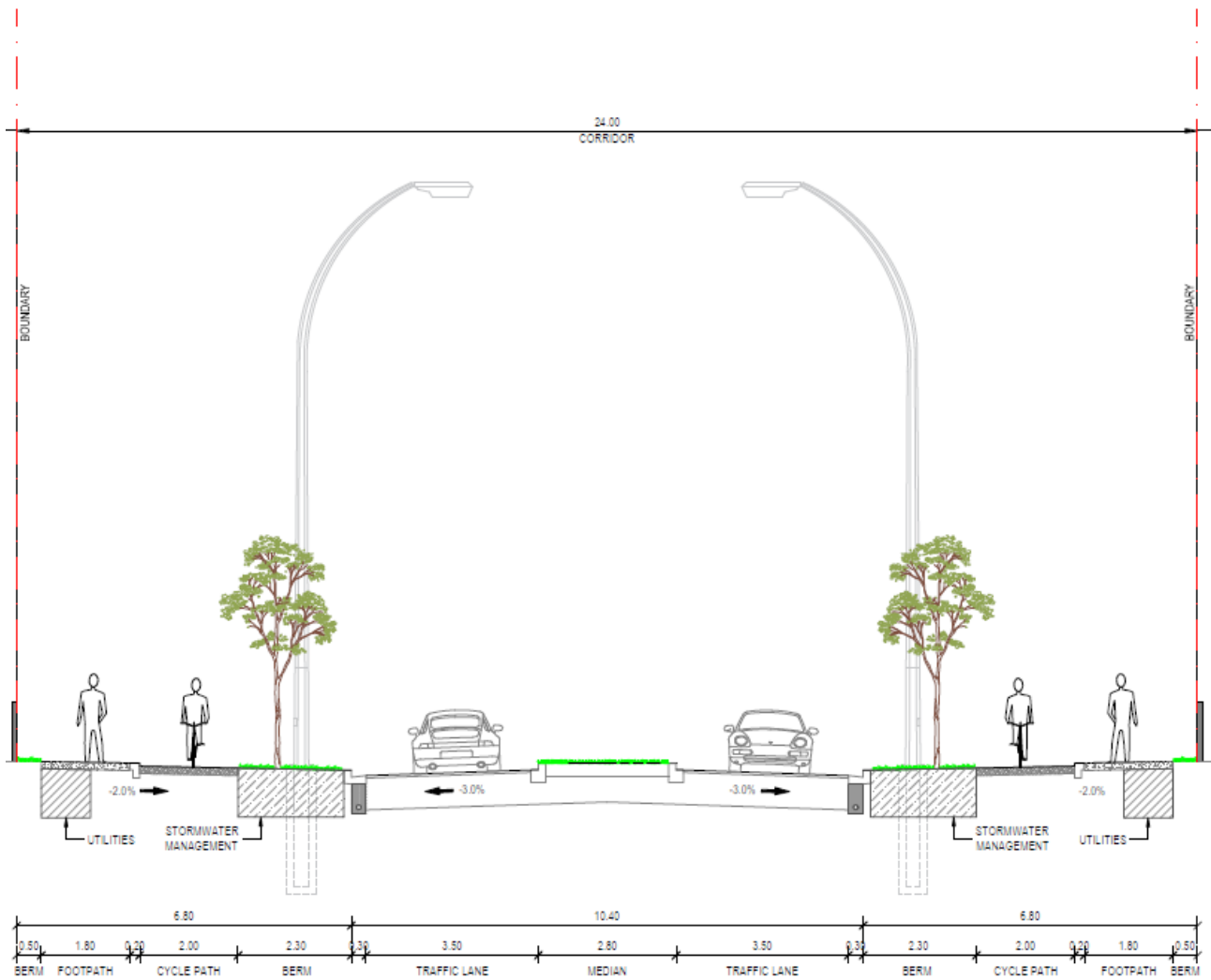


Figure 3.3: Indicative dimensions for a 24m two lane FTN arterial road (sourced from the Response to s92 request)

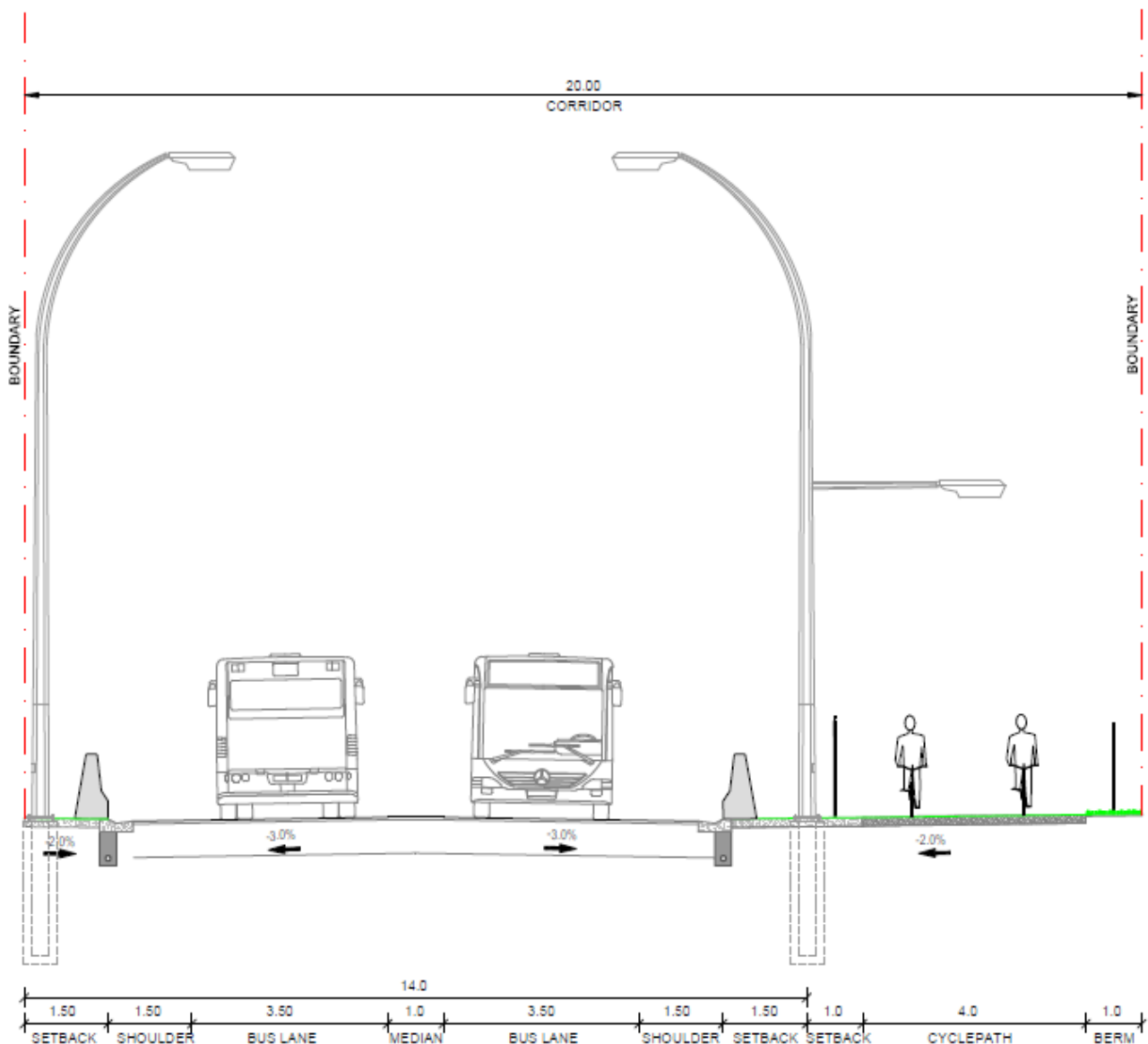


Figure 3.4: Indicative dimensions for a 20m Rural RTN Busway (sourced from the Response to s92 request)

### 3.6 Construction staging

The lodged documents indicated that some NoRs have an interdependency with other NoRs. During our review, we requested information on whether there were further dependencies between NoR 8 and NoR 9, and NoR 4 and NoR 11, and if so how these would be managed during future implementation.

In response to Abley’s s92 request for information on this matter Supporting Growth responded that:

- The timing of implementation of NoRs will be determined in the future.
- Some projects (such as NoR 8 and NoR 9) may be delivered in a staged manner.
- The NIMP condition is proposed to manage potential effects resulting from the staging and implementation of the network.



- The Urban Design Landscape Management Plan (UDLMP) condition is proposed to cover the integration of the Projects with the transport and urban (future urban) environment at the time of implementation.
- A number of existing AT and Waka Kotahi practices are in place to manage the implications of staging and delivery of projects.

We are satisfied with Supporting Growth's response on this matter, and consider that the NIMP provides confidence that the interdependence between individual NoRs will be further considered during Outline Plan of Works (OPW) stage.

### **3.7 Auckland Unitary Plan: Arterial Road control**

It is not clear when the Auckland Unitary Plan Arterial Road Control will be updated to reflect the future arterial roads, should the Auckland Transport's NoRs be approved, and who would be responsible for ensuring such an update. The Arterial Road Control is a mechanism that controls vehicle access to important transport corridors (via Standard E27.6.4 Access of the Unitary Plan).

We recommend that Council's Planner consider who is responsible for updating the Auckland Unitary Plan Arterial Road Control, and when this should occur. Our suggestion is that, if the NoRs are approved, Auckland Council or Auckland Transport include this within a future "administrative" Plan Change, which are undertaken from time to time. Until the Arterial Road Control is implemented, Auckland Transport will be able to use the s176/s178 process to manage any new accesses onto these corridors.

## 4. Review of submissions

Multiple submissions relating to transport matters were received. Some submitters made submissions on several NoRs, and some submitters made a submission on a single NoR, but their submission was relevant to multiple NoRs.

Our commentary on submissions is provided in Appendix A, using key themes and issues as classified by Council's reporting planner. We note that some "issues" are incorrectly allocated to a "theme", however we have assessed each submission individually and have therefore captured this within our review.

We note that Supporting Growth is yet to provide responses to submitters. At the time of writing, we have deferred to Supporting Growth with respect to considering requests such as:

- Reducing or removing the NoR from specific properties.
- Addressing interfaces with existing and/or future developments, including through requested amendments to proposed conditions
- Providing for secondary (e.g. Collector) roads
- Assessment of alternatives and choice of corridor alignments
- Provision of alternative access, particularly for sites that are bisected by a NoR
- Design matters.

Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

## 5. Proposed conditions of designation

### 5.1 Management Plan

This condition is included in all NoRs as follows:

- Condition 7: NoR 1 to 3
- Condition 6: NoR 4
- Condition 8: NoR 5-13.

The Management Plan condition is relevant to the Construction Traffic Management Plan (CTMP) condition, placing a requirement for the CTMP to be included with the future Outline Plan of Works (OPW) application.

We consider that the Management Plan condition should state that the CTMP must be submitted to Council for **certification**. There is insufficient detail in the NoRs to enable Abley or Council to understand the access, safety and efficiency effects during construction. It is considered appropriate for the requiring authority to assess these effects as part of the OPW rather than the NoR, as there is a high degree of uncertainty about the state of the future environment. However, unless there is a requirement for the CTMP to be submitted for certification, Council will not have the opportunity to consider these effects at a future stage.

### 5.2 Land Use Integration Process

This condition is included in NoRs 5 – 13 as Condition 10. Abley supports this condition, however we consider that it should also be applied to NoRs 1 – 3 as these NoRs will also have a significant interface with future urban development. In our view, integrating the RTN corridor and stations with the surrounding future land uses should be a fundamental aspect of the future design process.

Further, we note that NoR4 interfaces with existing and future development, particularly near interchange locations. We therefore recommend that this condition is also applied to NoR4.

### 5.3 Construction Traffic Management Plan

Supporting Growth has proposed a CTMP condition that is generally consistent with other Supporting Growth NoRs (such as the Drury Arterials package). This condition is included in all NoRs as follows:

- Condition 16: NoR 1 to 3
- Condition 14: NoR 4
- Condition 18: NoR 5-13.

Several submitters requested changes to the proposed condition to:

- Require consultation, and/or communication, and/or engagement with affected parties
- Avoid heavy vehicle movements near schools during school start and finish times.

We generally support these requests, however we do not consider that consultation/communication/engagement should be limited to situations where existing access will be affected.

We recommend the following changes (in bold underlined>) to the CTMP condition for all NoRs:

*Construction Traffic Management Plan (CTMP)*

- a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction To achieve this objective, the CTMP shall include:*

- i. ....*

- ii. *the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools, **and in particular the avoidance of heavy traffic in the vicinity of schools around peak student arrival and departure times**, or to manage traffic congestion;*
- iii. ....
- vi. *methods to maintain access to property and/or private roads where practicable, or **to consult with the property owner or occupant and** provide alternative access arrangements when it will not be;*
- vii. ....

#### 5.4 Existing Property Access

The Existing Property Access condition is proposed for NoRs 1 -3 and NoRs 5 – 13. This condition is included in all NoRs as follows:

- Condition 11: NoR 1 to 3
- Condition 13: NoR 5-13.

Several submitters sought to have this condition applied to NoR4. Although NoR4 is for a State Highway where property access is generally not provided, there are several existing property accesses that could be affected, some of which do not directly access the motorway (for example 1738 Dairy Flat Highway, submitter 17 on NoR4).

In response to our s92 information request regarding property access, Supporting Growth responded

- that access to SH1 is already managed, and considering the nature of the strategic improvements along SH1, this access condition (the “Existing Property Access” condition) does not apply to NOR 4.
- that in relation to SH1 / NOR4, all existing legally established access has a presumption of access by virtue of its approval under the subdivision sections of the RMA (or predecessors), such that ongoing access has to be maintained.
- Under the Government Roding Powers Act 1989 (GRPA 1989) Waka Kotahi also reviews any changes to access points / or the intensity of traffic generation at such points. The review mechanisms are different where the state highway is classified as a Limited Access Road.

However, as we have noted above, NoR4 may affect the access for properties that do not directly access SH1/NoR4. We therefore recommend that the Existing Property Access condition is applied to NoR4.

## 6. Declaration of potential for conflict of interest

Abley has acted for Council and the Ministry of Education on multiple projects in the area over the past five years.

In the interest of transparency, we have identified these projects in the Table 6.1. In summary, we consider that there is no perceived or actual conflict of interest relating to our role as Council's transportation reviewers of the Supporting Growth NoRs.

**Table 6.1 Potential conflicts of interest from Abley’s previous work**

Date of last engagement	Address	Our client	Project Description	Our role	Relevance to the NoR(s)	Site mentioned in submissions?
16 August 2022	108 Wilks Road (BUN60394399)	Auckland Council – Regulatory Engineering	A temporary industrial storage area	Transport review of RC application	The site is located approximately 200m east of the NoR1 designation and is not part of the Wilks Road upgrade.	No
13 April 2023	240 Postman Road (BUN60416861)	Auckland Council – Regulatory Engineering	A storage facility for long term storage of agricultural equipment	Transport review of RC application	The site frontage is not affected by any of the NoRs however there will be new roundabout intersections to the north (NoR11:4-leg Postman Road/Kahikatea Flats Road) and to the south (NoR1: 3 leg Postman Road/Dairy Stream Road) which will improve access and safety at intersections.	No
6 December 2021	165 Bawden Road (LUC60390743)	Auckland Council – Regulatory Engineering	Expand an existing dog daycare and animal boarding facility	Transport review of RC application	NoR12 is a full upgrade of Bawden Road. The site frontage is subject to a wide designation including fill batter. Turning movements may be restricted due to the installation of a solid median.	No
26 May 2022	9 Bawden Road (LUC60396154)	Auckland Council – Regulatory Engineering	Establish and operate an equestrian centre	Transport review of RC application	NoR12 is a full upgrade of Bawden Road. The site frontage is subject to a wide designation for fill batter and a stormwater pond. The site corners Dairy Flat Highway and a roundabout is proposed here.  NoR8 runs along the southern boundary of the site along Dairy Flat Highway and forms a roundabout with Bawden Road at the southeast corner of the site. A wide designation for intersection formation and fill batter is proposed here.  Turning movements (access on Bawden Road) may be restricted due to the installation of a solid median.	No

Date of last engagement	Address	Our client	Project Description	Our role	Relevance to the NoR(s)	Site mentioned in submissions?
20 November 2023	12 Horseshoe Bush Road (LUC60422952)	Auckland Council – Regulatory Engineering	Expansions of a rural industrial storage depot	Transport review of RC application	The site is located approximately 90m east of the NoR8 designation and is not part of the Dairy Flat Highway/Horseshoe Bush Road upgrade.	No
27 July 2022	28-30 Paparahi Place, Upper Orewa	Auckland Council – Regulatory Engineering	Construct 14 three-bedroom terrace housing dwellings	Transport review of RC application	The residential development (within Ara Hills) is east of NoR6 and is not subject to any designations. It is unlikely to be adversely affected by the proposed roading upgrades.	No
12 September 2023	54 Tavern Road, Silverdale (BUN60413674)	Auckland Council – Regulatory Engineering	Construct 21 light industrial units with the vehicle access on East Coast Road	Transport review of RC application	This site is subject to NoR13 on its western site frontage. The site access will be affected by a cut batter which may limit access during construction and will need to be reconstructed.	Refer to NoR13_19.  Submitter has requested a reduction in designation width.
21 November 2019	95 Lonely Track Road (BUN60338608)	Auckland Council – Regulatory Engineering	Vacant 10-lot residential subdivision	Transport review of RC application	This site is located approximately 200m east of the NoR4 designation boundary, which includes upgrades to Lonely Track Road and the overbridge.	No
1 October 2020	1114 East Coast Road (BUN60347542)	Auckland Council – Regulatory Engineering	59-unit retirement residential development	Transport review of RC application.	The rear of this site is approximately 500m from the extend of NoR4 (as the crow flies). It is not directly affected by any of the proposed NoRs.	No

Date of last engagement	Address	Our client	Project Description	Our role	Relevance to the NoR(s)	Site mentioned in submissions?
29 August 2023	Wainui School The school site consists of 15 Upper Orewa Road, 29 Upper Orewa Road, and 37 Upper Orewa Road  (Abley code MED-J043)	Ministry of Education (MoE)	NoR for a new school campus including a primary, secondary, ECE and special-needs school.	Produce an ITA to support MoE's NoR designation	The site has direct road frontage onto Upper Orewa Road which is proposed for upgrade in NoR6. There is also a 3-way single lane roundabout at the intersection of Upper Orewa Road and Wainui Road. The site frontage is subject to a wide designation for fill batter. In the ITA Abley recommended two full-lane approaches and exits on all legs to accommodate the school role.  We discussed the potential conflict with interest with MoE prior to accepting the engagement from Auckland Council to review these NoRs. Abley and MoE agreed there was no perceived or actual conflict.	Refer to NoR2_12.
11 February 2022	Milldale School (FBDL-J001) 89 Maryvale Road, Milldale	Form Building & Developments Limited  (sub-contractor to Ministry of Education)	Outline Plan of Works (OPW) for new primary school	Provide transport design support in master planning and developed design phase for new primary school and school travel plan.	The site does not have direct frontage onto any of the proposed NoRs, however urbanisation of nearby arterial roads (Pine Valley Road, Wainui Road and the Upper Orewa Road) and the RTN stations in the vicinity of the school is noted.	No.
22 January 2021	Highgate Bridge (LUC60354771)	Auckland Council – Regulatory Engineering	New motorway overbridge linking Milldale with Highgate Business Park	Transport review of RC application.	The consented Highgate Bridge connection (bridge over SH1) between John Fair Drive and Highgate Parkway is within the footprint of the NoR2.	No



## 7. Summary and conclusions

We have reviewed the transportation matters associated with 13 Notices of Requirement (NoRs), which have been prepared by Te Tupu Ngātahi Supporting Growth on behalf of Auckland Transport and New Zealand Transport Agency Waka Kotahi. The scope of this specialist transport report is to assist Council in determining the transport outcomes of the NoRs.

We have reviewed the notified documents, s92 responses, and submissions, and made the following recommendations:

- That indicative designs are provided for alternative access to all properties that are identified in Section 6.2.3. of the Assessment of Transport Effects, both to demonstrate feasibility and provide greater detail to affected parties. In addition, we recommend that indicative designs are provided for 227 Pine Valley Rd. Refer to our discussion in Section 3.4.
- That Council's Planner considers who is responsible for updating the Auckland Unitary Plan Arterial Road Control, and when this should occur. Refer to our discussion in Section 3.7.
- That amendments are made to several proposed conditions, refer to our discussion in Section 5.
- Additional feedback is provided in response to submissions. We note that Supporting Growth is yet to provide responses to submitters including addressing requests to make amendments to designation boundaries. At the time of writing, we have deferred to Supporting Growth with respect to considering such requests. Refer to our commentary on submissions in Appendix A.

Subject to addressing the above matters with the caveat that an assessment of requested amendments to designation boundaries is yet to be undertaken, the NoRs are considered acceptable from a transportation perspective.

Appendix A.  
Submission summary

NoR	Sub #	Submitter Name	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought	Address 1	Address 2	Abley commentary
NoR01	1.1	Allen T Chalmers & Michelle VL Koster-Crockford	Oppose	Road Design	Oppose roundabout location.	relocate roundabout to neighbouring undeveloped land.	2 Wilks Road West	Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	3.1	Hamid Sharifi	Oppose	Traffic	The existing roads in our neighbourhood are not adequately wide to handle the increased traffic flow that will result from the new rapid transit station. I am concerned that this will lead to congestion, road safety issues, and decreased overall quality of life for residents	specifying location of transit stations and comprehensive plan for neighbouring streets			We consider that it is likely that the RTN station will increase vehicle movements, We consider that the NIMP requires AT and Waka Kotahi to consider these effects prior to implementation of the project.
NoR01	3.2	Hamid Sharifi	Oppose	Parking	The project seems to lack sufficient planning for parking facilities, causing neighbouring streets to become de facto parking areas for commuters using the station.	specifying location of transit stations and comprehensive plan for neighbouring streets			We consider that it is likely that the RTN station will increase parking demand in the area, as has been experienced at other stations such as Albany. We note that NoR03 proposes a park and ride facility. Further, AT is responsible for, and mandated to, manage and enforce parking rules. Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	5.1	Phil and Paula Mitchell	Oppose	NoR unnecessary	no need/justification, with any benefits outweighed by adverse effects	reject NOR	262 Bawden Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	5.3	Phil and Paula Mitchell	Oppose	Design	Council recognises area need to be reassessed for suitability for future urban development	reject NOR	262 Bawden Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	5.5	Phil and Paula Mitchell	Oppose	Zoning	land zoned future urban which may have a range of uses .	reject NOR	262 Bawden Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	5.6	Phil and Paula Mitchell	Oppose	Zoning	The current zoning provides all the "protection" necessary for a speculative future roading proposal intended to support the equally speculative future urbanisation of Dairy Flat.	reject NOR	262 Bawden Road	Dairy Flat	We disagree with this view. Future Urban Zoning can be changed via a Private Plan Change application, if Designations are not in place this can compromise the future transport network
NoR01	6.1	Carlton Windust	Support	Traffic. Alternatives.	Traffic congestion has becoming increasingly stressful for motorists coming through Albany to Silverdale and Silverdale interchange is gridlocked most evening. An alternative route need to be planned sooner rather than later	proceed as planned	225 Pine Valley Road	Silverdale	Increase in traffic will be primarily due to future changes in land use, rather than an effect of the Designation. Supporting Growth has proposed a NIMP condition, which requires further assessment of the transport network at OPW stage.
NoR01	7.1	Karen Windust	Support	Traffic. Alternatives.	Traffic congestion has becoming increasingly stressful for motorists coming through Albany to Silverdale and Silverdale interchange is gridlocked most evening. An alternative route need to be planned sooner rather than later	proceed as planned	225 Pine Valley Road	Silverdale	Increase in traffic will be primarily due to future changes in land use, rather than an effect of the Designation. Supporting Growth has proposed a NIMP condition, which requires further assessment of the transport network at OPW stage.
NoR01	8.3	Dine Yoeh Hoo	Oppose	Maintenance	liability for maintenance	liability for maintenance	86 Kingscliff Rise		This is a PWA matter.

NoR01	8.6	Dine Yoeh Hoo	Oppose	Extent of Designation	footprint for acquisition too large	footprint for acquisition too large	86 Kingscliff Rise		Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	8.7	Dine Yoeh Hoo	Oppose	Alternatives	alternative alignment options	alternative alignment options	86 Kingscliff Rise		Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were
NoR01	8.8	Dine Yoeh Hoo	Oppose	Statutory Planning	planning philosophy incorrect	planning philosophy incorrect	86 Kingscliff Rise		This is not relevant to transport planning matters.
NoR01	9.1	Jin Seo	Oppose	Road Design	The new proposed bus route seems inefficient as it extends too far west and doesn't seem well-designed in terms of travel time.	That the RTC bus route doesn't loop back through Dairy Flat and Pine Valley areas but instead supports expanding the highway or follows a design along the existing highway route	9D 92 Nelson Street		This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR01	10.1	Samuel John Stewart	Support	Design	Rapid transit corridors are essential to growth and constraining house price growth	adopt plan as submitted			No further comment
NoR01	11.1	Yani Cho	Oppose	Road Design	Recommend considering the option of expanding the highway directly to connect Silverdale and Albany for a faster and more direct route	expand the highway directly to connect Silverdale and Albany	2/594 East Coast Road		This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR01	12.2	Youllee Choi	Oppose	Road Design	easier us routes possible	simplify bus routes	9 kanuka way		This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.

NoR01	12.3	Youlee Choi	Oppose	Design	Do not need new bus station and could make old station better	simplify bus routes	9 kanuka way		This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR01	13.1	Hana Ryu	Oppose	Road Design	Does not seem like the most efficient way to link Silverdale with Albany	take closer look to see if the proposal meets the communities needs			This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR01	14.1	Hyeri Park	Oppose	Road Design	Does not seem like the most efficient way to link Silverdale with Albany	Create transit plan that benefits community			This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR01	14.2	Hyeri Park	Oppose	Design	Question need for Bike Lanes: While bike lanes are important, creating expensive separate structures might not be the best solution	Create transit plan that benefits community			We understand that Supporting Growth has used cycle demand modelling and AT and Waka Kotahi standards to determine the requirement for cycle facilities. We support the separated cycle facilities proposed by Supporting Growth as these provide safe and attractive facilities for cyclists.
NoR01	15.1	Leah Christine McNee and Gerald Campbell McNee	Oppose	Transport	There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first.	defer planning for transportation corridors until Dairy Flat urbanisation is confirmed.	1595 Dairy Flat Highway		Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were
NoR01	16.1	Young Hwa Song	Oppose	Alternatives	Consider the alternative bus route to be more economical and practical.	Cancel the plan			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	16.2	Young Hwa Song	Oppose	Extent of Designation	footprint for acquisition too large and will affect landowners and businesses	Cancel the plan			Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	17.1	John O'Hara	Oppose	Alternatives	original plan to extend North Busway remains best option		88 Grace Hill Drive	Dairy Flat	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR01	17.2	John O'Hara	Oppose	Prior Spatial Planning	complete spatial planning first	complete spatial planning first	88 Grace Hill Drive	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. In our view this demonstrates a significant investigation and robust assessment.
NoR01	18.2	Lyndon Trust	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first	327 Postman Road,		Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	19.2	Brian Sutton	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	89 Lascelles Drive		Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	21.2	Jinhua Liang & Lixia Cai	Oppose	Extent of Designation	in many cases the width of the designated corridor is excessive	withdraw NOR	91 Grace Hill Dr, Dairy Flat		Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	21.3	Jinhua Liang & Lixia Cai	Oppose	Prior Spatial Planning	urban planning of Dairy Flat should be carried out first	withdraw NOR	91 Grace Hill Dr, Dairy Flat		Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	22.1	Wonchul jang	Oppose	Design	Concern at how the route will be constructed and the effects of its appearance	unstated	68 Clyde RD		Not relevant to transport planning matters. No further comment.
NoR01	22.2	Wonchul jang	Oppose	Design	length of bus journey appears like it would be longer than previous plans.	unstated	68 Clyde RD		This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR01	24.2	John Cross	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first			Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR01	25.2	PetParks Limited	Oppose	Construction Effects	Construction work has caused hardship and stress. Information by Transit NZ, from RMA 34574 and earlier Crown changes, have not been correctly gazetted. Difficult to contact Crown to resolve issues. Property and business is situated at a focal point for all Construction Area Requirements covering a large stretch of SH1, affecting business and rural lifestyle.	To address and resolve between submitter, Auckland Council and the Crown (as their neighbour). Supply details of the current contact persons.	1384/1374 East Coast Road	RD 4 Albany	Supporting Growth has proposed several conditions to manage construction effects and stakeholder engagement.
NoR01	25.4	PetParks Limited	Oppose	Amenity. Traffic.	Will lose rural view. Already being impacted by extra traffic (night time) when current work on SH1 requires access closures at Oteha Valley.		1384/1374 East Coast Road	RD 4 Albany	Supporting Growth has proposed several conditions to manage construction effects and stakeholder engagement.
NoR01	25.6	PetParks Limited	Oppose	Traffic	Other planned changes such as Penlink likely to increase the traffic passing submitter on East Coast Road.	Need to know SGA's estimations before we can expand on this.	1384/1374 East Coast Road	RD 4 Albany	Increase in traffic will be primarily due to future changes in land use, rather than an effect of the Designation. Supporting Growth has proposed a NIMP condition, which requires further assessment of the transport network at OPW stage.
NoR01	25.7	PetParks Limited	Oppose	Statutory Planning	In the Statutory Assessment, various "Themes" are documented, which will be subject to the RMA, which is under constant change due to difficulties of interpretation and government policies.	Difficult to determine what impact this will have on the progress of the State Highway 1 Improvements. Need to know SGA's estimations before we can expand on this.	1384/1374 East Coast Road	RD 4 Albany	No further comment
NoR01	26.2	Margaret Cross	Oppose	Prior Spatial Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first	Lot 1 DP 205098 Dairy Flat Highway		Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	27.1	John Gregory Cross	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	64 Crossbridge Rd	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	28.1	Michael William Scott Stanbridge	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	49 Grace Hill Drive	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	29.1	Ann Catherine Stanbridge	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	49 Grace Hill Drive	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	30.1	Trevor Morrison Cheer	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	66 Bawden Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR01	31.1	Alistair and Julie King	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	6 Kennedy Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	32.1	Mark Eduard de Jong	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	226 Bawden Rd	Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	33.1	Mark Jonathan Smitheram	Oppose	Prior Spatial Planning	urban planning for Dairy Flat should be carried out first.	withdraw NOR	9 Grace Hill Drive	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	34.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR01	34.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.
NoR01	34.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR01	37.4	YoungJin Seo & JeaHoi Noh	Oppose	Alternatives	Lack of options presented. No alternative protection methods considered.	Various development options should be presented, and stakeholders should be consulted on their preferences or objections to each option.	36 Old Pine Valley Road		Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	37.5	YoungJin Seo & JeaHoi Noh	Oppose	Design	Considering bike lane support, expanding existing arterial roads and easily installing them along the highway, as observed in other areas, appears to be a simpler and more economical solution.	Remove bike lane from NOR	36 Old Pine Valley Road		We understand that Supporting Growth has used cycle demand modelling and AT and Waka Kotahi standards to determine the requirement for cycle facilities. We support the separated cycle facilities proposed by Supporting Growth as these provide safe and attractive facilities for cyclists.
NoR01	37.6	YoungJin Seo & JeaHoi Noh	Oppose	Statutory Planning	Their land development plan is related to the ongoing Structure Plan and infrastructure supply. Ignoring this would result in disregarding their plans, which are already in the process of urban development, and infringe on our property rights for the potential Live Zone.	Use earlier layout adjacent to existing motorway	36 Old Pine Valley Road		Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.



NoR01	37.9	YoungJin Seo & JeaHoi Noh	Oppose	Extent of Designation	Excessive Designation beyond the authority granted by PWA is unjustified. Designating transportation-related facilities beyond road protection for RTN excessively through the Designation Method will result in property rights infringement and inefficiency. Analyzing and optioneering based convenience and selected variables, excluding considerations is not sensible. Parking spaces not suitable as part of long-term planning.	NZTA should either purchase the land directly or negotiate with landowners, and if that is not feasible, use the Public Works Act for Designation.	36 Old Pine Valley Road		This is a PWA matter. The extent that the Designation impacts the site may be able to be reduced, although this may increase the impact on other property owners. The Assessment of Alternatives included in the notified material discusses integration of land use planning and transport network planning.
NoR01	38.2	Penny O'Hara	Oppose	Statutory Planning. Alternatives.	An entity that does not exist with no governance. Review conducted by internal staff with no external reviews creates poor outcome. Section 171(1) part a. of RMA requires council to consider effects on the environment having regard to NPS, RPS, alternative sites, routes or methods. DBC does not provide adequate information to allow council to meet this requirement. Issuing NoR's for the purpose of protecting the route are not necessary in the case of existing developed lifestyle blocks.	Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until form, location and timing of Dairy Flat urbanisation is confirmed. Affected parties should be given the opportunity to be heard, and that decision makers should be unbiased.	88 Grace Hill Drive	Dairy Flat	No further comment
NoR01	38.4	Penny O'Hara	Oppose	Zoning	Council zoning prohibits more intensive development and any future change to their property is entirely within council's control.	Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until form, location and timing of Dairy Flat urbanisation is confirmed.	88 Grace Hill Drive	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	38.7	Penny O'Hara	Oppose	Extent of Designation	Designation size is an overreach and an unfair/unwarranted expropriation of property owners rights under the Bill of Rights.	Withdraw NoR 1. Defer the planning of transportation corridors, including the RTC, until form, location and timing of Dairy Flat urbanisation is confirmed.	88 Grace Hill Drive	Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	39.3	HY North Limited	Oppose	Design	Proposed route extends the RTC significantly west of the existing busway, and will sterilise land that would otherwise be subject to integrated future urbanisation, with no justification.	Any future planned land use and transport infrastructure is integrated, to avoid significant disruption to the area in the future, and to ensure cohesive urbanisation of the area, over the long-term. More appropriate to continue a future RTC up SH1 / the northern motorway, consistent with the busway that exists in North Auckland. NoR 1 be realigned, to extend the northern RTC along SH1, consistent with the northern busway.	PO Box 1986,	Shortland Street	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.

NoR01	39.4	HY North Limited	Oppose	Extent of Designation	Opposes extent of Designation boundary of NoR 1. Area much greater than what is required for proposed road design which is between 14 metres wide and 20 metres wide (where the active mode facility is alongside the RTC). Insufficient consideration/reasoning have been given which has the consequential effect of significantly limiting or preventing future development opportunities for land subject to the Designation.	Any future planned land use and transport infrastructure is integrated, to avoid significant disruption to the area in the future, and to ensure cohesive urbanisation of the area, over the long-term. More appropriate to continue a future RTC up SH1 / the northern motorway, consistent with the busway that exists in North Auckland. Review and reduce to minimise the required land take, and reflect actual and reasonable area of land that is needed to accommodate the appropriate future design for the new RTC. That Schedule 1 of the proposed conditions of NoR 1 be amended following review of the extent of the Designation boundary. Amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries).	PO Box 1986,	Shortland Street	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses. Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. In our view this demonstrates a significant investigation and robust assessment.
NoR01	40.1	North Shore Aero Club Incorporated	Support	Transport	270-300 Postman Road. Generally support NoRs as will have a positive transport outcome for Auckland and make NSA more accessible.	Revise conditions to ensure engagement on road design; and so that NSA expansion is accounted for. Seeks full interchange at SH1 and Wilks Rd.	Suite 12A Level 12	17 Albert Street Auckland City	We consider that this will be addressed through the future detailed design process. However, if required, we consider that the requested relief could be achieved by making amendments to the proposed Urban and Landscape Design Management Plan (ULDMP) condition for NoR1, NoR4 and NoR11.
NoR01	40.2	North Shore Aero Club Incorporated	Support	Road Design	Consultation required during detailed design to ensure operation of NSA can continue.	Revise conditions to ensure engagement on road design; and so that NSA expansion is accounted for. Seeks full interchange at SH1 and Wilks Rd.	Suite 12A Level 12	17 Albert Street Auckland City	In Section 23.4.7 of the AEE, Supporting Growth states that north facing ramps at Wilks Road were considered. Section 9.9.6 of the Assessment of Alternatives (Appendix A to the AEE) states that one set of north facing ramps would service demand and that these would be most effective at the Ō Mahurangi Penlink (Redvale) Interchange. We accept Supporting Growth's assessment of this matter, as the representative for the Road Controlling Authorities.
NoR01	41.2	Burrell Family Trust	Oppose	Design	Fails to meet needs of future generations. Wastes time travelling to and from work. Encourages long commutes.	Housing should be concentrated within city limits. Should provide 15 min cities.	Bankside Chambers, Level 22	88 Shortland Street	We consider that this is outside of the scope of the NoRs. Future urban zoning is addressed in the Future Development Strategy
NoR01	41.4	Burrell Family Trust	Oppose	Statutory Planning	Inconsistent with purposes and provisions of AUP and RPS. Inconsistent with RMA (sections 74 and 75 and functions of Auckland Council under section 31). Is not reasonably necessary to achieve objectives of requiring authority for which Designations are sought.	Withdraw NoR.	Bankside Chambers, Level 22	88 Shortland Street	No further comment
NoR01	41.5	Burrell Family Trust	Oppose	Alternatives	Fails to comply with s171(1)(b) of RMA. Does not give alternative sites, routes and methods.	Withdraw NoR.	Bankside Chambers, Level 22	88 Shortland Street	Not relevant to transport planning matters. No further comment.
NoR01	41.8	Burrell Family Trust	Oppose	Extent of Designation	Covers entire property. Cut vatter through vast majority of home.	Proceed with early acquisition.	Bankside Chambers, Level 22	88 Shortland Street	This is a PWA matter. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses. The Assessment of Alternatives included in the notified material discusses integration of land use planning and transport network planning.
NoR01	42.1	Spencer Marine boatbuilders ltd	Oppose	Extent of Designation	Strongly disagrees with NoR on their property.	Strongly opposes.			This is a PWA matter. The extent that the Designation impacts the site may be able to be reduced, although this may increase the impact on other property owners. The Assessment of Alternatives included in the notified material discusses integration of land use planning and transport network planning.

NoR01	43.1	Fulton Hogan Land Development Limited	Oppose	Extent of Designation	No clear justification or funding allocated. Does not represent the sustainable management of a natural and physical resource/RMA. Proposed route extends the RTC significantly west of existing busway, sterilising land that is subjected to integrated future urbanisation. Opposes spatial extent of the Designation boundary. Land much greater than what is required for the proposed road design which is between 14 metres wide and 20 metres wide. Insufficient consideration and reasoning have been given to the overall area of land being proposed. Prevents future development opportunities for land subject to the Designation.	Continue a future RTC up SH1 / the northern motorway, consistent with the busway that exists in North Auckland. RTC realigned to run adjacent along SH1, as a continuation of the existing northern busway. Review and reduce boundary to minimise required land take, and reflect actual and reasonable area of land that is needed to accommodate the appropriate design for the RTC.	PO Box 1986,	Shortland Street	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR01	43.3	Fulton Hogan Land Development Limited	Oppose	Land Use and Transport Integration	More existing land use and transport integration issues for future development as North Project elements is implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.	PO Box 1986,	Shortland Street	We support the intent of the LIP condition, at this point we have a neutral view on the requested relief.
NoR01	43.4	Fulton Hogan Land Development Limited	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 9, Condition 12 and Condition 13 "at the time of the Outline Plan is applied for".	PO Box 1986,	Shortland Street	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	44.1	Okura Park Estates Residents Association Inc	Support	Earthworks	Earthwork activities come close to existing residential sites. Concerns have stemmed from erosion following flooding events.	Dust, vibration and noise need to be managed and certainty regarding conditions for the proposed earthworks. Residents want certainty that cut will not lead to instability on their site. Want to understand the proposed methodology, potentially with the inclusion of monitoring, to make sure there is no subsequent slippage.	Level 1 28 The Warehouse Way	Northcote	No further comment
NoR01	44.2	Okura Park Estates Residents Association Inc	Support	Construction Effects	Noise associated with the earthworks and construction of road. State Highway 1 near site, but existing relief of land means traffic noise is not overly perceivable.	Depending on the location and size of any acoustic barriers Association would like to see details regarding softening of appearance of barriers and request barriers be recessive colours and screened from all sites by vegetation. Provide clarification on mitigation for the construction period ie acoustic barriers and hours of operation. Clarification on whether those barriers will remain in place when the road is operational.	Level 1 28 The Warehouse Way	Northcote	No further comment
NoR01	44.4	Okura Park Estates Residents Association Inc	Support	Extent of Designation	Current amenity value and character currently enjoyed by residents will be lost to an engineered batter further strengthening the view that rolling back compromised land is not preferred. Land in the north of Estate that will be severed by the proposed RTC from the Estate will be sandwiched between SH1 improvements and RTC Designation and will be partially occupied by a footpath/cycleway.	Residents would prefer for that land to remain in the ownership of the Transport Agency. Gives certainty regarding uncertainty regarding earth worked area and potentially ongoing remedial works if there were future slips. Agency acquire land in North.	Level 1 28 The Warehouse Way	Northcote	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	45.1	Fang Yang	Oppose	Extent of Designation	Extent of our property covered by NoR is excessive. Feel vulnerable toward the NZTA plan. Planned highway widening can be accomplished without encroaching their house which limits their ability to make any alterations and extensions to our home.	Amend NoR to reduce extent of land coverage to the realistic minimum needed for the future highway widening.	39 Wright Road	RD 4 Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	45.2	Fang Yang	Oppose	Extent of Designation	Contemplating selling property in near future to move school zones for children but buyers will be put-off by the large extent of the proposed Designation.	If the property does not sell, we will require NZTA to purchase the entire property.	39 Wright Road	RD 4 Dairy Flat	This is a PWA matter.

NoR01	50.2	Heritage New Zealand Pouhere Taonga	Support	Conditions	HNZPT has reviewed Te Tupa Ngatahi's recommended wording of draft Condition 21 - HHMP, ie that the HHMP will be prepared in consultation with HNZPT, the obtaining of Archaeological Authority under the HNZPTA, the recording and documentation of post-1900 heritage sites (b)(vii), and the use of the term 'unexpected' in point (b)(ix)c.	Review condition 21.	PO Box 105-291		Not related to transport planning matters. No further comment.
NoR01	51.3	The Trustees of the Aquamarina Trust	Oppose	Design	Fails to meet needs of future generations.	Withdraw NoR.	Building 2, 331 Rosedale Rd	Albany	No further comment
NoR01	51.5	The Trustees of the Aquamarina Trust	Oppose	Statutory Planning	Inconsistent with purposes and provisions of AUP and RPS. Inconsistent with RMA (sections 74 and 75 and functions of Auckland Council under section 31). Is not reasonably necessary to achieve objectives of requiring authority for which Designations are sought.	Withdraw NoR.	Building 2, 331 Rosedale Rd	Albany	No further comment
NoR01	51.6	The Trustees of the Aquamarina Trust	Oppose	Alternatives	Fails to comply with s171(1)(b) of RMA. Does not give alternative sites, routes and methods.	Withdraw NoR.	Building 2, 331 Rosedale Rd	Albany	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	52.2	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust	Oppose	Design	Fails to meet needs of future generations.	NZTA purchase property at market value.	Building 2, 331 Rosedale Rd	Albany	No further comment
NoR01	52.4	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust	Oppose	Statutory Planning	Inconsistent with purposes and provisions of AUP and RPS. Inconsistent with RMA (sections 74 and 75 and functions of Auckland Council under section 31). Is not reasonably necessary to achieve objectives of requiring authority for which Designations are sought.	NZTA purchase property at market value.	Building 2, 331 Rosedale Rd	Albany	No further comment
NoR01	52.5	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust	Oppose	Alternatives	Fails to comply with s171(1)(b) of RMA. Does not give alternative sites, routes and methods.	NZTA purchase property at market value.	Building 2, 331 Rosedale Rd	Albany	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	52.6	Melida Nicholaevna Gampell and Christopher Joseph Quilty as trustees of the CJQ Melida Family Trust	Oppose	Extent of Designation	The proposed NoR covers a substantial portion of our site, which is required for the proposed RTC (including significant cut batter slopes and stormwater conveyance across our site).	NZTA purchase property at market value.	Building 2, 331 Rosedale Rd	Albany	This is a PWA matter. The extent that the Designation impacts the site may be able to be reduced, although this may increase the impact on other property owners. The Assessment of Alternatives included in the notified material discusses integration of land use planning and transport network planning.
NoR01	53.5	ACGR Old Pine Limited	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline NoR or amend NoR to reduce extent of Nor over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.			Not related to transport planning matters. No further comment.
NoR01	53.6	ACGR Old Pine Limited	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline NoR or amend NoR to reduce extent of nor over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	54.2	Christine Gray	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	220 Postman Road, Dairy Flat		Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR01	55.2	Rebekah Bourhill	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.			Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	56.1	Yixue Chen	Oppose	Traffic	The council plans to build a new centre on Grace Hill Dr, but the Nor1 new road will cross it. Traffic will be a huge problem for the High-Density Residential Zone here.	New road should avoid the new centre area.			Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	58.3	Leslie Edwin Hawken	Oppose	Management Plans	Management plans to come later, possibly at Outline Plan stage, is not acceptable.	Withdrawal of NoR or inclusion of conditions/plans detailing integration of Designation works with the property including arrangements to address accesses to the property, amenity effects (including noise measures to screen the property from bus noise) and landscape treatment of the boundaries.			Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	59.4	Stephanie and Bill Jiang	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Withdraw NoR 1. Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	93 postman Rd		Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	61.2	Vincent Stones	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.			Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	62.2	Nick Montague-Brown	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.			Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	63.2	Phillipa Hanson	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.			Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR01	64.4	Eunju kim	Oppose	Design	Design of bus route does not seem to efficiently connect Silverdale and Albany, raising doubts about its effectiveness.	Consider alternatives such as designated bus lanes during peak hours. This could be a more cost-effective and practical solution to address traffic congestion.	69 Rangihina Road	Hobsonville	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR01	65.2	Jane Mason	Oppose	Construction Effects	Inadequate consideration to alternative earth stabilisation measures in lieu of open cut / battered slopes that would allow the family home and residence to remain and maintain its current amenity. The costs of which may be more economic versus the forced purchase of our family home.	Abandonment of acquisition of home due to excessive conservative earthworks in favour of alternative slope stability measures that would allow for the works to continue yet still allow for them to maintain possession of property.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	66.1	AW Holdings 2021 Limited Partnership	Oppose	Access	Not clear where specifically this new access road could be or how the Designation conditions or Outline Plan captures the new access road, a road is proposed running east-west of the Site on the southern boundary, along the indicative Collector Road alignment within the Structure Plan.	Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries).			The NoR documents do not discuss how collector roads are anticipated to interface with the RTC. Given the RTC will limit east/west movement for local trips within Dairy Flat, it will be important to provide regular crossing points for all transport modes.
NoR01	66.12	AW Holdings 2021 Limited Partnership	Oppose	Design	Shifting RTC alignment within Site poses a constraint, since proposed bridge over Wilks Road has to be considered when looking at the heights and alignment through the Site.	Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries).			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	66.14	AW Holdings 2021 Limited Partnership	Oppose	Design	There are some lodges indicated on the Site plan which overlaps the Designation boundaries.	These will need to be relocated to keep clear of the Designation, as permanent structures will not be permitted within the Designation.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	66.15	AW Holdings 2021 Limited Partnership	Oppose	Design	Around chainage 11300 to 11450 overleaf is a bridge over the tributary to the Rangitopuni stream. Not able to speak of this structure (leaving that matter for the civil engineers appointed by the Applicant).	Expect that SGA will seek to construct the shortest/most direct crossing with minimal impact to the environment, which may mean a straight alignment across the tributary. On the north and south approaches of the bridge, the NOR1 plan shows an earthworks fill (in green) which will need to be considered if changes to this bridge is sought. This may result in a wider Designation footprint, for example if a larger fill area is needed.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	66.16	AW Holdings 2021 Limited Partnership	Oppose	Earthworks. Design.	The Designation corridor is assumed to tie in with existing levels, as such the corridor includes cut and fill earthworks which are quite generous.	As the Site is to be redeveloped, there may be an opportunity to narrow the Designation corridor once proposed levels are known. Should ground levels be developed to assist the Designation corridor considerably, a roll back of the Designation may be possible through the Enabling Works as allowed for through Designation conditions. Flow is actively assisting on similar conditions through other NORs.			Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR01	66.17	AW Holdings 2021 Limited Partnership	Oppose	Design. Uncertain Information.	At chainage 11000, the east-west Collector Road that the Applicant is proposing to deliver as part of the Site's redevelopment is shown overlapping the proposed RTC corridor at ground level. This is a significant risk. At all crossing points along the 16 km route, the RTC has been assumed to cross over or under roads but it has not shown the new Collector Road which was part of the Structure Plan. Assumed that the east-west collector road to be at-grade, noting that at the time of the Fast-Track Consenting design, little information on the design principles of the RTC were known, other than a plan being provided. The low gradients used for the RTC mean that any increase and decrease in levels results in a long transition.	Amend NoR.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	66.18	AW Holdings 2021 Limited Partnership	Oppose	Design	Given the presence of water to the north and the gradients being used, the logical response will be for the RTC to cross over the east-west collector road. The effect of this is that the fill batter may be larger and the construction zone may extend further than the currently proposed Designation boundaries.	Since nothing is proposed within the Site some 90m west and 50m east of the current fill batters currently, expected a larger fill batter can be accommodated without significant impact on the Site's redevelopment. Proposed data centre building is about 15m east of NOR1 with car parking and a vehicle accessway proposed within this 15m envelope. If the Designation boundary encroaches over this space as a result of larger batters, this may impact on the car parking layout proposed. Use of land that sits within the Designation will be subject to the appropriate approvals from Waka Kotahi. Opportunities on how to cross the east-west collector road and what implications this has on the batters and Designation extent needs to be assessed.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	66.22	AW Holdings 2021 Limited Partnership	Oppose	Access. Road Design. Extent of Designation.	Proposed RTC vertical alignment located near existing ground levels where it crosses collector road is considered a significant risk based on current at grade crossing point designed. Issues raised on current height and extent of bridging required to span a relatively small stream. Creating potentially large embankments and bridge structures cutting off the amenities from the surf park. Embankment height - Chainage 11000-Ch 11300. At an estimated embankment height of approximately 4.0 m, the batters and associated Designation area have a significant footprint.	Surf Park's proposed finished surface levels were not known and existing levels were used. Using the proposed levels, there may potentially be a 1.0 m meter reduction in embankment height.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	66.23	AW Holdings 2021 Limited Partnership	Oppose	Construction Effects	NOR document is silent with air quality implications.	If the external air quality is poor due to the RTC, additional filtration would be required, and these would need to be replaced more regularly (especially during construction). Standard Data Centre requirement. Minimum air quality requirements for Data Centre need to be in accordance with AUP E14 (in construction phase and in operation). External Airborne Corrosivity shall be in accordance with ANSI/ISA-71.04-2013 (less than Level G2). Requirements will need to be included in the RTC Resource Consent Conditions – construction phase and operation. (shall be referenced in the Construction Environmental Management Plan). Noise and Vibration limits would need to be included in the RTC Resource Consent Conditions for construction phase and operation to minimise any adverse effect on the Data Centre and the sensitive electronic equipment housed within the facility.			This is not relevant to transport planning matters.

NoR01	66.24	AW Holdings 2021 Limited Partnership	Oppose	Conditions	Surf Park and Data Centre shall be consulted during preparation of RTN Resource Consent Conditions process - for security of service supply.	Construction Environmental Management Plan (CEMP) will need to form part of the conditions. The RTN installation would affect power reticulation from Solar Farm Switching station and 2 major fibre routes to the Data Centre. The Heat Exchange pipe system between Data Centre and Surf Park would also be affected by the RTN installation.			This is not relevant to transport planning matters.
NoR01	66.3	AW Holdings 2021 Limited Partnership	Oppose	Design	Proposed alignment will not meet the required 91m setback from the boundary of the proposed data centre site.	A 91m setback will achieve the separation distance required to mitigate potential risks to the data centre operator.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	66.4	AW Holdings 2021 Limited Partnership	Oppose	Extent of Designation	Extended Designation boundary is required to accommodate RTC and associated works, such as cut/fill batters, proposed wetlands and site compound and construction areas. Proposed Designation boundary appears to unnecessarily extend beyond the area identified in NoR 1 documentation as required for road upgrades. As a consequence of a such a wide Designation boundary, there is the unnecessary exercise and cost of acquiring additional land take, restricting future development potential of a significant portion of land in this part of Dairy Flat as Section 176 of the RMA would apply, which prevents any person from subdividing or changing the character, intensity, scale or use of designated land without the written consent of the requiring authority. Sterilise a significant number of properties for a roading project that is fanciful.	Extent of the Designation boundary of NoR 1 in relation to the Site be reviewed and realigned. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries).			Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	66.7	AW Holdings 2021 Limited Partnership	Oppose	Design	Will affect development of Auckland Surf Park site, that is currently lodged.	Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries).			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	66.8	AW Holdings 2021 Limited Partnership	Oppose	Design	In future proofing the corridor for light rail, the grade has been designed to be less than 3% around future stations. No stations are indicated within the Site.	Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries).			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	66.9	AW Holdings 2021 Limited Partnership	Oppose	Extent of Designation	Designation boundary varies in width and shape on the western side but is hard up against the Site's eastern boundary (between the surf park and the data centre). Actual RTC corridor looks to sit closer to the west rather than being at the centre of the Designation boundary.	Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries).			Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	67.2	Philip Andrew Stevens	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.			Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	68.4	Goodland Country Estate Trustee Company Limited	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Withdraw NoR 1. Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	48 Goodland Drive RD 2	Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.



NoR01	69.2	Stephen Walker	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.			Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	70.2	Dairy Flat Land Owners Group	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.			Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	73.2	Greg Gordon	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.			Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	74.2	Peter Gibson	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.			Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	75.1	Emma-Kate Nielsen	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	2 Potter Road	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	75.2	Emma-Kate Nielsen	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	2 Potter Road	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	76.1	Dan Nielsen	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	2 Potter Road	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR01	76.2	Dan Nielsen	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	2 Potter Road	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	77.1	Nicholas John Geare	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	84 Postman Road	RD4 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	77.2	Nicholas John Geare	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	84 Postman Road	RD4 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	78.1	Susan Geare	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	84 Postman Road	RD4 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	78.2	Susan Geare	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	84 Postman Road	RD4 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	79.1	Erwin De Keyser and Sonia van Liefferinge	Oppose	NoR unnecessary. Statutory Planning.	Dairy Flat unsuited to urbanisation. RTC in location and sufficient planning not yet undertaken. No access to house and reduction in property value.	Withdraw NOR until form, location and timing of urbanisation is confirmed.	93 Grace Hill Drive	Dairy Flat 0792	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	80.1	Lew Anthony Johnson	Oppose	Extent of Designation	1153 Dairy Flat Highway. Extent of NoR excessive.	Reduce extent of NoR.	1153 Dairy Flat Highway	Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	81.1	Andrew David Kenneth Chalmers	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	86 Bawden Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR01	81.2	Andrew David Kenneth Chalmers	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	86 Bawden Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	82.1	Sally Jane Paterson	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	27 Kennedy Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	82.2	Sally Jane Paterson	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	27 Kennedy Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	83.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR01	83.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions	PO Box 3082	Auckland 1140	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR01	83.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR01	84.1	Nigel Kay and Emily Mill	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	95 Postman Rd	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	84.2	Nigel Kay and Emily Mill	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	95 Postman Rd	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	85.3	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	Oppose	Traffic	Increased traffic effects from construction and operation.	Withdraw NoR.	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	Increase in traffic will be primarily due to future changes in land use, rather than an effect of the Designation. Supporting Growth has proposed a NIMP condition, which requires further assessment of the transport network at OPW stage.
NoR01	85.7	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	Oppose	Alternatives	Insufficient consideration of alternatives.	Withdraw NoR.	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR01	86.1	Shufang Yang	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	99 Postman Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	86.2	Shufang Yang	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	99 Postman Road	Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	87.1	Kim Valerie Campbell	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	52 Follies Way	Dairy Flat 0792	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	87.2	Kim Valerie Campbell	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	52 Follies Way	Dairy Flat 0792	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	88.1	Watercare Services Limited	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission)	Revise conditions	Private Bag 92 521	Wellesley Street	Not related to transport matters. No further comment.
NoR01	88.2	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR01	89.2	Bryn Lockie	Oppose	Statutory Planning	Based on FULSS, but reassessment required given FDS and government changes	Review spatial plan first.	105 Lascelles Drive	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	90.1	Andrew Nigel Philipps Kay	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places leading to conservative corridor widths. This is compounded by the cavalier delineation of proposed Designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Field-check all 900 properties affected by the NoR's to confirm the validity of the concept design and reduce the extent of the Designation to the practicable minimum. Field-check to be undertaken jointly by the SG Project Manager and submitter (Andrew Nigel Philipps Kay) as an experienced engineer.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	91.1	Guobiao Jiang	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	93 Postman Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR01	91.2	Guobiao Jiang	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	93 Postman Road	Dairy Flat	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR01	92.1	Anne-Marie de Jong	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	226 and 226a Bawden Rd	Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	92.2	Anne-Marie de Jong	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	226 and 226a Bawden Rd	Albany	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR01	93.1	Heather Turley	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	292 Bawden rd	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	93.2	Heather Turley	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	292 Bawden rd	RD2 Albany	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.

NoR01	94.1	David B Johns	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	304 Bawden Road	RD2 Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	94.2	David B Johns	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	304 Bawden Road	RD2 Dairy Flat	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR01	95.1	Benjamin Guy Marshall and Katherine Louise Hill	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	51 Hackett Street	St Marys Bay	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR01	95.2	Benjamin Guy Marshall and Katherine Louise Hill	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	51 Hackett Street	St Marys Bay	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR01	95.4	Benjamin Guy Marshall and Katherine Louise Hill	Oppose	Extent of Designation	NoR impacts on 1559 Dairy Flat Highway by cutting through and severing land and requiring land for long term lease during construction.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	51 Hackett Street	St Marys Bay	We consider that Supporting Growth should provide a concept design for providing alternative access to this property. Refer to our recommendations in our hearing report.
NoR01	96.1	Victoria Walker	Oppose	Traffic	NoR and projects will not resolve traffic congestion issues.	Not stated			Increase in traffic will be primarily due to future changes in land use, rather than an effect of the Designation. Supporting Growth has proposed a NIMP condition, which requires further assessment of the transport network at OPW stage.
NoR01	96.2	Victoria Walker	Oppose	Statutory Planning	Additional metropolitan centre not necessary.	Not stated			Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR02	1.1	Petrus Louis Liebenberg	Oppose	Traffic. Privacy.	Severe impact to property. Removed privacy and increasing traffic noise.	Property will be exposed directly to SH1 if the embankment between the highway and their property is removed during the construction.			Not related to transport planning matters. No further comment.

NoR02	2.1	Trustee of ZL Family Trust	Neutral	Construction Effects. Wellbeing.	Impacts on the quality of life, health and well-being of residents. Increase in noise/ pollution (dust) creating health effects (respiratory). Noise pollution from buses and traffic can disrupt the peaceful living environment.	Community engagement to seek their input on potential solutions.			Not related to transport planning matters. No further comment.
NoR02	3.1	Hamid Sharifi	Oppose	Traffic. Safety.	Existing roads will not handle increased traffic flow from the new rapid transit station. Safety issues and decreased quality of life.	Specify location of transit stations in future Milldale stages. Create comprehensive plan to design neighboring streets and houses to cope with the anticipated impacts of the project.			We consider that it is likely that the RTN station will increase vehicle movements, We consider that the NIMP requires AT and Waka Kotahi to consider these effects prior to implementation of the project.
NoR02	3.2	Hamid Sharifi	Oppose	Parking	Lacks sufficient planning for parking facilities, causing neighboring streets to become de facto parking areas for commuters using the station and disrupt the character of neighborhood.	Specify location of transit stations in future Milldale stages. Create comprehensive plan to design neighboring streets and houses to cope with the anticipated impacts of the project.			We consider that it is likely that the RTN station will increase parking demand in the area, as has been experienced at other stations such as Albany. We note that NoR03 proposes a park and ride facility. Further, AT is responsible for, and mandated to, manage and enforce parking rules. Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR02	4.3	Timothy Peter Mathewson	Oppose	Parking	Not enough street parking for residents of Milldale. This will make it worse.	Does not want bus station to be built opposite their property (100 Ahutoetoe Rd).	100 Ahutoetoe Rd	Milldale	We consider that it is likely that the RTN station will increase parking demand in the area, as has been experienced at other stations such as Albany. We note that NoR03 proposes a park and ride facility. Further, AT is responsible for, and mandated to, manage and enforce parking rules. Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR02	5.1	Pouneh Ziae Zarifi	Oppose	Traffic. Safety.	Increased traffic threat to children's safety. Small roads surrounding, proposed station not designed to cope with anticipated traffic. A single drop-off line will cause congestion and turn neighborhood into a de facto parking area for bus users.	Future stages of Milldale incorporate strategic location planning. Proactively design neighborhood and streets to handle increased traffic and accommodate aspects associated with the transit station to mitigate the potential traffic issues and community functionality.			We consider that it is likely that the RTN station will increase vehicle movements, We consider that the NIMP requires AT and Waka Kotahi to consider these effects prior to implementation of the project.
NoR02	7.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR02	7.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.
NoR02	7.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR02	10.1	Fulton Hogan Land Development Limited	Oppose	Statutory Planning	Opposes NoR 2 as Milldale is directly linked to NoR 1, which is a fanciful project, that without justification or funding, is unlikely to be constructed. NoR 2 will not be required if NoR 1 does not go ahead. NoR 2 does not represent the sustainable management resources.	NoR 2 be declined. If approved, extent of the Designation boundary of NoR 2 should be reviewed and reduced to minimise the required land take, and reflect the actual and reasonable area of land that is needed to accommodate NoR 2. Schedule 1 of the proposed conditions of NoR 2 be amended following review of the extent of the Designation boundary.	PO Box 1986	Shortland Street	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR02	10.3	Fulton Hogan Land Development Limited	Oppose	Land Use and Transport Integration	Unclear whether a Condition requiring a Land Use Integration Process has been included for NoR 2.	If NoR 2 is approved add LIP with the focus to be on providing a direct avenue for discussions between the Requiring Authority and the development community. FHLD requests the condition be consistent with Condition 10 included in NoR 8, and be amended to clarify that there is an avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by changes to the NoR.	PO Box 1986	Shortland Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR02	10.4	Fulton Hogan Land Development Limited	Oppose	Management Plans. Conditions.	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 9, Condition 12 and Condition 13 "at the time of the Outline Plan is applied for".	PO Box 1986	Shortland Street	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR02	11.5	ACGR Old Pine Limited	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline or otherwise refuse the NoR as it relates to the Submitter's Land. Amend the NoR to reduce intrusion on Submitter's land.			Not related to transport planning matters. No further comment.
NoR02	11.6	ACGR Old Pine Limited	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline or otherwise refuse the NoR as it relates to the Submitter's Land. Amend the NoR to reduce intrusion on Submitter's land.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR02	12.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR02	12.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions	PO Box 3082	Auckland 1140	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR02	12.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR02	13.1	Watercare Services Limited	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission)	Revise conditions	Private Bag 92 521	Wellesley Street	Not related to transport matters. No further comment.
NoR02	13.2	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR02	14.1	Andrew Nigel Philipps Kay	Oppose	Design	Concept design assumptions are conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads conservative corridor widths. Conservatism is compounded with little regard to people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR02	15.3	PetParks Limited	Oppose	Construction Effects	Construction work has caused hardship and stress. Information by Transit NZ, from RMA 34574 and earlier Crown changes, have not been correctly gazetted. Difficult to contact Crown to resolve issues. Property and business is situated at a focal point for all Construction Area Requirements covering a large stretch of SH1, affecting business and rural lifestyle.	To address and resolve between submitter, Auckland Council and the Crown (as their neighbour). Supply details of the current contact persons.	1384/1374 East Coast Road	RD 4 Albany	Not related to transport planning matters. No further comment.
NoR02	15.5	PetParks Limited	Oppose	Traffic	Already being impacted by extra traffic (night time) when current work on SH1 requires access closures at Oteha Valley.	Supply details of current contact persons.	1384/1374 East Coast Road	RD 4 Albany	Construction traffic effects can be managed via the "CTMP" condition.
NoR02	15.7	PetParks Limited	Oppose	Traffic	Other planned changes such as Penlink likely to increase the traffic passing submitter on East Coast Road.	Need to know SGA's estimations before we can expand on this.	1384/1374 East Coast Road	RD 4 Albany	Increase in traffic will be primarily due to future changes in land use, rather than an effect of the Designation. Supporting Growth has proposed a NIMP condition, which requires further assessment of the transport network at OPW stage.



NoR02	15.8	PetParks Limited	Oppose	Statutory Planning	In the Statutory Assessment, various "Themes" are documented, which will be subject to the RMA, which is under constant change due to difficulties of interpretation and government policies.	Difficult to determine what impact this will have on the progress of the State Highway 1 Improvements. Need to know SGA's estimations before we can expand on this.	1384/1374 East Coast Road	RD 4 Albany	Not related to transport planning matters. No further comment.
NoR02	15.9	PetParks Limited	Oppose	Safety	Safety Improvements on East Coast Road and Awanohi Road, especially at the junction between East Coast Road and Awanohi Road will likely to adversely affect them.	Need to know what these planned safety improvements are before we can expand on this.	1384/1374 East Coast Road	RD 4 Albany	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	1.2	Jin Seo	Oppose	Location	Changing the bus hub from the west to the east and concentrating the bus network is impractical.	NZTA to allocate more time for citizens and public hearings.	9D 92 Nelson Street	Central	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	1.3	Jin Seo	Oppose	Traffic	Bridge at the Silverdale Interchange routinely experiences traffic congestion.	Allocate more budget to widening bridge.	9D 92 Nelson Street	Central	Increase in traffic will be primarily due to future changes in land use, rather than an effect of the Designation. Supporting Growth has proposed a NIMP condition, which requires further assessment of the transport network at OPW stage.
NoR03	2.1	Young Hwa Song	Oppose	Land Use	Bus station restricts land use. Land to be used to address the shortage of housing. Designating a vast area for the long term is an incorrect approach.	Reconsider the long term plan so submitter can develop their land.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	5.4	YoungJin Seo	Oppose	Alternatives	Lack of options presented. No alternative protection methods considered.	Various development options should be presented, and stakeholders should be consulted on their preferences or objections to each option.	36 Old Pine Valley Road	Silverdale	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	5.5	YoungJin Seo	Oppose	Statutory Planning	Their land development plan is related to the ongoing Structure Plan and infrastructure supply. Ignoring this would result in disregarding their plans, which are already in the process of urban development, and infringe on our property rights for the potential Live Zone.	Bus Station should be designated outside Structure Plan.	36 Old Pine Valley Road	Silverdale	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	5.7	YoungJin Seo	Oppose	Transport	Land for parking is a waste. Not sensible relocating core transport network HBC Station. Parking spaces outdated. "Park n Ride" archaic, inefficient, and wasteful.	Reduce scale of bus station and explore innovative solutions (ie parking towers or underground parking). Rather than planning to create a new bus station in the Pine Valley area, RTC should be connected to the existing HBC Station which is cost saving.	36 Old Pine Valley Road	Silverdale	The Designation does not preclude the provision of underground and/or multi storey parking facilities. Section 8.3.1 of the Assessment of Alternatives states that the New Pine Valley East park and ride has been sized to match the existing provision provided at the Hibiscus Coast Bus Station.
NoR03	5.8	YoungJin Seo	Oppose	Extent of Designation	Excessive Designation beyond the authority granted by PWA is unjustified. Designating transportation-related facilities beyond road protection for RTN excessively through the Designation Method will result in property rights infringement and inefficiency. Analyzing and optioneering based convenience and selected variables, excluding considerations is not sensible. Parking spaces not suitable as part of long-term planning.	NZTA should either purchase the land directly or negotiate with landowners, and if that is not feasible, use the Public Works Act for Designation.	36 Old Pine Valley Road	Silverdale	This is a PWA matter. The extent that the Designation impacts the site may be able to be reduced, although this may increase the impact on other property owners. The Assessment of Alternatives included in the notified material discusses integration of land use planning and transport network planning.
NoR03	6.4	Jae Hoi NOH	Oppose	Alternatives	Lack of options presented. No alternative protection methods considered.	Various development options should be presented, and stakeholders should be consulted on their preferences or objections to each option.	36 Old Pine Valley Road	Silverdale	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	6.5	Jae Hoi NOH	Oppose	Statutory Planning	Their land development plan is related to the ongoing Structure Plan and infrastructure supply. Ignoring this would result in disregarding their plans, which are already in the process of urban development, and infringe on our property rights for the potential Live Zone.	Bus Station should be designated outside Structure Plan.	36 Old Pine Valley Road	Silverdale	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	6.7	Jae Hoi NOH	Oppose	Transport	Land for parking is a waste. Not sensible relocating core transport network HBC Station. Parking spaces outdated. "Park n Ride" archaic, inefficient, and wasteful.	Reduce scale of bus station and explore innovative solutions (ie parking towers or underground parking). Rather than planning to create a new bus station in the Pine Valley area, RTC should be connected to the existing HBC Station which is cost saving.	36 Old Pine Valley Road	Silverdale	The Designation does not preclude the provision of underground and/or multi storey parking facilities. Section 8.3.1 of the Assessment of Alternatives states that the New Pine Valley East park and ride has been sized to match the existing provision provided at the Hibiscus Coast Bus Station.

NoR03	6.8	Jae Hoi NOH	Oppose	Extent of Designation	Excessive Designation beyond the authority granted by PWA is unjustified. Designating transportation-related facilities beyond road protection for RTN excessively through the Designation Method will result in property rights infringement and inefficiency. Analyzing and optioneering based convenience and selected variables, excluding considerations is not sensible. Parking spaces not suitable as part of long-term planning.	NZTA should either purchase the land directly or negotiate with landowners, and if that is not feasible, use the Public Works Act for Designation.	36 Old Pine Valley Road	Silverdale	This is a PWA matter. The extent that the Designation impacts the site may be able to be reduced, although this may increase the impact on other property owners. The Assessment of Alternatives included in the notified material discusses integration of land use planning and transport network planning.
NoR03	7.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR03	7.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.
NoR03	7.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR03	8.4	YoungJin Seo & JeaHoi Noh	Oppose	Alternatives	Lack of options presented. No alternative protection methods considered.	Various development options should be presented, and stakeholders should be consulted on their preferences or objections to each option.	36 Old Pine Valley Road		Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	8.5	YoungJin Seo & JeaHoi Noh	Oppose	Statutory Planning	Their land development plan is related to the ongoing Structure Plan and infrastructure supply. Ignoring this would result in disregarding their plans, which are already in the process of urban development, and infringe on our property rights for the potential Live Zone.	Bus Station should be designated outside Structure Plan.	36 Old Pine Valley Road		Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	8.7	YoungJin Seo & JeaHoi Noh	Oppose	Transport	Land for parking is a waste. Not sensible relocating core transport network HBC Station. Parking spaces outdated. "Park n Ride" archaic, inefficient, and wasteful.	Reduce scale of bus station and explore innovative solutions (ie parking towers or underground parking). Rather than planning to create a new bus station in the Pine Valley area, RTC should be connected to the existing HBC Station which is cost saving.	36 Old Pine Valley Road		The Designation does not preclude the provision of underground and/or multi storey parking facilities. Section 8.3.1 of the Assessment of Alternatives states that the New Pine Valley East park and ride has been sized to match the existing provision provided at the Hibiscus Coast Bus Station.
NoR03	8.8	YoungJin Seo & JeaHoi Noh	Oppose	Extent of Designation	Excessive Designation beyond the authority granted by PWA is unjustified. Designating transportation-related facilities beyond road protection for RTN excessively through the Designation Method will result in property rights infringement and inefficiency. Analyzing and optioneering based convenience and selected variables, excluding considerations is not sensible. Parking spaces not suitable as part of long-term planning.	NZTA should either purchase the land directly or negotiate with landowners, and if that is not feasible, use the Public Works Act for Designation.	36 Old Pine Valley Road		This is a PWA matter. The extent that the Designation impacts the site may be able to be reduced, although this may increase the impact on other property owners. The Assessment of Alternatives included in the notified material discusses integration of land use planning and transport network planning.

NoR03	9.1	Roland and Anne Plank	Oppose	Urban Planning	Urban planning for Dairy Flat should be done before determining the location of the RTC.	Defer transportation corridors, including RTC until Dairy Flat urbanisation is confirmed via appropriate structure plans. Either wait for the urban planning to be undertaken or route the RTC alongside the motorway, as the alignment of 'least regret.'	1591 Dairy Flat Highway	RD4 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	10.5	ACGR Old Pine Limited	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline or otherwise refuse the NoR. Amend the NoR to reduce intrusion onto Submitter's land. Recommend other amendments to NoR or address concerns, issues, and other matters raised in this submission.			Not related to transport planning matters. No further comment.
NoR03	10.6	ACGR Old Pine Limited	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline or otherwise refuse the NoR. Amend the NoR to reduce intrusion onto Submitter's land. Recommend other amendments to NoR or address concerns, issues, and other matters raised in this submission.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	11.3	Leslie Edwin Hawken	oppose	Management Plans	Management plans to come later, possibly at Outline Plan stage, is not acceptable.	Withdrawal of NoR or inclusion of conditions/plans detailing integration of Designation works with the property including arrangements to address accesses to the property, amenity effects (including noise measures to screen the property from bus noise) and landscape treatment of the boundaries.			Not related to transport planning matters. No further comment.
NoR03	12.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR03	12.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions	PO Box 3082	Auckland 1140	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR03	12.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR03	13.2	Fletcher Development Limited	Oppose	Sustainable Management	Does not promote the sustainable management of natural and physical resources so not inconsistent with Part 2 and other provisions of the RMA 1991.	Modify NoR to accommodate transport network associated with Silverdale West Industrial Precinct. Designation boundary to be reviewed/reduced to minimise land take for East Coast Road. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries). Schedule 1 of the proposed conditions of NoR 3 be amended following extent of Designation boundary.	PO Box 91562	Victoria Street	We understand that the submitter is progressing a private plan change for the Silverdale West Industrial Area. We have not undertaken a review of the submitters private plan change application and will require the submitter to provide more specific requests as part of its evidence if we are to make meaningful comment.
NoR03	13.3	Fletcher Development Limited	Oppose	Extent of Designation	Does not promote the efficient use, integration or development of land resources/use within Silverdale West Industrial Precinct. Spatial extent of NoR project land requirements exceed land required for the proposed works.	Modify NoR to accommodate transport network associated with Silverdale West Industrial Precinct. Designation boundary to be reviewed/reduced to minimise land take for East Coast Road. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries). Schedule 1 of the proposed conditions of NoR 3 be amended following extent of Designation boundary.	PO Box 91562	Victoria Street	We understand that the submitter is progressing a private plan change for the Silverdale West Industrial Area. We have not undertaken a review of the submitters private plan change application and will require the submitter to provide more specific requests as part of its evidence if we are to make meaningful comment.

NoR03	13.4	Fletcher Development Limited	Oppose	Statutory Planning	Inconsistent with planning documents including the Auckland Unitary Plan. Is not reasonably necessary for achieving objectives.	Modify NoR to accommodate transport network associated with Silverdale West Industrial Precinct. Designation boundary to be reviewed/reduced to minimise land take for East Coast Road. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries). Schedule 1 of the proposed conditions of NoR 3 be amended following extent of Designation boundary.	PO Box 91562	Victoria Street	We understand that the submitter is progressing a private plan change for the Silverdale West Industrial Area. We have not undertaken a review of the submitters private plan change application and will require the submitter to provide more specific requests as part of its evidence if we are to make meaningful comment.
NoR03	13.5	Fletcher Development Limited	Oppose	Transport	Will not result in appropriate transport outcomes when compared to possible alternative alignment options that integrate with planned land use in the area. Does not appropriately integrate transport upgrades with land use activity in the locality.	Coordinate and integrate the following within NoR 3 and the associated Conditions of Designation: (i) scope to have phased delivery of the works (ii) scope for mixed methods of delivery, including through public and private works; and (iii) early delivery of upgrades to support the live zoning of land within the Silverdale West Industrial Area	PO Box 91562	Victoria Street	We support the intent of the request , in that it aims to provide flexibility for the Designation to respond to alternative transport links. At this point, we have a neutral view on the requested relief.
NoR03	13.7	Fletcher Development Limited	Oppose	Land Use and Transport Integration	Amend condition 10 to ensure future transport and land use integration.	Condition 10 be amended to clarify: that this is an avenue for open and honest two-way collaboration for the purposes of integration of transport infrastructure and land use that it is not simply a mechanism for land use to coordinate with transport infrastructure, but that where appropriate, transport infrastructure may be amended to align with or accommodate proposed land use. The lack of engagement to date can only be addressed by engagement now and changes to the NoR.	PO Box 91562	Victoria Street	We support the intent of the LIP condition, at this point we have a neutral view on the requested relief. Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	13.8	Fletcher Development Limited	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 9, Condition 12 and Condition 13 "at the time of the Outline Plan is applied for".	PO Box 91562	Victoria Street	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR03	14.1	Watercare Services Limited	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission).	Revise conditions	Private Bag 92 521	Wellesley Street	Not related to transport matters. No further comment.
NoR03	14.2	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR03	15.1	Andrew Nigel Philipps Kay	Oppose	Design	Concept design assumptions are much too conservative in places leading to conservative corridor widths. This is compounded by the cavalier delineation of proposed Designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Field-check all 900 properties affected by the NoR's to confirm the validity of the concept design and reduce the extent of the Designation to the practicable minimum. Field-check to be undertaken jointly by the SG Project Manager and submitter (Andrew Nigel Philipps Kay) as an experienced engineer.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	1.1	Jennifer Sharp	Oppose	Extent of Designation	Extent of NoR into property is excessive. Planned bridge replacement and road widening can be accomplished without encroachment into property.	Remove of reduce extent of NoR.	5 Kewa Road	Albany	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	2.1	Mary & Frank Galway	Oppose	Extent of Designation	Extent of NoR into property is excessive. Planned road widening can be accomplished without encroachment into property.	Reduce extent of NoR.	1262 East Coast Road	Redvale	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	3.1	Geoff Upson	Neutral	Road Design	Motorway onramps not sufficient length to ensure safe merging and no congestion.	Longer onramps to ensure safe merging.	112 oyster point road	kaukapakapa	The Assessment of Alternatives discusses onramp safety considerations.
NoR04	8.1	North Shore Aero Club Incorporated	Support	Transport	270-300 Postman Road. Generally support NoRs as will have a positive transport outcome for Auckland and make NSA more accessible.	Revise conditions to ensure engagement on road design; and so that NSA expansion is accounted for. Seeks full interchange at SH1 and Wilks Rd.	Suite 12A Level 12 17 Albert Street	Auckland City	We consider that Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR04	8.2	North Shore Aero Club Incorporated	Support	Road Design	Consultation required during detailed design to ensure operation of NSA can continue.	Revise conditions to ensure engagement on road design; and so that NSA expansion is accounted for. Seeks full interchange at SH1 and Wilks Rd.	Suite 12A Level 12 17 Albert Street	Auckland City	In Section 23.4.7 of the AEE, Supporting Growth states that north facing ramps at Wilks Road were considered. Section 9.9.6 of the Assessment of Alternatives (Appendix A to the AEE) states that one set of north facing ramps would service demand and that these would be most effective at the Ō Mahurangi Penlink (Redvale) Interchange. We accept Supporting Growth's assessment of this matter, as the representative for the Road Controlling Authorities.
NoR04	9.1	Senog Choi	Neutral	Extent of Designation	Concerned about extent of NoR over property. Seeks commercial zoning in future urban plan to enable development in return for land to be taken.	Not stated.	1910 East Coast Road	Silverdale	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	12.1	Everyline Woolley	Oppose	Extent of Designation	Extent of property covered by NoR is excessive. Designation widening to 30.2m for temporary construction space is unwarranted and overreach.	Existing Designation approximately 12m wide along motorway frontage is adequate for proposed works. Planned motorway widening can be accomplished without encroaching into their property. Withdraw NoR.	1638 Dairy Flat Highway		Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	13.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR04	13.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.
NoR04	13.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR04	15.2	Fulton Hogan Land Development Limited	Oppose	Extent of Designation	Opposes NoR 4 for alteration of existing Designation boundary of Designations 6751, 6760, 6759 and 6761, will sterilise properties zoned for future development, without clear rationale or integration between land use planning and strategic transport infrastructure planning.	Designation boundary be reviewed and reduced to minimise the required land take, and reflect on area of land that is needed to accommodate future design for improvements to SH1. Amend Designation boundary to show operational extent around what will be the legal road reserve, and construction extent (two separate Designation boundaries).			Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	15.4	Fulton Hogan Land Development Limited	Oppose	Land Use and Transport Integration	More existing land use and transport integration issues for future development as North Project elements is implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	15.5	Fulton Hogan Land Development Limited	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 8, Condition 10 and Condition 11 "at the time of the Outline Plan is applied for".			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	16.1	Okura Park Estates Residents Association Inc	Support	Earthworks	Earthwork activities come close to existing residential sites. Concerns have stemmed from erosion following flooding events.	Dust, vibration and noise need to be managed and certainty regarding conditions for the proposed earthworks. Residents want certainty that cut will not lead to instability on their site. Want to understand the proposed methodology, potentially with the inclusion of monitoring, to make sure there is no subsequent slippage.			Not relevant to transport planning matters. No further comment.

NoR04	16.4	Okura Park Estates Residents Association Inc	Support	Extent of Designation	Current amenity value and character currently enjoyed by residents will be lost to an engineered batter further strengthening the view that rolling back compromised land is not preferred. Land in the north of Estate that will be severed by the proposed RTC from the Estate will be sandwiched between SH1 improvements and RTC Designation and will be partially occupied by a footpath/cycleway.	Residents would prefer for that land to remain in the ownership of the Transport Agency. Gives certainty regarding uncertainty regarding earth worked area and potentially ongoing remedial works if there were future slips. Agency acquire land in North.			Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	17.2	Mammoth Ventures Limited	Oppose	Alternatives	Lack of co-ordinated and strategic planning particularly with regard to location of proposed cycleways and consideration of alternatives.	Re-consider alternatives.	168 Hibiscus Coast Highway Orewa Silverdale 0932		It may be possible to rationalise the cycleway bridges. The southern bridge may be able to be removed if a cycling crossing facility was included at the Hibiscus Coast Highway/Jack Hawken Lane intersection to provide cycle access to the southern side of Hibiscus Coast Highway.
NoR04	17.5	Mammoth Ventures Limited	Oppose	Alternatives	No assessment of alternatives. Roundabout would be better.	Better assess alternatives.	168 Hibiscus Coast Highway Orewa Silverdale 0932		We agree with the submitter, a roundabout in this location would make access to their property both safer and more efficient. However, we understand that the form of the intersection was approved under a separate project and infrastructure funding agreement, being undertaken by Fulton Hogan.
NoR04	17.6	Mammoth Ventures Limited	Oppose	Conditions	Amend conditions 2, 5, 6, 8, 10, 11, 12, 14 and add new conditions Re: LIP and property access.	Amend conditions.	168 Hibiscus Coast Highway Orewa Silverdale 0932		Refer to Section 5 of our hearing report, as well as our responses to other transport related conditions.
NoR04	18.2	Redman Family Trust	Oppose	Design	Realignment of Lonely Track appears to move the road further away from their property however required battering appears to come up to their front door.	That a retaining wall be used on the berm of Lonely Track Rd outside property to mitigate traffic and property effects.	162 Lonely Track Rd Albany Auckland New Zealand 0632		Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	18.4	Redman Family Trust	Oppose	Access	Removing the lane on our North Eastern boundary will remove our legal access to the rear of our property.	Provide alternative accessway to provide access to the rear of property.	162 Lonely Track Rd Albany Auckland New Zealand 0632		Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	19.1	Paul Redman	Oppose	Design	Realignment of Lonely Track appears to move the road further away from their property however required battering appears to come up to their front door.	That a retaining wall be used on the berm of Lonely Track Rd outside property to mitigate traffic and property effects.	162 Lonely Track Rd Albany Auckland New Zealand 0632		Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	19.2	Weiti Green Limited	Support	Transport	Unclear if bus services from Whangaparaoa will utilise the proposed rapid transit corridor between Penlink and Albany or continue to use State Highway 1. NoR 1 does not provide for any entrances or exits onto the rapid transit corridor.	As a minimum, bus stops or, ideally, a bus station would be provided for along or adjacent to Penlink. Feeder buses would then be expected to provide convenient access to the Penlink rapid transit service from the wider Weiti future urban area. In order to also provide convenient access to the rapid transit corridor proposed by NoR 1, these feeder buses could also connect to the future stations along that corridor.	PO Box 97796	Manukau City	In terms of a bus interchange, the Regional Public Transport Plan 2023-2031 identifies that Auckland Transport is investigating the feasibility of a new of a new bus station in Whangaparaoa, at the northern end of the Ō Mahurangi connection. It states that, if the station is constructed, all trips on the Northern Express 2 (NX2) will be extended to this station. Given this project is still under investigation by AT, we consider that it would be premature to include a bus interchange within this package of NoRs. Jackson Way was identified in the Indicative Business Case[1] as a strategic connection. R22-1 (Jackson Way) was recommended to be included as it provides connection between Penlink and the Wilks Road interchange and is important in reducing short trips on the motorway. The Assessment of Alternatives (Appendix A to the AEE) does not identify why Jackson Way is not included in the NoR package. [1] Supporting Growth North Indicative Business Case for route protection, available online at <a href="https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf">https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf</a>
NoR04	19.3	Paul Redman	Oppose	Access	Removing the lane on our North Eastern boundary will remove our legal access to the rear of our property.	Provide alternative accessway to provide access to the rear of property.	162 Lonely Track Rd Albany Auckland New Zealand 0632		Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR04	19.3	Weiti Green Limited	Support	Design	Delivery of the Penlink bus interchange option may not be achievable without significant changes to the design of Penlink and Penlink Link Road 1. When considering the NoRs (which do not include any upgrades to the Penlink Link Roads), it should not be assumed that transfers between bus services can be accommodated further along Penlink, outside of areas subject to the NoRs. The current design of Penlink and East Coast Road does not demonstrate any consideration for future bus service running patterns, constraining the ability to provide for future growth within the Weiti future urban area.	NZTA must ensure that the option for a bus interchange adjacent to East Coast Road and easily accessible from Penlink (in both directions) is not precluded. If bus stops for the Penlink rapid transit service are provided directly on either side of Penlink then convenient pedestrian access between those bus stops and bus stops on East Coast Road need to be enabled. If bus stops for the Penlink rapid transit service are to be provided within a station adjacent to Penlink, then convenient vehicle access to this station location from Penlink, East Coast Road and potential collector roads needs to not be precluded. In either instance, this may require additional bus priority that is not provided for by the current design under NoR 4.	PO Box 97796	Manukau City	In terms of a bus interchange, the Regional Public Transport Plan 2023-2031 identifies that Auckland Transport is investigating the feasibility of a new of a new bus station in Whangaparāoa, at the northern end of the Ō Mahurangi connection. It states that, if the station is constructed, all trips on the Northern Express 2 (NX2) will be extended to this station. Given this project is still under investigation by AT, we consider that it would be premature to include a bus interchange within this package of NoRs. Jackson Way was identified in the Indicative Business Case[1] as a strategic connection. R22-1 (Jackson Way) was recommended to be included as it provides connection between Penlink and the Wilks Road interchange and is important in reducing short trips on the motorway. The Assessment of Alternatives (Appendix A to the AEE) does not identify why Jackson Way is not included in the NoR package. [1] Supporting Growth North Indicative Business Case for route protection, available online at <a href="https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf">https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf</a>
NoR04	20.1	Marilyn and Terry Valder	Oppose	Road Design	To use 'road geometrics road standards' on one section of LTR when the character of road is rural/winding does not make sense. Encourages increased speed.	Retain original 1998 plan (bridge aligning with existing road) so the road alignment remains on solid ground rather than requiring battering and fill. Purchase of property/destruction of home not necessary. Cutting for the road could be stabilised with retaining walls rather than a batter, reducing the land purchase required.	141 Lonely Track Road Fairview Heights Auckland 0632		Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	21.2	Heritage New Zealand Pouhere Taonga	Support	Conditions	HNZPT has reviewed Te Tupa Ngatahi's recommended wording of draft Condition 19 - HHMP, ie that the HHMP will be prepared in consultation with HNZPT, the obtaining of Archaeological Authority under the HNZPTA, the recording and documentation of post-1900 heritage sites (b)(vii), and the use of the term 'unexpected' in point (b)(ix)c.	Review condition 19.	PO Box 105-291 Auckland Auckland 1143 1143		Not relevant to transport planning matters. No further comment.
NoR04	21.3	PetParks Limited	Oppose	Construction Effects	Construction work has caused hardship and stress. Information by Transit NZ, from RMA 34574 and earlier Crown changes, have not been correctly gazetted. Difficult to contact Crown to resolve issues. Property and business is situated at a focal point for all Construction Area Requirements covering a large stretch of SH1, affecting business and rural lifestyle.	To address and resolve between submitter, Auckland Council and the Crown (as their neighbour). Supply details of the current contact persons.	1384/1374 East Coast Road	RD 4 Albany	Supporting Growth has proposed several conditions to manage construction effects and stakeholder engagement.
NoR04	22.3	Ross and Susan Tucker and Tuckers Orchid Nursery Ltd	Oppose	Statutory Planning	Recently started process of potentially subdividing land. Amount of land required for project would cause land to fall below zoning restrictions for subdivision, impacting subdivision plans and value.	Adjustment designation boundaries to allow for access to the back and side of greenhouses. Need a 2.5-meter-wide access strip for vehicle access behind the greenhouses. Relocation of business and lives during the construction phase. Meet with decision-makers. Other options to consider. 1. Purchase designated land only leading to large expenses mitigating damage to the business and occupants lifestyle. Substantial claims for loss of stock/sales. Allowances will be made to cover the costs of relocating aspects of property. Realignment of access for delivery trucks. 2. Temporarily relocating business to similar-sized existing greenhouse location would be considered. Require a retail site with high foot traffic to ensure good visibility and potential customer reach. Needs to be within a reasonable distance of both Bayswater grow site and residence. 3. Acquisition of designated land with permanent relocation of business and temporary accommodation relocation during the construction phase.			Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR04	23.4	Papanui Station House Limited	Oppose	Statutory Planning. Timeframe/Lapse Period	Lack of strategic planning and lapse date too long.	Reduce lapse date and integrate planning.	168 Hibiscus Coast Highway	Orewa	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	23.5	Papanui Station House Limited	Oppose	Road Design	Cycleway arrangement too complex and unnecessary.	Review alternatives.	168 Hibiscus Coast Highway	Orewa	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR04	23.6	Papanui Station House Limited	Oppose	Blight. Alternatives.	Negative impacts on land value, planning blight. Alternatives not assessed properly.	Reduce planning blight.	168 Hibiscus Coast Highway	Orewa	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	23.7	Papanui Station House Limited	Oppose	Conditions	Amend conditions 2, 5, 6, 8, 10, 11, 12, 14 and add new conditions Re: LIP and property access.	Amend conditions.	168 Hibiscus Coast Highway	Orewa	Refer to Section 5 of our hearing report, as well as our responses to other transport related conditions.
NoR04	24.1	Robert and Linda Brown	Oppose	Access	Loss of ROW, road access, direct road access and frontage and slip road access.	Relocate RTC (NoR 1) alongside current SH1 system. Property requires a planned direct and safe access onto eastern Wilks Rd bridge roundabout. Property requires town water supply prior to any earthworks. Area requires prior change in zoning from Rural Countryside Living to Urban Business that SGA wish it now be partly designated and used for. A zoning change for a few rural properties bordered by Wilks Rd, SH1 and East Coast Road should be undertaken prior to any NoR.	235 Wilks Road		We consider that the proposed layout shown in the general arrangement plan provides for safe and efficient access to the submitters property. Restricting right turns at the accessway onto the realigned Wilks Road will result in a minor increase in travel time and distance, however when considered alongside the safety and efficiency benefits of restricting access in this location, we consider it an acceptable outcome.
NoR04	24.3	Robert and Linda Brown	Oppose	Design	Loss of motorway bund, loss of double fencing, loss of loading ramp and stock drafting facilities, loss of implement shed, loss of farm toilet and loss of house site due to boundary requirements. Increase in ephemeral drain runoff due to east coast road diversion and larger hard surface area. RTC runs through centre of Dairy Flat (NoR 1) with its duplication of numerous bridges, its creation of separation and division of surrounding urban areas. Provision of a slip road for property access is not adequate due to transport safety issues.	Should be located alongside current SH1 system. Feeder system from SH1 area as currently in place for car/bus network would better cater for the public with feeder bus ability to provide stops at closer intervals than the proposed RTC system. While more land would be needed alongside SH1 to enable that and possibly affect NoR 4, high speed/high flow transport network to one locale as is currently done in most other areas. Cost of community/ratepayers would be minimised and infrastructure systems improved.	235 Wilks Road		We consider that the proposed layout shown in the general arrangement plan provides for safe and efficient access to the submitters property. Restricting right turns at the accessway onto the realigned Wilks Road will result in a minor increase in travel time and distance, however when considered alongside the safety and efficiency benefits of restricting access in this location, we consider it an acceptable outcome.
NoR04	24.5	Robert and Linda Brown	Oppose	Statutory Planning	Loss 2x title subdivision potential under the current zone rules. NoR 4 requires a rural zoning for urban development which should have been addressed earlier.	Relocate RTC (NoR 1) alongside current SH1 system. Property requires a planned direct and safe access onto eastern Wilks Rd bridge roundabout. Property requires town water supply prior to any earthworks. Area requires prior change in zoning from Rural Countryside Living to Urban Business that SGA wish it now be partly designated and used for. A zoning change for a few rural properties bordered by Wilks Rd, SH1 and East Coast Road should be undertaken prior to any NoR.	235 Wilks Road		Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	26.1	DP Boocock No.2 Trustee Limited	Oppose	Extent of Designation. Transport.	1744 - 1748 Dairy Flat Highway but access via ROW from 1738 Dairy Flat Highway. Four resource consents for works and activities most recent in 2023 with 10 year lapse date. Sites will be landlocked by proposed road projects with no feasible access.	No feasible road access	168 Hibiscus Coast Highway Orewa Auckland 0932		This can be addressed through the "Existing Property Access" condition.
NoR04	26.3	DP Boocock No.2 Trustee Limited	Oppose	Access	New access to site will be required.	New access to site will be required.	168 Hibiscus Coast Highway Orewa Auckland 0932		This can be addressed through the "Existing Property Access" condition.
NoR04	26.4	DP Boocock No.2 Trustee Limited	Oppose	Extent of Designation	Not clear why so much land is required from the site. noR boundary excessive relative to cross section and batters identified.	Reduce extent fo NoR	168 Hibiscus Coast Highway Orewa Auckland 0932		Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.



NoR04	26.7	DP Boocock No.2 Trustee Limited	Oppose	Road Design	Cycleway arrangement too complex and unnecessary.	Reduce extent fo NoR	168 Hibiscus Coast Highway Orewa Auckland 0932		It may be possible to rationalise the cycleway bridges. The southern bridge may be able to be removed if a cycling crossing facility was included at the Hibiscus Coast Highway/Jack Hawken Lane intersection to provide cycle access to the southern side of Hibiscus Coast Highway.
NoR04	26.8	DP Boocock No.2 Trustee Limited	Oppose	Conditions	Amend conditions 2, 5, 6, 8, 10, 11, ,12, 14 and add new LIP and access conditions.	Amend conditions.	168 Hibiscus Coast Highway Orewa Auckland 0932		Refer to Section 5 of our hearing report, as well as our responses to other transport related conditions.
NoR04	26.8	DP Boocock No.2 Trustee Limited	Oppose	Blight. Alternatives.	Negative impacts on land value, planning blight. Alternatives not assessed properly.	Reduce planning blight.	168 Hibiscus Coast Highway Orewa Auckland 0932		Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	27.5	ACGR Old Pine Limited	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline NoR or amend NoR to reduce extent of NoRover land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.			Not related to transport planning matters. No further comment.
NoR04	27.6	ACGR Old Pine Limited	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline NoR or amend NoR to reduce extent of NoRover land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	28.1	WFH Properties Limited	Oppose	Active Transport	Constraints/missed opportunities with the design of active mode layout.	Active mode path be re-designed to tie into existing assets including active mode path that has recently been constructed under the SH1 Orewa River bridge that connects Wainui Road with the Millwater stormwater ponds and Millwater Parkway, alleviating the requirement for a bridge/path directly alongside Stage Highway 1. Investigation is also required on alternative routes to facilitate the safe crossing of the state highway onramp and to utilise existing public roads rather than adversely impacting WFH's future development plans for Section 17 SO 503979. Active mode path should stay adjacent to Millwater Parkway until south of the Wainui Rd Bridge. Design active mode path in proximity to the Millwater Parkway State Highway 1 onramp be redesigned to avoid Section 17 SO 503979, and that the proposed expansion of the existing Designation further into Section 17 SO 503979 be removed.			We agree that linking the cycleway to this existing infrastructure would be beneficial. However, the NoR does not preclude this occurring in the future, within the existing legal road. Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	28.2	WFH Properties Limited	Oppose	Conditions	Designation Review (condition 3) – does not compel the Requiring Authority to reduce the extent of Designation in response to works carried out by other parties. Could result in works being completed by others, and no reduction in Designation being made. Lapse Date (condition 4) – 30 years is unnecessary. Land Use Integration Process (condition 10) – timeframes to implement this condition will not enable WFH to progress development in this area which is likely to be in advance of this condition being given effect to. A 12-month process to appoint a nominated contact is long. Land Use Integration Process (condition 10) – does not require the requiring authority to reduce extent of Designation. Urban and Landscape Design Management Plan (condition 9) – does not include any feedback or input from stakeholders.	Condition 3 - Make amendments or a provision inserted into the Land Use Integration Process condition. A reduce lapse date of 5 – 10 years should be imposed. Condition 4 - Reduce lapse date to 5 – 10 years. Amend the Designation review condition. Amend the Land Use Integration process condition. Amend Urban and Landscape Design Management Plan condition.			Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR04	29.1	BP Oil New Zealand Limited	Oppose	Design	bp Dairy Flat: Detailed designs of project are not available and therefore any permanent effects on the service station cannot be understood or assessed.	Decline NoR or alternatively requirement (via condition) for bp to be consulted with and provide input into the detailed design of the project as it relates to the bp Dairy Flat site including access (i.e. slip lanes) to ensure design acknowledges operational requirements of the service station and to ensure effects are appropriately minimised.	PO Box 99 873 Auckland 1149		Supporting Growth provided the following response to Abley s92 information requests on effects on existing accesses: <b>Given that access to SH1 is already managed, and considering the nature of the strategic improvements along SH1, this access condition (the "Existing Property Access" condition) does not apply to NOR 4. Noting that in relation to SH1 / NOR4, all existing legally established access has a presumption of access by virtue of its approval under the subdivision sections of the RMA (or predecessors), such that ongoing access has to be maintained. Under the Government Roadway Powers Act 1989 (GRPA 1989) Waka Kotahi also reviews any changes to access points / or the intensity of traffic generation at such points. The review mechanisms are different where the state highway is classified as a Limited Access Road.</b>  Refer to our discussion in our hearing report..
NoR04	29.11	BP Oil New Zealand Limited	Oppose	Active Transport	bp Dairy Flat: 'Active mode corridor' is proposed to wrap around western boundary of the centre where it will likely conflict with existing on-site servicing.	Decline NoR or alternatively seek to engage with Waka Kotahi to ensure an appropriate transition plan can be established to minimise disruption to site operations and associated effects. Provide a transition plan to enable bp Dairy Flat site to continue to operate where on-site servicing infrastructure will need to be relocated and associated amendments to approvals sought and gained. Could also be achieved by enabling connections to reticulated stormwater and/or wastewater networks if available at the time of the construction works.	PO Box 99 873 Auckland 1149		This is a PWA matter. The extent that the Designation impacts the site may be able to be reduced, although this may increase the impact on other property owners. The Assessment of Alternatives included in the notified material discusses integration of land use planning and transport network planning.
NoR04	29.12	BP Oil New Zealand Limited	Oppose	Design	bp Dairy Flat: Any change to layout of the site arising from the Designation and eventual works might result in the activities being unable to comply with conditions of consents and other legislative requirements. Process creates uncertainty for submitter and may have implications for viability of the site as a service station.	Decline NoR or alternatively considered impacts in some detail and may necessitate obtaining variations or new resource consents.	PO Box 99 873 Auckland 1149		This is a PWA matter. The extent that the Designation impacts the site may be able to be reduced, although this may increase the impact on other property owners. The Assessment of Alternatives included in the notified material discusses integration of land use planning and transport network planning.
NoR04	29.13	BP Oil New Zealand Limited	Oppose	Design	bp Millwater: Corridor/infrastructure unlikely to permanently disrupt the operation of service station but this cannot be confirmed until detailed design process.	Decline NoR or alternatively clarify purpose of protrusion in the northwestern corner of site as it relates to existing and proposed Designation or rectify it by aligning proposed Designation boundary with the site's northern side boundary.	PO Box 99 873 Auckland 1149		This is a PWA matter. The extent that the Designation impacts the site may be able to be reduced, although this may increase the impact on other property owners. The Assessment of Alternatives included in the notified material discusses integration of land use planning and transport network planning.
NoR04	29.14	BP Oil New Zealand Limited	Oppose	Construction Effects	Submitter unaware of implications the required construction works will have on existing site operations.	Decline NoR or alternatively seek input into the CTMP to ensure any potential disruption and effects are minimised as much as practicable.	PO Box 99 873 Auckland 1149		This is a PWA matter. The extent that the Designation impacts the site may be able to be reduced, although this may increase the impact on other property owners. The Assessment of Alternatives included in the notified material discusses integration of land use planning and transport network planning.
NoR04	29.3	BP Oil New Zealand Limited	Oppose	Statutory Planning	Does not address the significant adverse effects of the works in sufficient detail to address matters under section 171(1) of the RMA;	Decline NoR.	PO Box 99 873 Auckland 1149		This is not relevant to transport planning matters.
NoR04	29.4	BP Oil New Zealand Limited	Oppose	Design	SH1 road widening works with support structures (i.e. 'fill batter' and 'surface flow conveyance') encroaching into the eastern portion of the site near the existing stormwater ponds and vehicle manoeuvring areas. SH1 upgrade works will require upgrades to existing slip lanes that connect the site to SH1. New 'active mode corridor', stormwater devices and associated earthworks fill batters wrapping around the western extent of service centre. Corridor will likely conflict with existing on-site servicing infrastructure, including on-site wastewater disposal.	Decline NoR.	PO Box 99 873 Auckland 1149		This is a PWA matter. The extent that the Designation impacts the site may be able to be reduced, although this may increase the impact on other property owners. The Assessment of Alternatives included in the notified material discusses integration of land use planning and transport network planning.
NoR04	29.6	BP Oil New Zealand Limited	Oppose	Construction Effects	Both sites: Application proposes a suite of management plans to ensure all construction related effects (traffic, noise, vibration) can be appropriately managed during the construction period.	Decline NoR or alternatively imperative that access to sites is retained as much as practicable during works period to ensure adverse effects on their operation is minimised.	PO Box 99 873 Auckland 1149		Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.

NoR04	29.9	BP Oil New Zealand Limited	Oppose	Road Design	bp Dairy Flat: SH1 widening works are proposed to encroach into eastern boundary of service station site. Project has potential to significantly affect the operation of the service station and may necessitate changes to the existing site layout and operations resulting in significant adverse effects.	Decline NoR or alternatively minimise encroachment of SH1 road widening works into the bp Dairy Flat site.	PO Box 99 873 Auckland 1149		Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	30.1	Leslie Edwin Hawken	Oppose	Access	Lack of detail regarding impacts including access to property from a future roading network and Station, integration of RTN and Station with adjacent urban development, including Station design, amenity protection and landscaping.	Withdraw NoR or alternatively; implement in advance of urban development on property so that that development can then integrate with the adjoining SH1 cycleway/walkway. Or require 5 year lapse periods or detailed conditions/plans detailing integration of Designation works with property including arrangements to address accesses/ amenity effects.			Not related to transport planning matters. No further comment.
NoR04	30.4	Leslie Edwin Hawken	Oppose	Management Plans	Promise of management plans to come later, possibly at Outline Plan stage, is not acceptable. "Do it later" approach is to undermine the FDS strategy required by the Council and to blight the private properties for decades .	Withdraw NoR or alternatively; implement in advance of urban development on property so that that development can then integrate with the adjoining SH1 cycleway/walkway. Or require 5 year lapse periods or detailed conditions/plans detailing integration of Designation works with property including arrangements to address accesses/ amenity effects.			Not related to transport planning matters. No further comment.
NoR04	31.1	Highgate Business Park Limited		Transport	To improve connectivity to the Highgate Business Park and DCP2, Designation boundaries associated with active mode path can be substantially reduced to avoid conflict with areas that are required for the development of DCP2.	Could either undertake geotechnical stabilisation works, installations of three-waters infrastructure, formation of public roads, residential lots, and ecological enhancement works / planting.	PO Box 911361, Auckland 1142		Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	31.3	Highgate Business Park Limited		Extent of Designation	SGA were supportive of amending Designation boundary to align with master plan presented. Master plan has changed, and boundary agreed between Highgate and SGA now in conflict with the current DCP2 masterplan. Uncertainty remains with the final configuration of DCP2, the likelihood of further changes (particularly at the western edge of the site), and the need to undertake a wide variety of works within the affected portion of the site.	A 10m to 20m wide corridor is more adequate. Adopt a more conservative Designation boundary as seen in their attachment A provided within submission.	PO Box 911361, Auckland 1142		Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	32.2	Snowplanet Limited	Oppose	Design	NoR affects right of way to site (over 81 and 87 Small Road). Snowplanet does not have legal frontage to Small Road.	Legal access to Snowplanet site from Small Road be maintained.	PO Box 911361 Auckland Auckland 1142		Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	37.2	Sam White	Oppose	Construction Effects	Do not want to be left in the middle of major road works, earthworks and land development.	Buy their property along with addresses 1722 and 1726 with early payout.			This is a PWA matter.
NoR04	40.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR04	40.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions.	PO Box 3082	Auckland 1140	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR04	40.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR04	41.1	Fletcher Development Limited	Oppose	Transport	Private Plan Change includes transport upgrades as prerequisites to levels of development, including a new northbound onramp at the Silverdale West Interchange. This conflicts with the location of active mode infrastructure detailed within NoR 4.	Ensure transport needs associated with the development of the Silverdale West Industrial Precinct are able to be appropriately integrated into the adjoining transport network.	PO Box 91562	Victoria Street	We understand that the submitter is progressing a private plan change for the Silverdale West Industrial Area. We have not undertaken a review of the submitters private plan change application.
NoR04	41.4	Fletcher Development Limited	Oppose	Statutory Planning	Inconsistent with other relevant planning documents including the Auckland Unitary Plan.	Ensure transport needs associated with the development of the Silverdale West Industrial Precinct are able to be appropriately integrated into the adjoining transport network.	PO Box 91562	Victoria Street	We understand that the submitter is progressing a private plan change for the Silverdale West Industrial Area. We have not undertaken a review of the submitters private plan change application.

NoR04	41.5	Fletcher Development Limited	Oppose	Extent of Designation	Does not integrate with programmed land use and development within the Silverdale West Industrial Precinct. Spatial extent of NoR project footprint and identified land requirements exceeds the land required for the proposed works. Will reduce amount of usable land for urban development.	Reduce spatial extent of the NoR boundary within the Plan Change Area such that the land take is minimised to the extent necessary to house the upgraded transport infrastructure (road, cycleway and footpath). Post-construction boundary should be shown on the NoR plan and should exclude the residual land required for construction which should remain in private land ownership.	PO Box 91562	Victoria Street	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	41.6	Fletcher Development Limited	Oppose	Alternatives	Will not result in the most appropriate transport outcomes when compared to possible alternative alignment options.	Ensure transport needs associated with the development of the Silverdale West Industrial Precinct are able to be appropriately integrated into the adjoining transport network.	PO Box 91562	Victoria Street	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	41.8	Fletcher Development Limited	Oppose	Conditions	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 8, Condition 9, Condition 10 and Condition 11 "at the time of the Outline Plan is applied for".	PO Box 91562	Victoria Street	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	42.1	Watercare Services Limited	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission).	Revise conditions	Private Bag 92 521	Wellesley Street	Not related to transport matters. No further comment.
NoR04	42.2	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR04	43.1	Weiti Green Limited	Support	Extent of Designation	"General Arrangement Plan Overall" shows the extent of NoR 4 covers all of the works described above. However, the "General Arrangement Layout Plan" Sheet 2 for NoR 4 shows the "Proposed Increase to Existing Designation", shaded purple, only applies to part of the works described above where outside of the existing Designations applying to the State Highway 1 (Northern Motorway) corridor. Areas not shown are those covered by the existing Designation for Penlink (reference 6777). NoR 4 does not propose to extend Designation 6777 for Penlink, nor do any of the other NoRs. Designation 6777 is subject to its own conditions of consent, which include the requirement for all works within the Designation to be generally in accordance with the plans contained in Volume 3 of the Notice of Requirement dated 21 October 2014. It is expected that that the works proposed by NoR 4 and shown (on the general arrangement plans) would be beyond those shown on the plans dated 21 October 2014 – otherwise, there would be no need for NoR 4 to show works within this area.	Since works proposed by NoR 4 are a new project to be undertaken after completion of Penlink (under Designation 6777), all works should be undertaken in accordance with the conditions of NoR 4, rather than Designation 6777. Extent of NoR 4 be increased to cover all land within Designation 6777 shown on "General Arrangement Plan Overall" as subject to NoR 4.	PO Box 97796	Manukau City	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	43.2	Weiti Green Limited	Support	Access	Penlink access roads are inadequate for future transport needs. Upgrading interchanges may be difficult, constraining the ability to provide for future growth within the Weiti FUZ area. Penlink Designation (6777) is beyond extent of current NoRs.	Inadequacy in design of Penlink interchanges makes it critical that additional access to WGL's landholdings is enabled. Access needed onto East Coast Road, or intersection of Penlink with its connection to East Coast Road (currently proposed as a roundabout).	PO Box 97796	Manukau City	We consider that the NoR does not need to include an access to the submitters site, as this can and should be provided by the submitter at the time of development of its site. However, given the constraints identified in the submission, we consider it appropriate for Supporting Growth to confirm/demonstrate that future access to East Coast Road from the submitters sites is not precluded.
NoR04	43.3	Weiti Green Limited	Support	Road Design	Does not appear to give any consideration to a future road connection off East Coast Road to serve development of FUZ land. Without changes to design shown on general arrangement plans for NoR 4, this could necessitate three major intersections within a stretch of 300 m, which may not result in an efficient or effective transport network.	Proposed roading design for East Coast Road and Penlink must be reconsidered to allow for a road connection to 1697 East Coast Road in a manner that would not adversely affect the transport network. Advice from HGCL indicates that any arterial or collector road onto East Coast Road would need to be a roundabout or signalised intersection. Access roads onto Penlink currently being constructed have not been designed to cater for full buildout of the Weiti future urban area and so additional routes onto Penlink and State Highway 1 need to be provided for.	PO Box 97796	Manukau City	We consider that the NoR does not need to include an access to the submitters site, as this can and should be provided by the submitter at the time of development of its site. However, given the constraints identified in the submission, we consider it appropriate for Supporting Growth to confirm/demonstrate that future access to East Coast Road from the submitters sites is not precluded.

NoR04	43.4	Weiti Green Limited	Support	Design	NoRs and associated proposed works in their current form give no consideration to future road access to development at 1695 East Coast Road.	For urban development, a future road access from East Coast Road is imperative. Access to and from the roundabout on Penlink to support future urban growth at this site. Road upgrades proposed under NoR 4 show the construction of a shared path between the Penlink roundabout and the site, potentially preventing realisation of this road connection. WGL seeks assurance that such road connections will not be precluded by the proposed works. For the connection between Penlink and East Coast Road, it is likely that a higher capacity intersection would be necessary, which may require a larger area than provided for by the NoR. Review their traffic modelling and reconsider the indicative design of the connection between East Coast Road and Penlink. Feasible access between the realigned East Coast Road and WGL's eastern landholding (1695 East Coast Road), up to the edge of the existing road reserve. Access between the Penlink roundabout and WGL's eastern landholding (1695 East Coast Road). Feasible access between the realigned East Coast Road and WGL's western landholding (1697 East Coast Road), which may require amendments to the design of the connection between East Coast Road and Penlink.	PO Box 97796	Manukau City	We consider that the NoR does not need to include an access to the submitters site, as this can and should be provided by the submitter at the time of development of its site. However, given the constraints identified in the submission, we consider it appropriate for Supporting Growth to confirm/demonstrate that future access to East Coast Road from the submitters sites is not precluded.
NoR04	43.6	Weiti Green Limited	Support	Transport	Unclear if bus services from Whangaparaoa will utilise the proposed rapid transit corridor between Penlink and Albany or continue to use State Highway 1. NoR 1 does not provide for any entrances or exits onto the rapid transit corridor.	Bus stops or a bus station would be provided for along or adjacent to Penlink. Feeder buses would then be expected to provide convenient access to the Penlink rapid transit service from the wider Weiti future urban area. Feeder buses could also connect to the future stations along corridor.	PO Box 97796	Manukau City	In terms of a bus interchange, the Regional Public Transport Plan 2023-2031 identifies that Auckland Transport is investigating the feasibility of a new of a new bus station in Whangaparāoa, at the northern end of the Ō Mahurangi connection. It states that, if the station is constructed, all trips on the Northern Express 2 (NX2) will be extended to this station. Given this project is still under investigation by AT, we consider that it would be premature to include a bus interchange within this package of NoRs. Jackson Way was identified in the Indicative Business Case[1] as a strategic connection. R22-1 (Jackson Way) was recommended to be included as it provides connection between Penlink and the Wilks Road interchange and is important in reducing short trips on the motorway. The Assessment of Alternatives (Appendix A to the AEE) does not identify why Jackson Way is not included in the NoR package. [1] Supporting Growth North Indicative Business Case for route protection, available online at <a href="https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf">https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf</a>
NoR04	43.7	Weiti Green Limited	Support	Design	Delivery of the Penlink bus interchange option may not be achievable without significant changes to the design of Penlink and Penlink Link Road 1. Current design of Penlink and East Coast Road does not demonstrate any consideration for future bus service running patterns, constraining future growth.	NZTA must ensure that the option for a bus interchange adjacent to East Coast Road and easily accessible from Penlink (in both directions) is not precluded. If bus stops for the Penlink rapid transit service are provided directly on either side of Penlink then convenient pedestrian access between those bus stops and bus stops on East Coast Road need to be enabled. If bus stops for the Penlink rapid transit service are to be provided within a station adjacent to Penlink, then convenient vehicle access to this station location from Penlink, East Coast Road and potential collector roads needs to not be precluded. In either instance, this may require additional bus priority that is not provided for by the current design under NoR 4.	PO Box 97796	Manukau City	In terms of a bus interchange, the Regional Public Transport Plan 2023-2031 identifies that Auckland Transport is investigating the feasibility of a new of a new bus station in Whangaparāoa, at the northern end of the Ō Mahurangi connection. It states that, if the station is constructed, all trips on the Northern Express 2 (NX2) will be extended to this station. Given this project is still under investigation by AT, we consider that it would be premature to include a bus interchange within this package of NoRs. Jackson Way was identified in the Indicative Business Case[1] as a strategic connection. R22-1 (Jackson Way) was recommended to be included as it provides connection between Penlink and the Wilks Road interchange and is important in reducing short trips on the motorway. The Assessment of Alternatives (Appendix A to the AEE) does not identify why Jackson Way is not included in the NoR package. [1] Supporting Growth North Indicative Business Case for route protection, available online at <a href="https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf">https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf</a>

NoR04	43.8	Weiti Green Limited	Support	Conditions	Amend conditions.	Establish a process to encourage/facilitate the integration of master planning and land use development activity on land directly affected by, or adjacent to the Designation. Provide for ongoing consultation with WGL prior to and during construction of works under NoRs 4 and 13 where adjacent to WGL's landholdings, including ensuring that ongoing access to sites. The SCEMP condition proposed by NZTA should be amended further to apply from 18 months prior to an outline plan being submitted. At the time of preparing an outline plan, the final road design is consistent with any structure planning undertaken by Auckland Council or by any other party in support of a private plan change request that covers WGL's landholdings.	PO Box 97796	Manukau City	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	44.1	Andrew Nigel Philipps Kay	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed Designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	45.2	PetParks Limited	Oppose	Construction Effects	Construction work has caused hardship and stress. Information by Transit NZ, from RMA 34574 and earlier Crown changes, have not been correctly gazetted. Difficult to contact Crown to resolve issues. Property and business is situated at a focal point for all Construction Area Requirements covering a large stretch of SH1, affecting business and rural lifestyle.	To address and resolve between submitter, Auckland Council and the Crown (as their neighbour). Supply details of the current contact persons.	1384/1374 East Coast Road	RD 4 Albany	Supporting Growth has proposed several conditions to manage construction effects and stakeholder engagement.
NoR04	45.4	PetParks Limited	Oppose	Traffic	Already being impacted by extra traffic (night time) when current work on SH1 requires access closures at Oteha Valley.	Supply details of current contact persons.	1384/1374 East Coast Road	RD 4 Albany	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR04	45.6	PetParks Limited	Oppose	Traffic	Other planned changes such as Penlink likely to increase the traffic passing submitter on East Coast Road.	Need to know SGA's estimations before we can expand on this.	1384/1374 East Coast Road	RD 4 Albany	Increase in traffic will be primarily due to future changes in land use, rather than an effect of the Designation. Supporting Growth has proposed a NIMP condition, which requires further assessment of the transport network at OPW stage.
NoR04	45.7	PetParks Limited	Oppose	Statutory Planning	In the Statutory Assessment, various "Themes" are documented, which will be subject to the RMA, which is under constant change due to difficulties of interpretation and government policies.	Difficult to determine what impact this will have on the progress of the State Highway 1 Improvements. Need to know SGA's estimations before we can expand on this.	1384/1374 East Coast Road	RD 4 Albany	No further comment
NoR04	45.8	PetParks Limited	Oppose	Safety	Safety Improvements on East Coast Road and Awanohi Road, especially at the junction between East Coast Road and Awanohi Road will likely to adversely affect them.	Need to know what these planned safety improvements are before we can expand on this.	1384/1374 East Coast Road	RD 4 Albany	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR05	14.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR05	14.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.

NoR05	14.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR05	15.5	ACGR Old Pine Limited	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Not related to transport planning matters. No further comment.
NoR05	15.6	ACGR Old Pine Limited	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR05	16.2	Lynnaire Stubbing	Oppose	Extent of Designation	Extent of the proposed Designation on our property is excessive - encroaching 40m into our property and occupying an area of 3400 m2.	AT's own design guidelines for Contractor's working area show that the Designation should encroach only half that distance and occupy less than one-quarter of the proposed area.	143 Top Road	Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR05	17.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR05	17.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions	PO Box 3082	Auckland 1140	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR05	17.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR05	17.4	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	PO Box 3082	Auckland 1140	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR05	17.5	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	PO Box 3082	Auckland 1140	We support the intent of the LIP condition, at this point we have a neutral view on the requested relief.
NoR05	18.1	Watercare Services Limited	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission)	Revise conditions	Private Bag 92 521	Wellesley Street	Not related to transport matters. No further comment.
NoR05	18.2	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR05	20.1	Andrew Nigel Philipps Kay	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed Designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR05	21.5	PetParks Limited	Oppose	Traffic	Already being impacted by extra traffic (night time) when current work on SH1 requires access closures at Oteha Valley.	Supply details of current contact persons.	1384/1374 East Coast Road	RD 4 Albany	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR05	21.7	PetParks Limited	Oppose	Traffic	Other planned changes such as Penlink likely to increase the traffic passing submitter on East Coast Road.	Need to know SGA's estimations before we can expand on this.	1384/1374 East Coast Road	RD 4 Albany	Increase in traffic will be primarily due to future changes in land use, rather than an effect of the Designation. Supporting Growth has proposed a NIMP condition, which requires further assessment of the transport network at OPW stage.
NoR05	21.8	PetParks Limited	Oppose	Statutory Planning	In the Statutory Assessment, various "Themes" are documented, which will be subject to the RMA, which is under constant change due to difficulties of interpretation and government policies.	Difficult to determine what impact this will have on the progress of the State Highway 1 Improvements. Need to know SGA's estimations before we can expand on this.	1384/1374 East Coast Road	RD 4 Albany	No further comment
NoR05	21.9	PetParks Limited	Oppose	Safety	Safety Improvements on East Coast Road and Awanohi Road, especially at the junction between East Coast Road and Awanohi Road will likely to adversely affect them.	Need to know what these planned safety improvements are before we can expand on this.	1384/1374 East Coast Road	RD 4 Albany	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR06	1.1	Vineway Limited	Oppose	Integration	Proposal does not integrate with future residential development of the land. Question the land requirement, proposed stormwater pond location and proposed built levels without referencing and integrating with future residential development on the land.	Consideration of future residential development at 53B and 55 Russel Road. Integrate the proposed road Designation with a full residential development including (not limited to) optimal positioning, levels, setback, batter support, retaining walls, vehicle access, stormwater management and other development considerations.	Level 8 139 Quay Street	Auckland 1010	Vehicle access for future development of the site is not precluded as the sites have access to Russell Road. Proposed conditions of Designation require the RA to consider and integrate with adjacent land use (Condition 10 Land Use Integration Process and Condition 11 Urban and Landscape Design Management Plan), and address effects on existing property access (Condition 13).
NoR06	1.2	Vineway Limited	Oppose	Road Design	Road network plan requires significant land taken for batter support/temporary occupation. Road design does not integrate or provide for servicing a future residential development.	Consideration of future residential development at 53B and 55 Russel Road. Integrate the proposed road Designation with a full residential development including (not limited to) optimal positioning, levels, setback, batter support, retaining walls, vehicle access, stormwater management and other development considerations.	Level 8 139 Quay Street	Auckland 1010	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR06	3.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR06	3.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.
NoR06	3.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR06	4.13	Northridge2018 Limited	Oppose	Construction Effects	High and long periods of noise and vibration proposed affecting amenity (27 accommodation units and restaurant). Construction effects will destroy the vegetated northern boundary, and manicured fairways.	Amend NoR.	PO Box 86	Orewa	Not related to transport planning matters. No further comment.
NoR06	4.15	Northridge2018 Limited	Oppose	Conditions	Issues with conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 26.	See NoR6_04 Northridge 2018 Limited Submission for extensive amendments to conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 26.	PO Box 86	Orewa	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR06	4.16	Northridge2018 Limited	Oppose	Design	Road widening does not accurately consider the submitter's property.	Widen Wainui Road northwards, rather than southwards, minimising character and amenity impacts. Avoid removal of the mature boundary vegetation, integral aspects of the golf course, wedding venue and garden areas, reduce compensation costs, minimise earthwork and batters due to the more level contours and adjacent sites to the north are limited to rural pasture.	PO Box 86	Orewa	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.



NoR06	4.6	Northridge2018 Limited	Oppose	Extent of Designation	Area included within the NOR is too large and onerous for the intended works.	Area needs to be refined/reduced to balance the need for infrastructure upgrades while also maintaining the functionality of the site. A more refined area and proposal should be progressed.	PO Box 86	Orewa	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR06	4.7	Northridge2018 Limited	Oppose	Access. Economic.	The pedestrian, vehicle and cyclist access to and from the site will be disrupted for significant periods affecting business. Loss of the vehicular right turns in and out of the site is concerning.	Install roundabouts – this will increase trip length for customers and employees.	PO Box 86	Orewa	We consider that Supporting Growth should provide a concept design for providing alternative access to this property. Refer to our recommendations in our hearing report.
NoR06	5.5	ACGR Old Pine Limited	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Not related to transport planning matters. No further comment.
NoR06	5.6	ACGR Old Pine Limited	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR06	6.4	AV Jennings Limited	Support in Part	Earthworks	It is not clear what proposed conditions will manage the protection of the palisade wall and the stability of future consented development beyond this area.	Confirmation and/or conditions are provided to ensure that the palisade walls under construction are protected and surrounding development will not be structurally impacted by placement of the fill extent adjacent to the boundary.	PO Box 147001	Ponsonby	This is not relevant to transport planning matters.
NoR06	9.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR06	9.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions	PO Box 3082	Auckland 1140	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR06	9.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR06	9.4	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	PO Box 3082	Auckland 1140	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR06	9.5	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	PO Box 3082	Auckland 1140	We support the intent of the LIP condition, at this point we have a neutral view on the requested relief.
NoR06	10.1	Watercare Services Limited	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission).	Revise conditions	Private Bag 92 521	Wellesley Street	Not relevant to transport planning matters. No further comment.
NoR06	10.2	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR06	11.1	Andrew Nigel Philipps Kay	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed Designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR07	1.1	Geoff Upson	Oppose	Traffic	Proposed designs do not allow for a safe speed limit of 100km/h. No consideration given to protection of long distance travelers being able to safely get through driveways and intersections. Additional connections from Kahikatea Flat Road to the new proposed Wilks Road onramp do not provide safe and efficient travel from the east to west due to conflicts with properties alongside the road and intersections.	Update designs for safe and efficient travel through the subdivision (east to west) for essential motor vehicle travel such as freight and commuters. Protect travel past development without combining long distance travellers and short distance travellers and pedestrians etc.	112 oyster point road	kaukapakapa	The submitter seeks that the road design allows for a 100 km/hr speed limit. We do not support this relief, as this would be inconsistent with the future urban form of Pine Valley Road.

NoR07	2.1	Karen Windust	Support	Traffic	Pine Valley Road is a major link to Milldale now that the roundabout in Pine Valley has been established. Traffic congestion from the roundabout to the top of Pine Valley, area needs new roading desperately.	To upgrade Pine Valley Road within the next 5 years.	225 Pine Valley Road	Silverdale	Funding for construction will need to be prioritised against other transport projects. This will occur via the Regional Land Transport Plan.
NoR07	4.1	Starglow Limited	Oppose	Design	Extent of proposed road widening will damage driveway, drainage system, landscaping and other improvements.	Remove the Designation from their property by amending the NoR. Transistion can be constructed within the 9m wide berm between the existing road tarmac and their boundary and thus not needed to extend into their property.	346 Pine Valley Road	Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR07	5.1	Bryce and Philippa Catchpole	Oppose	Extent of Designation	Extent of proposed road widening will damage their driveway, drainage system, landscaping and other improvements. Property outside the future urban zone and the proposed road widening along their frontage is a short transistion between the existing rural road and future surburban road.	Remove the Designation from their property by amending the NoR. Transistion can be constructed using a minor retaining walls located within the existing road corridor and need not extend into their property.	348 Pine Valley Road	Silverdale	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR07	8.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR07	8.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.
NoR07	8.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR07	9.1	Fulton Hogan Land Development Limited	Oppose	Extent of Designation	Insufficient consideration to the Designation boundary. Boundary greater than the area of land that is required (24m). Reduces future land development opportunities. Inconsistent with Part 2 of the RMA.	Minimise required land take. Expanded stormwater basin and associated Designation at 37 Old Pine Valley be removed. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries). Schedule 1 of the proposed conditions be amended following review of the extent of the Designation boundary.	PO Box 1986	Shortland Street	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR07	9.3	Fulton Hogan Land Development Limited	Oppose	Land Use and Transport Integration	More existing land use and transport integration issues for future development as North Project elements is implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.	PO Box 1986	Shortland Street	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR07	9.4	Fulton Hogan Land Development Limited	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 11, Condition 14 and Condition 15 "at the time of the Outline Plan is applied for".	PO Box 1986	Shortland Street	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR07	11.2	Heritage New Zealand Pouhere Taonga	Support	Conditions	HNZPT has reviewed Te Tupa Ngatahi's recommended wording of draft Condition 23 - HHMP, ie that the HHMP will be prepared in consultation with HNZPT, the obtaining of Archaeological Authority under the HNZPTA, the recording and documentation of post-1900 heritage sites (b)(vii), and the use of the term 'unexpected' in point (b)(ix)c.	Review condition 23.	PO Box 105-291	Auckland 1143	Not related to transport planning matters. No further comment.
NoR07	12.5	ACGR Old Pine Limited	oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Not related to transport planning matters. No further comment.
NoR07	12.6	ACGR Old Pine Limited	oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR07	13.1	Keith James Dickson	oppose	Road Design	Proposed roundabout at Young Access Road designed for current zoning rather than future zoning, proposed Designation boundary so unlikely wide enough.	Redesign roundabout by adding a 4th leg (to the South) while considering road user safety to serve the existing 6 properties (Future Urban Zone rather than Rural). May require a slight relocation of roundabout/impact Designation boundaries.	21 Forrest Hill Road	Milford	In our view the proposed design is appropriate as a tie in for Youngs Access Road. This may require redesign/expansion depending on future urban development for properties on Youngs Access Road, however in our view this would be the responsibility for the land owners. We agree with the submitter that the design may impact on properties to the south of the proposed roundabout, should the construction works on Pine Valley Road precede urban development. Given the multiple vehicle crossings in close proximity to the proposed roundabout, we recommend that Supporting Growth provide an indicative design for how these properties can retain safe vehicle access.
NoR07	13.3	Keith James Dickson	oppose	Safety	Driveway close to roundabout is a safety hazard. Future development potential and current solution cannot be adequate for Council's projections. Lodgement Drawing SGA-DRG-NTH-100-GE-7000 Rev C appears to show a pedestrian crossing in the middle of the residual driveway exit from 225 Pine Valley Road, is unsafe.	Amend NoR.	21 Forrest Hill Road	Milford	In our view the proposed design is appropriate as a tie in for Youngs Access Road. This may require redesign/expansion depending on future urban development for properties on Youngs Access Road, however in our view this would be the responsibility for the land owners. We agree with the submitter that the design may impact on properties to the south of the proposed roundabout, should the construction works on Pine Valley Road precede urban development. Given the multiple vehicle crossings in close proximity to the proposed roundabout, we recommend that Supporting Growth provide an indicative design for how these properties can retain safe vehicle access.
NoR07	13.4	Keith James Dickson	oppose	Concept	NoR based on concept rather than a considered and analysed preliminary design. Relying on a concept with shortcomings makes any future development of 223 to 229 Pine Valley Road difficult, reducing the value of these properties and denying their "Future Urban" zoning.	Amend NoR.	21 Forrest Hill Road	Milford	In our view the proposed design is appropriate as a tie in for Youngs Access Road. This may require redesign/expansion depending on future urban development for properties on Youngs Access Road, however in our view this would be the responsibility for the land owners. We agree with the submitter that the design may impact on properties to the south of the proposed roundabout, should the construction works on Pine Valley Road precede urban development. Given the multiple vehicle crossings in close proximity to the proposed roundabout, we recommend that Supporting Growth provide an indicative design for how these properties can retain safe vehicle access.
NoR07	14.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	PO Box 3082	Not related to transport matters. No further comment.

NoR07	14.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	PO Box 3082	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR07	14.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	PO Box 3082	Not related to transport matters. No further comment.
NoR07	14.4	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	PO Box 3082	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR07	14.5	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	Te Tāhuhu o te Mātauranga Ministry of Education Attn: Chris Horne c/- Incite	PO Box 3082	We support the intent of the LIP condition, at this point we have a neutral view on the requested relief.
NoR07	15.1	Watercare Services Limited	Neutral	Conditions	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission).	Revise conditions	Private Bag 92 521	Wellesley Street	Not relevant to transport planning matters. No further comment.
NoR07	15.2	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR07	16.1	Andrew Nigel Philipps Kay	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed Designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	1.1	Allen T Chalmers & Michelle VL Koster-Crockford	Oppose	Design	Oppose roundabout location	Relocate roundabout to neighbouring undeveloped land	2 Wilks Road West	Dairy Flat	The requested relief would likely result in the need to significantly realign Wilks Road. Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	2.1	Mark Walter Werman and Audrey Joan Moss	Oppose	Extent of Designation	Extent of Designation over property not needed.	Reduce extent of Designation proposed over property.	807 Dairy Flat Highway	Albany	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	3.2	Claudine Osborne	Oppose	Earthworks	Earth bunds within the Nor area are currently in place to reduce road noise (and for wastewater disposal). Replacement with acoustic fencing not appropriate or in keeping with character.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	22 Langford Place	Dairy Flat	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	3.3	Claudine Osborne	Oppose	NoR unnecessary	Four lane carriage way not necessary.	Two lane road more appropriate. Defer Designation until Council has confirmed if urban development in Dairy Flat is appropriate given natural hazard and Geotech constraints.	22 Langford Place	Dairy Flat	We understand that the proposed four lanes are required to accommodate future travel demand, however we have not reviewed the traffic modelling prepared by Supporting Growth as this was not available to us.

NoR08	4.2	Richard Osborne	Oppose	Earthworks	Earth bunds within the Nor area are currently in place to reduce road noise (and for wastewater disposal). Replacement with acoustic fencing not appropriate or in keeping with character.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	22 Langford Place	Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	4.3	Richard Osborne	Oppose	NoR unnecessary	Four lane carriage way not necessary.	Two lane road more appropriate. Defer Designation until Council has confirmed if urban development in Dairy Flat is appropriate given natural hazard and Geotech constraints.	22 Langford Place	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	5.1	Simpson Family Trust Attn: Chris	Oppose	Extent of Designation	1487 Dairy Flay Highway. Extent of Designation over property not needed.	Reduce extent of Designation proposed over property.	65B Bowentown Boulevard	RD1	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	8.2	Dine Yoeh HOO	Oppose	Earthworks	Earth bunds within the NoR area are currently in place to reduce road noise and provide amenity.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	86 Kingscliff Rise	Dairyflat	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	9.2	Sylvia Choi	Oppose	Earthworks	Earth bunds within the NoR area are currently in place to reduce road noise and provide amenity.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	78 Kingscliff Rise	Dairy Flat	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	11.1	HY North Limited	Oppose	Extent of Designation	1570 Dairy Flay Highway. Extent of Designation over property not needed.	Reduce extent of Designation proposed over property.	PO Box 1986	Shortland Street	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	12.1	John Gregory Cross	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	64 Crossbridge Rd	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	12.2	John Gregory Cross	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	64 Crossbridge Rd	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	13.1	Michael William Scott Stanbridge	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	49 Grace Hill Drive	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	13.2	Michael William Scott Stanbridge	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	49 Grace Hill Drive	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR08	14.1	Ann Catherine Stanbridge	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	49 Grace Hill Drive	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	14.2	Ann Catherine Stanbridge	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	49 Grace Hill Drive	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	15.1	Trevor Morrison Cheer	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	66 Bawden Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	15.2	Trevor Morrison Cheer	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	66 Bawden Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	16.1	Everylne Woolley	Oppose	Extent of Designation	1638 Dairy Flay Highway. Extent of Designation over property not needed.	Withdraw NoR over property.	1638 Dairy Flat Highway		Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	17.1	Alistair and Julie King	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	6 Kennedy Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	17.2	Alistair and Julie King	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	6 Kennedy Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	18.1	Mark Eduard de Jong	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	226 Bawden Rd	Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR08	18.2	Mark Eduard de Jong	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	226 Bawden Rd	Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	19.1	Mark Jonathan Smitheram	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	9 Grace Hill Drive	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	19.2	Mark Jonathan Smitheram	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	9 Grace Hill Drive	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	20.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR08	20.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.
NoR08	20.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR08	21.1	Fulton Hogan Land Development Limited	Oppose	NoR unnecessary. Extent of Designation.	Owns 1636 Dairy Flat Highway. Responsible for Milldale development. Lodged PC to rezone 107.35ha of land in Silverdale West Structure Plan area from FUZ to Business- Light Industry Zone. NoR 8 roundabout at Wilks Road/Dairy Flat Highway conflicts with roading proposed by PC and extent of land required by NoR8 unnecessary.	Amend NoR.	PO Box 1986	Shortland Street	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	21.3	Fulton Hogan Land Development Limited	Oppose	Conditions	Amend LIP to ensure meaningful engagement and co-ordination and Management Plan timing conditions. Seek management plans provided at OPW stage.	Amend conditions	PO Box 1986	Shortland Street	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	22.1	Nick de Witte	Oppose	Parking	6 Postman Road Dairy Flat Community Hall. Car parking for community hall likely in NoR boundary and car parking and hall will need to be relocated.	Relocate community hall and provide appropriate car parking.			There is sufficient space within the existing road corridor of Postman Road to provide replacement car parking. We note that the form of Postman Road will likely change as the surrounding area urbanises.

NoR08	23.1	Mammoth Ventures Limited	Oppose	Extent of Designation. Road Design.	1738 Dairy Flat Highway. Site has two resource consents. The signalised intersection with Pine Valley Road is troubling and a roundabout should be used instead.	Amend signalised intersection to a roundabout.	168 Hibiscus Coast Highway	Orewa	We agree with the submitter, a roundabout in this location would make access to their property both safer and more efficient. However, we understand that the form of the intersection was approved under a separate project and infrastructure funding agreement, being undertaken by Fulton Hogan.
NoR08	23.3	Mammoth Ventures Limited	Oppose	Alternatives	Lack of co-ordinated and strategic planning particularly with regard to location of proposed cycleways and consideration of alternatives.	Re-consider alternatives.	168 Hibiscus Coast Highway	Orewa	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	23.6	Mammoth Ventures Limited	Oppose	Conditions	Amend conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16 and 18.	Amend conditions.	168 Hibiscus Coast Highway	Orewa	Refer to Section 5 of our hearing report, as well as our responses to other transport related conditions.
NoR08	25.1	Joyreen Lawrence	Oppose	Extent of Designation	1284 Dairy Flat Highway. Extent of NoR over property is excessive.	Reduce extent of NoR.	1284 Dairy Flat Highway	Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	27.1	Waste Management NZ Limited	Oppose	Access. Transport.	Access and transport effects on the Redvale Landfill have not been properly considered in the AEE or Transport Assessment. Likely to be adverse cycling and pedestrian safety effects around Landfill Access Road as a result of the proposed roundabout.	Reconsider design	Private Bag 14919	Panmure	In our view NoR8 provides a significantly improved access to the submitters site, by providing a roundabout for Landfill Access Road with Dairy Flat Highway. We consider that aspects relating to heavy vehicle tracking can be addressed during the OPW. The general arrangement plans show a pedestrian/cyclist crossing point on Landfill Access Road. The facilities on the western side of Dairy Flat Highway do not extend beyond the roundabout. We consider it sensible to future proof the roundabout for an extension to the walking/cycling network on the western side of Dairy Flat Highway. In our view the design does not result in undue risk to pedestrians and cyclists.
NoR08	27.2	Waste Management NZ Limited	Oppose	Conditions	Add reference to Redvale Landfill in CTMP sites requiring specific consideration.	Amend conditions.	Private Bag 14919	Panmure	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	27.3	Waste Management NZ Limited	Oppose	Construction Effects	Dust, noise and vibration from NoR works likely to be attributed to Redvale Landfill. How it this be managed and addressed.	Adverse effects.	Private Bag 14919	Panmure	Not related to transport planning matters. No further comment.
NoR08	27.4	Waste Management NZ Limited	Oppose	Alternatives	Insufficient assessment of alternatives undertaken. Further assessment of the roundabout and the intersection with Landfill Access Road are required.	Amend design of roundabout and waling and cycling facilities adjacent.	Private Bag 14919	Panmure	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	29.1	Haoyun Ma	Oppose	Extent of Designation	1 Potter Road, Dairy Flat. Land to be taken includes access and pond.	Reduce extent of NoR.	1 Potter Rd	Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	30.1	Xinghua Ma	Neutral	Extent of Designation	1 Potter Road, Dairy Flat. Land to be taken includes access and pond.	Reduce extent of NoR.	1 Potter Rd	Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	31.5	ACGR Old Pine Limited	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline NoR or amend NoR to reduce extent of nor over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.			Not related to transport planning matters. No further comment.
NoR08	31.6	ACGR Old Pine Limited	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline NoR or amend NoR to reduce extent of nor over land. Any other amendments to NoR to avoid, remedy or mitigate effects on the land.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	32.1	DP Boocock No.2 Trustee Limited	Oppose	Extent of Designation. Transport.	1744 - 1748 Dairy Flat Highway but access via ROW from 1738 Dairy Flat Highway. Four resource consents for works and activities most recent in 2023 with 10 year lapse date. Concerned about signalised intersection proposed. Should be a roundabout instead.	Amend signalised intersection to a roundabout.	168 Hibiscus Coast Highway	Orewa	This can be addressed through the "Existing Property Access" condition. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR08	32.3	DP Boocock No.2 Trustee Limited	Oppose	Access. Transport.	New access to site will be required.	Amend NoR.	168 Hibiscus Coast Highway	Orewa	This can be addressed through the "Existing Property Access" condition.
NoR08	32.4	DP Boocock No.2 Trustee Limited	Oppose	Extent of Designation	Not clear why so much land is required from the site. noR boundary excessive relative to cross section and batters identified.	Reduce extent of NoR	168 Hibiscus Coast Highway	Orewa	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.



NoR08	32.7	DP Boocock No.2 Trustee Limited	Oppose	Road Design	Cycleway arrangement too complex and unnecessary.	Amend NoR.	168 Hibiscus Coast Highway	Orewa	It may be possible to rationalise the cycleway bridges. The southern bridge may be able to be removed if a cycling crossing facility was included at the Hibiscus Coast Highway/Jack Hawken Lane intersection to provide cycle access to the southern side of Hibiscus Coast Highway.
NoR08	32.8	DP Boocock No.2 Trustee Limited	Oppose	Blight. Alternatives.	Negative impacts on land value, planning blight. Alternatives not assessed properly.	Reduce planning blight.	168 Hibiscus Coast Highway	Orewa	Supporting Growth is considered to be in a better position to respond to this submission, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	32.9	DP Boocock No.2 Trustee Limited	Oppose	Conditions	Amend conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16 and 18.	Amend conditions.	168 Hibiscus Coast Highway	Orewa	Refer to Section 5 of our hearing report, as well as our responses to other transport related conditions.
NoR08	33.1	Papanui Station House Limited	Oppose	Access. Transport.	Owns Sec 6 SO 308591 (adjacent to 1744 - 1748 Dairy Flat Highway). Bought land to develop. Will not be able to develop land. Land contains two ponds and grassed areas. Concerns about road design. Should be roundabout not signalised intersection. Site will need new access.	Should be roundabout not signalise intersection. Site will need new access.	168 Hibiscus Coast Highway	Orewa	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	33.4	Papanui Station House Limited	Oppose	Statutory Planning. Timeframe/Lapse Period.	Lack of strategic planning and lapse date too long.	Reduce lapse date and integrate planning.	168 Hibiscus Coast Highway	Orewa	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	33.5	Papanui Station House Limited	Oppose	Road Design	Cycleway arrangement too complex and unnecessary.	Review alternatives.	168 Hibiscus Coast Highway	Orewa	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR08	33.6	Papanui Station House Limited	Oppose	Blight. Alternatives.	Negative impacts on land value, planning blight. Alternatives not assessed properly.	Reduce planning blight.	168 Hibiscus Coast Highway	Orewa	Supporting Growth is considered to be in a better position to respond to this submission, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	33.7	Papanui Station House Limited	Oppose	Conditions	Amend conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16 and 18.	Amend conditions.	168 Hibiscus Coast Highway	Orewa	Refer to Section 5 of our hearing report, as well as our responses to other transport related conditions.
NoR08	34.1	Jennifer Hutchinson	Oppose	Road Design	184 Richards Road. Four lane of Dairy Flat Highway plus cycle and bus lanes will be sufficient. A third corridor unnecessary and expensive.	Maintain and upgrade SH 1 and Dairy Flat Highway. Maintain right turn out of Richards Road.			The general arrangement plans indicate that Richards Road may be restricted to a left in/left out arrangement, although this is not clear. Should access be restricted, the proposed roundabouts at Landfill Access Road and Postman Road intersections with Dairy Flat Highway allow full access to Richards Road with only minor detour.
NoR08	35.1	AW Holdings 2021 Limited Partnership	Oppose	Extent of Designation	Application for Surf Park, Data Centre and Solar Farm at 1350 Dairy Flat Highway currently being considered under Fast Track Consenting Act. Extent of NoR will result in loss of landscaping, car parking and wastewater disposal and stormwater wetland areas. NoR extent unnecessary and will restrict future development. FLOW traffic and engineering comment attached to submission.	Review NoR extent over site	PO Box 1986m	Shortland Street	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	35.2	AW Holdings 2021 Limited Partnership	Oppose	Road Design	NoR has not considered intersection of collector road detailed in Dairy Flat Structure Plan to be partially delivered by submitter. Collector road not shown on NoR 8 plans.	Review and address east-west collector road identified in Dairy Flat Structure Plan to be partially delivered by submitter.	PO Box 1986m	Shortland Street	The NoR documents do not discuss how collector roads are anticipated to interface with the RTC. Given the RTC will limit east/west movement for local trips within Dairy Flat, it will be important to provide regular crossing points for all transport modes.
NoR08	36.1	Goodland Country Estate Trustee Company Limited	Oppose	Extent of Designation. Wastewater.	100 hectare property with 63 privately owned residential properties. Property and estate have communal wastewater disposal fields in location of proposed Designation. Will require significant work and cost to relocate.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	48 Goodland Drive	RD2 Albany	Supporting Growth is considered to be in a better position to respond to this submission, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR08	36.3	Goodland Country Estate Trustee Company Limited	Oppose	NoR unnecessary	Four lane carriage way not necessary.	Two lane road more appropriate. Defer Designation until Council has confirmed if urban development in Dairy Flat is appropriate given natural hazard and Geotech constraints.	48 Goodland Drive	RD2 Albany	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We understand that the proposed four lanes are required to accommodate future travel demand, however we have not reviewed the traffic modelling prepared by Supporting Growth as this was not available to us.
NoR08	36.3	Goodland Country Estate Trustee Company Limited	Oppose	Earthworks.	Earth bunds within the Nor area are currently in place to reduce road noise (and for wastewater disposal). Replacement with acoustic fencing not appropriate or in keeping with character.	Further investigate NoR boundaries with reference to existing infrastructure contained within existing properties.	48 Goodland Drive	RD2 Albany	Supporting Growth is considered to be in a better position to respond to this submission, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	38.1	Emma-Kate Nielsen	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	2 Potter Road	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	38.2	Emma-Kate Nielsen	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	2 Potter Road	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	39.1	Dan Nielsen	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	2 Potter Road	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	39.2	Dan Nielsen	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	2 Potter Road	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	40.1	Nicholas John Geare	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	84 Postman Road	RD4 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	40.2	Nicholas John Geare	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	84 Postman Road	RD4 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR08	41.1	Susan Geare	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	84 Postman Road	RD4 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	41.2	Susan Geare	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	84 Postman Road	RD4 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	42.1	Erwin De Keyser and Sonia van Liefferinge	Oppose	NoR unnecessary. Statutory Planning.	Dairy Flat unsuited to urbanisation. RTC in wrong location and sufficient planning not yet undertaken. No access to house and reduction in property value.	Withdraw NOR until form, location and timing of urbanisation is confirmed.	93 Grace Hill Drive	Dairy Flat 0792	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	43.1	Lew Anthony Johnson	Oppose	Extent of Designation	1153 Dairy Flat Highway. Extent of NoR excessive.	Reduce extent of NoR.	1153 Dairy Flat Highway	Dairy Flat	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	44.1	Andrew David Kenneth Chalmers	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	86 Bawden Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	44.2	Andrew David Kenneth Chalmers	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	86 Bawden Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	45.1	Sally Jane Paterson	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	27 Kennedy Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	45.2	Sally Jane Paterson	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	27 Kennedy Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR08	46.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Road Design	Seek 50 km/h speed limit and pedestrian crossing and 3m wide footpath outside Dairy Flat School.	Consider design requirements requested	PO Box 3082	Auckland 1140	We support the outcome sought by the submitter, however we consider that Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	46.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Extent of Designation	NoR over part of designated school site and will affect turning area and 3 car parks.	AT need to obtain s176 approval for works on designated school.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR08	46.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Extent of Designation. Road design.	Widening of Dairy Flat Highway will reduce area available for pick up and drop off. Not clear how effects will be mitigated.	Consider design requirements requested	PO Box 3082	Auckland 1140	We consider that Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	46.5	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions. Extent of Designation.	Supports condition 3 relating to review and pull back of Designation but seeks recognition in conditions (including LIP condition) that school development works may occur ahead of road works then NoR boundaries can be revised. (Amended wording provided in submission).	Revise conditions	PO Box 3082	Auckland 1140	We support the intent of the request, in that it aims to provide flexibility for the Designation to respond to alternative transport links. At this point, we have a neutral view on the requested relief.
NoR08	46.6	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR08	46.7	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions	PO Box 3082	Auckland 1140	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR08	46.8	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR08	47.1	GR & CC McCullough Trustee Limited	Oppose	Road Design. Traffic.	9 Kahikatea Flats Rd - The Vets. NoR walking and cycling facilities should be extended along industrial part of Kahikatea Flats Road. Current stage not suitable to just 'tie in'. Not clear if right turn into site will be maintained. Also not clear why NoR8 and NoR 11 have different extents down Kahikatea Flats Road	Seek further information to address matters raised. Amend conditions to address submission.	PO Box 591	Warkworth 0941	The NoR does not preclude the extension/replacement of walking and cycling facilities on Kahikatea Flat Road. We anticipate that this will be considered at the time that the OPW is prepared. This can be addressed through the proposed "Existing Property Access" condition.
NoR08	48.1	Nigel Kay and Emily Mill	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	95 Postman Rd	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	48.2	Nigel Kay and Emily Mill	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	95 Postman Rd	Dairy Flat	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.

NoR08	49.2	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	Oppose	Traffic. Amenity. Stormwater. Flooding.	Increased traffic, landscape and visual effects, stormwater and flooding effects.	Withdraw NoR.	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	Construction traffic effects can be addressed through the CTMP condition. Increased traffic volumes once operation will primarily be as a result of urban development (including potentially the submitters sites), rather than an effect of the NoR itself. Refer to our response to NoR1_09 regarding the routing of the RTC connection between Albany and Silverdale. Section 6.2.3 of the Assessment of Transport Effects states that "A new access road can be provided within the Designation to connect with Dairy Flat Highway. 1595, 1599, 1603 Dairy Flat Highway may be able to obtain access to Pine Valley Road, if legal access could be obtained via 209 Pine Valley Road". We acknowledge that the new access road may not be required if the submitters sites rezoned to enable urban development, as this would generally include a new local road network. However, we recommend that Supporting Growth demonstrate how its suggested mitigation could be accommodated within the Designation boundary.
NoR08	49.4	Campbell and Leah McNee, Anne and Roland Plank, and Jenny Forlong	Oppose	Alternatives	Insufficient consideration of alternatives.	Withdraw NoR.	Level 30 Vero Centre 48 Shortland Street	PO Box 8/DX CX10085	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	50.1	Shufang Yang	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	99 Postman Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	50.2	Shufang Yang	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	99 Postman Road	Dairy Flat	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR08	51.1	Kim Valerie Campbell	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	52 Follies Way	Dairy Flat 0792	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR08	51.2	Kim Valerie Campbell	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	52 Follies Way	Dairy Flat 0792	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR08	52.1	Fletcher Development Limited	Oppose	Road Design. Extent of Designation.	Owns 1660 Dairy Flat Highway and are requestors for proposed Silverdale West Industrial Precinct Private Plan Change which seeks to rezone 107.35ha FUZ to Business - LIZ, including transport upgrades and signalised intersection at Dairy Flat Highway and Wilks Rd and road widening along eastern side of Dairy Flat Highway. Supports upgrades to walking and cycling infrastructure but seeks amendments to NoR design and conditions; and extent of NoR corridor is reduced and modified to accommodate the transport needs of the proposed Precinct.	Reduce extent of NoR.	PO Box 91562	Victoria Street	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	52.4	Fletcher Development Limited	Oppose	Conditions	Amend conditions 11, 12, 14 and 15 regarding when management plans are to be provided i.e. to OPW stage.	Revise conditions	PO Box 91562	Victoria Street	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	53.1	Watercare Services Limited	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission)	Revise conditions	Private Bag 92 521	Wellesley Street	Not related to transport matters. No further comment.
NoR08	53.2	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR08	54.1	Z Energy Limited	Oppose	Extent of Designation. Uncertain Information.	Truck stop at 1433 SH 17. AEE and identification of adverse effects inadequate and not avoided, remedied or mitigated. Plans and conditions lack detail and adverse effects can't be clearly identified.	Avoid or minimise encroachment of NoR and ensure adverse effects do not impact on ability to safely operate truck stop, including vehicle crossing and signage on site being retained (or relocated if agreed).	PO Box 911310	Victoria St West	The submitter acknowledges that the NoR in its current format may not result in any permanent operational impacts on the submitters site. However, the submitter notes that this is subject to detailed design. We understand that the Public Works Act provides mechanisms to reasonably compensate the submitter, should the detailed design cause effects on on-site operations. Refer to our discussion in Section 5 regarding Construction Effects
NoR08	54.2	Z Energy Limited	Oppose	Extent of Designation	Do not extend NoR any further into site; and any road changes do not impact ability of tankers to safely exit the site.	Do not extend NoR any further into site.	PO Box 911310	Victoria St West	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	54.3	Z Energy Limited	Oppose	Construction Effects	Construction effects need to be managed.	Manage, avoid, remedy, mitigate effects	PO Box 911310	Victoria St West	Refer to Section 5 of the Abley report.
NoR08	54.4	Z Energy Limited	Oppose	Conditions	Amend conditions 3, 8, 11, 13, 14, 15 and 18.	Revise conditions	PO Box 911310	Victoria St West	Refer to Section 5 of the Abley report.
NoR08	55.1	Andrew Nigel Philipps Kay	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places leading to conservative corridor widths. This is compounded by the cavalier delineation of proposed Designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Field-check all 900 properties affected by the NoR's to confirm the validity of the concept design and reduce the extent of the Designation to the practicable minimum. Field-check to be undertaken jointly by the SG Project Manager and submitter (Andrew Nigel Philipps Kay) as an experienced engineer.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR08	56.1	Guobiao Jiang	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	93 Postman Rd	Dairy Flat 0794	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	56.2	Guobiao Jiang	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	93 Postman Rd	Dairy Flat 0794	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR08	57.1	Anne-Marie de Jong	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	226 and 226a Bawden Rd	Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	57.2	Anne-Marie de Jong	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	226 and 226a Bawden Rd	Albany	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR08	58.1	Heather Turley	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	292 Bawden rd	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR08	58.2	Heather Turley	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	292 Bawden rd	RD2 Albany	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR08	59.1	David B Johns	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	304 Bawden Road	RD2 Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	59.2	David B Johns	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	304 Bawden Road	RD2 Dairy Flat	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR08	60.1	Benjamin Guy Marshall and Katherine Louise Hill	Oppose	NoR unnecessary	No structure plans have been developed to indicate what future land use and planning will be. Therefore NoRs for transport putting 'cart before the horse'.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	51 Hackett Street	St Marys Bay	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR08	60.2	Benjamin Guy Marshall and Katherine Louise Hill	Oppose	NoR unnecessary	Uncertainty about best location for RTC. Sceptical of SGA business case.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	51 Hackett Street	St Marys Bay	This alignment was considered during the 2019 Indicative Business Case, but discounted as a diversion through Dairy Flat was considered to better integrate with land use and attract additional public transport users. The Assessment of Alternatives identifies that land has been set aside for the Milldale Station by the developer through an agreement with AT and that all available land was likely required for the station. While the existing Hibiscus Coast Station is not discussed in the Assessment of Alternatives, we understand that AT had previously undertaken an assessment of options prior to establishing an agreement for the land for Milldale Station. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR08	60.4	Benjamin Guy Marshall and Katherine Louise Hill	Oppose	Extent of Designation	NoR impacts on 1559 Dairy Flat Highway by cutting through and severing land and requiring land for long term lease during construction.	Defer Designation until Council has confirmed where and if urban development should occur. Amend or withdraw NoR.	51 Hackett Street	St Marys Bay	In our hearing report we recommend that Supporting Growth provide a concept design for alternative access to the submitters property.



NoR08	64	Pioneer Corporate Trustees	Oppose	Access	The proposed plans seem to indicate the removal of an existing vehicle crossing in the Southeast corner of this site. This crossing currently allows trucks and heavy vehicles to enter for refuelling, while providing adequate turning space for them to exit in the Northwest corner on to Kahikatea Flat Road. Removing that vehicle crossing would render this site inaccessible to trucks, resulting in a 30% loss of revenue, according to our tenant, the Caltex service station. We respectfully request that any roading changes would preserve the full use of this site	Retain existing access	1433 Dairy Flat Highway		The General Arrangement Plan indicates a small batter along the site frontage. There appears to be sufficient legal road width available to allow the existing vehicle crossing to be regraded, and the vehicle crossing maintained. Should the vehicle crossing be affected, we consider that the "Existing Property Access" condition would apply.
NoR09	1.1	Mark Walter Werman and Audrey Joan Moss	Oppose	Extent of Designation	Excessive taking of property. Proposed Designation extent much greater than the 6m wide construction area required for moderate earthworks batters and or diversion drains.	Reduce land coverage needed for future highway widening. Widening can be accomplished without encroaching so deeply. See attached sketches.			Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR09	2.1	Brent Wall	Oppose	Extent of Designation	20 meter Designation for a retaining wall is over the top, cutting off access to property.	Reduce Designation by 5-6 meters so driveway access in front of number 461 can still be used.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR09	4.1	Chu- Ping Wu	Oppose	Design	House on the property sits close to the main road, house appears on footprint of NoR, against NoR.	Retain house and property. Plan redesign.	1 Nigel Road	Browns Bay	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR09	4.2	Chu- Ping Wu	Oppose	Extent of Designation	Concerned about how the NoR requires 7329m2 of their land (almost 1/3 of their land).	Retain house and property, will not give away 7329m2 of land.	1 Nigel Road	Browns Bay	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR09	4.5	Chu- Ping Wu	Oppose	Construction Effects	Concerned about damage to land (structure and foundation).	Answer questions around what will happen to the underground work and financial loss during construction work.	1 Nigel Road	Browns Bay	Not related to transport planning matters. No further comment.
NoR09	6.2	Glenda Stones	Oppose	Design	New intersection joining Bawden Road to Dairy Flat Highway and the access road to the Green Road park from the Highway are close together.	Combine the two roundabouts rather than have two in close proximity to each other to help traffic flow.	1 Green Road	R.D. 2, Dairy Flat	Supporting Growth is considered to be in a better position to respond to this submission, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR09	9.2	Peter Brydon	Neutral	Traffic	Concerned about traffic, speed and safety.	Will expand at hearing.	530 Dairy Flat Highway	RD2 Albany	The NoR's will not create traffic, speed or safety issues. We consider that the future construction of transport corridors enabled by the NoRs will have a positive effect on traffic, speed and safety, when compared with a scenario where the Dairy Flat area urbanises without these corridors being constructed.
NoR09	11.1	Dairy Flat Community Hall Association Inc.	Oppose	Design	"Bare " land to the West. Raising Rates or taxes and putting restrictions on people's property is immoral.	Move road to west.	P.o.Box 300-123	Albany	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR09	13.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR09	13.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.
NoR09	13.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.

NoR09	15.1	Mansion Rear Limited	Support	Extent of Designation	Amend Designation to tie in with proposal at 8 Stevensons Crescent (drainage channel). Important email conversation with SGA's Rob Mason and Martin Barrientos attached in submission.	Modification to Designation which relates to construction works extent.	Level 2 - 15 Osterley Way	Manukua	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR09	16.1	Ruth Engleback	Oppose	Extent of Designation	Extent of property covered by the NoR is excessive. The planned cut batter extends only 4m into property but the proposed Designation extends 20m from their road boundary. Excessive conservatism will lock up use of land without just cause.	Amend the NoR to reduce the designated area to no greater than 10m from our road boundary.	442 Diary Flat Highway	Albany Heights	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR09	17.2	Heritage New Zealand Pouhere Taonga	Support	Conditions	HNZPT has reviewed Te Tupa Ngatahi's recommended wording of draft Condition 23 - HHMP, ie that the HHMP will be prepared in consultation with HNZPT, the obtaining of Archaeological Authority under the HNZPTA, the recording and documentation of post-1900 heritage sites (b)(vii), and the use of the term 'unexpected' in point (b)(ix)c.	Review condition 23.	PO Box 105-291	Auckland 1143	This is not relevant to transport planning matters.
NoR09	18.5	ACGR Old Pine Limited	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Not related to transport planning matters. No further comment.
NoR09	18.6	ACGR Old Pine Limited	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR09	20.1	Bryan Sexton and Sheryl Irvine	Oppose	Extent of Designation	Believed boundary lines were different than on map. Turning into Foley Quarry is dangerous now. Concerns are the road will be many lanes to bridge at Albany and traffic will still be a stand still. Roundabout at Albany heights.	Remove Designation. Rural countryside/green belt, is this changing? How many people are going to use bike and pedestrian footpaths?	3 Foley Quarry Road	Dairy Flat	Foley Quarry Road may be converted to left in/left out, alternative access is available via the existing roundabout at Dairy Flat Highway/Coatesville Riverhead Highway and the proposed roundabout at Dairy Flat Highway/Potter Road. This provides safe access to Foley Quarry Road. We discuss matters relating to the operation of the transport network in Section 3. We consider that the requirement for active modes facilities has been addressed in the NoR lodgement documents.
NoR09	21.4	Janet Ellwood	Oppose	Active Transport	Little demand for cycleway in area. Does demand warrant expense?	Cycleway more desirable on flat at Dairy Flat.	PO Box 286	Albany	The NoR has been designed for future travel demand, rather than existing demand for cycling.
NoR09	22.1	Amanda Drumm and Dennis Conrad van der Nest	Neutral	Design	Road medium required for safety at intersection of Dairy Flat Highway SH17 and Foley Quarry Road.	Amend NoR. Widen Albany Village Bridge to allow 3 or 4 lanes to ease traffic congestion through Albany village. Close off Othea Valley Road Exit to improve flow through the village.	PO Box 302196	North Harbour	These submission points relate to existing matters rather than NoR9. As Foley Quarry Road intersection is within NoR9, we recommend that Supporting Growth provide an update on any investigations that AT has undertaken into safety upgrades for this intersection.
NoR09	25.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR09	25.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe walking and cycling environments for students.	Revise conditions	PO Box 3082	Auckland 1140	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR09	25.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR09	25.4	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	PO Box 3082	Auckland 1140	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR09	25.5	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	PO Box 3082	Auckland 1140	We support the intent of the LIP condition, at this point we have a neutral view on the requested relief.
NoR09	26.1	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.

NoR09	26.1	Watercare Services Limited	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission).	Revise conditions	Private Bag 92 521	Wellesley Street	Not related to transport matters. No further comment.
NoR09	27.1	Andrew Nigel Philipps Kay	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed Designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR10	2.14	Northridge2018 Limited	Oppose	Construction Effects	High and long periods of noise and vibration proposed affecting amenity (27 accommodation units and restaurant). Construction effects will destroy the vegetated northern boundary, and manicured fairways.	Amend NoR.	PO Box 86	Orewa	Not related to transport matters. No further comment.
NoR10	2.16	Northridge2018 Limited	Oppose	Conditions	Issues with conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 26.	See NoR6_04 Northridge 2018 Limited Submission for extensive amendments to conditions 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 26.	PO Box 86	Orewa	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR10	2.17	Northridge2018 Limited	Oppose	Road Design	Road widening does not accurately consider the submitter's property.	Widen Wainui Road northwards, rather than southwards, minimising character and amenity impacts. Avoid removal of the mature boundary vegetation, integral aspects of the golf course, wedding venue and garden areas, reduce compensation costs, minimise earthwork and batters due to the more level contours and adjacent sites to the north are limited to rural pasture.	PO Box 86	Orewa	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR10	2.19	Northridge2018 Limited	Oppose	Temporary Construction Area	Impact from temporary construction area over a large area of golf course. Limited potential that contractors return to the area to a similar standard as when they received the land. Watercare's contractors installed the large wastewater pipe through the site. On-going and robust discussions about the quality of the reinstatement works, which might be easily resolved if the site was a rural paddock, but not a golf course.	Use of the rural paddocks on the northern side of Wainui Road as an alternative (open and flat areas of pasture).	PO Box 86	Orewa	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction.
NoR10	2.7	Northridge2018 Limited	Oppose	Extent of Designation	Area included within the NOR is too large and onerous for the intended works.	Area needs to be refined/reduced to balance the need for infrastructure upgrades while also maintaining the functionality of the site. A more refined area and proposal should be progressed.	PO Box 86	Orewa	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR10	2.8	Northridge2018 Limited	Oppose	Access. Economic.	Pedestrian, vehicle and cyclist access to and from site will be disrupted, affecting business. Loss of the vehicular right turns in and out of the site is concerning.	Install roundabouts – this will increase trip length for customers and employees.	PO Box 86	Orewa	We consider that Supporting Growth should provide a concept design for providing alternative access to this property. Refer to our recommendations in our hearing report.
NoR10	4.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR10	4.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.

NoR10	4.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR10	5.2	Genevieve A Rush-Munro, Grant A Clendon, Genrus Family Trust	Oppose	Extent of Designation	The "interface" works are ill-defined. Extent of Designation on Submitter's property appears to principally involve the "interface" works, and not the physical roadway.	Move Designation to the opposite and southern side of Wainui Road. Opposes imposition of Designation for works that are defined as "interface" on its property. This part of the Designation be removed. Designation be removed from its property on the Wainui Road frontage and be significantly reduced on the Upper Orewa Road frontage.	406 Wainui Road	RD2 Silverdale	The submitters accessway will require regrading to tie into the level of the upgraded road. There appears to be sufficient space within the proposed Designation boundary to achieve this, however more detailed assessment will be required to be certain.
NoR10	5.4	Genevieve A Rush-Munro, Grant A Clendon, Genrus Family Trust	Oppose	Alternatives	Location of buildings on the Early Childhood Education Facility is directly opposite to the Submitter's property.	Practical and feasible to either demolish part of the building affected or relocate it on the site for short-term purposes	406 Wainui Road	RD2 Silverdale	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR10	7.1	Geert and Susan Geertshuis	Oppose	Alternatives	AT has not provided adequate alternatives or methods with respect to the 'indicative construction area' identified on 348 Wainui Road provided. Other alternative locations provided for a construction site is large area of land, approximately 1 hectare. The Construction Area Requirements report submitted with NOR10 states that construction areas for larger scale projects is up to 10,000m2.	Refuse NOR10. Remove the proposed Designation, and indicative construction area, from 348 Wainui Road.	PO Box 591	Warkworth	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR10	8.5	ACGR Old Pine Limited	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Not related to transport planning matters. No further comment.
NoR10	8.6	ACGR Old Pine Limited	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR10	9.3	Fulton Hogan Land Development Limited	Oppose	Land Interests	FHLD is a considerable stakeholder in terms of activities that may impact existing and future areas within the Milldale area.	Amend NoR.	8 Nugent Street	Grafton	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR10	9.4	Fulton Hogan Land Development Limited	Oppose	Extent of Designation	Extent of NoR 10 well exceeds the road corridor on the southern side of Wainui at the intersection with Lysnar.	Amend NoR.	8 Nugent Street	Grafton	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR10	9.7	Fulton Hogan Land Development Limited	Oppose	Conditions	Condition 3, 4, 10 and 11.	Condition 3 - amendments should be made or a provision inserted into the Land Use Integration Process condition. Condition 4 - reduce lapse date to 5 – 10 years. Amend the Land Use Integration process condition and amend the Urban and Landscape Design Management Plan condition does not include the requirement to take into account any feedback or input from stakeholders.	8 Nugent Street	Grafton	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR10	12.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR10	12.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions	PO Box 3082	Auckland 1140	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR10	12.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.

NoR10	12.4	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	PO Box 3082	Auckland 1140	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR10	12.5	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	PO Box 3082	Auckland 1140	We support the intent of the LIP condition, at this point we have a neutral view on the requested relief.
NoR10	13.1	Watercare Services Limited	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission)	Revise conditions	Private Bag 92 521	Wellesley Street	Not related to transport matters. No further comment.
NoR10	13.2	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR10	14.1	Andrew Nigel Philipps Kay	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed Designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR11	1.1	Chu- Ping Wu	Oppose	Construction Effects	Concerned cut out area of land will affect their underground work and structure of their house.	Keep property as it is. Need to know more about the process, how much land is being taken away and effect on property.	1 Nigel Road Browns Bay Auckland 0630	Browns Bay	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR11	2.1	Geoff Upson	Neutral	Traffic	Concerns that priority will not be given to existing through traffic.	Consideration should be given to an interchange with onramp and off ramps. A fly over (or underpass) to allow for traffic coming from areas such as Wellsford/Kaukapakapa/ Helensville etc via Kahikatea Flat Road to safely and efficiently get between SH16 and SH1. Keep through traffic seperated from local traffic due to safety concerns when long distance commuters are subjected to unnecessary conflicts with local traffic.	112 oyster point road	kaukapakapa	The submitter seeks that the road design allows for a 100 km/hr speed limit. We do not support this relief, as this would be inconsistent with the future urban form of Pine Valley Road.
NoR11	2.2	Geoff Upson	Neutral	Safety	Design of intersections does not allow for the safer travel speed of 100km/h	Need to protect safe speed limits of 100km/h for long distance travel.	112 oyster point road	kaukapakapa	The submitter seeks that the road design allows for a 100 km/hr speed limit. We do not support this relief, as this would be inconsistent with the future urban form of Pine Valley Road.
NoR11	3.1	Rui Wang	Support	Design	Easier to communicate, less traffic on SH1 if more exits along it.	Less traffic on SH1 if more exits.			Supporting Growth is considered to be in a better position to respond to this submission, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR11	4.1	Lloyd Morris	Oppose	Design	336 Postmans Road - Alignment of proposed road passes through the middle of the home.	Alignment be moved clear of main home, not through the middle.	47A Donaldson Drive	RD3 Albany	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR11	4.3	Lloyd Morris	Oppose	Infrastructure	Installation of streetlights on Wilks Road will create light spill around/under North Shore Airport boundary at night, potential to interfere with night aircraft operations and can create confusion with the aircraft runway lights and runway location during the most critical landing phase of flight. Height of streetlight poles could intrude into the bottom of the runway 21 and 03 approach fans.	Make sure that height of street light poles does not impact the safety of the Airport. Ensure light is correctly designed to not endanger existing safety of operations of Airport. If these are unable to be accomplished move the Wilk Road alignment to a position that does not impact Airport operations.	47A Donaldson Drive	RD3 Albany	Not related to transport matters. No further comment.

NoR11	5.2	Brian Sutton	Oppose	Design	Their properties in Lascelles Drive provides a joint access strip for 5 properties from a shared accessway. Proposed new connector road from Kahikatea Flat Junction eastwards to Wilks Rd "bend", prior to a new motorway interchange bisects driveway, landlocking 3 of 5 properties contained within enclave. Subject to registered covenants regarding shared access.	Withdraw NOR. Physical, legal and financial relief.	89 Lascelles Drive	Dairy Flat 0794	The submitters accessway will require regrading to tie into the level of the upgraded road. There appears to be sufficient space within the proposed Designation boundary to achieve this, and the "Existing Property Access" condition places the requirement on the RA to undertake these works. Should the existing access have right turns restricted, some additional travel distance will be required to turn around at the proposed Postman Road/Wilks Road roundabout.
NoR11	5.3	Brian Sutton	Oppose	Access	Grade separated from existing accessway. Landlocks all properties. Has no provision for alternative access. New connector road appears to have a median strip, which precludes any right turn from a replacement access point.	Withdraw NOR. Physical, legal and financial relief.	89 Lascelles Drive	Dairy Flat 0794	The submitters accessway will require regrading to tie into the level of the upgraded road. There appears to be sufficient space within the proposed Designation boundary to achieve this, and the "Existing Property Access" condition places the requirement on the RA to undertake these works. Should the existing access have right turns restricted, some additional travel distance will be required to turn around at the proposed Postman Road/Wilks Road roundabout.
NoR11	6.1	David Julian Richard Lyndon	Oppose	Design	Not sure what they can do with the property in regard to access and layout. No certainty as to what use of land is possible with consents currently not being issued.	Withdraw NOR.	327 Postman Road	Dairy Flat	This is a PWA matter.
NoR11	9.1	North Shore Aero Club Incorporated	Support	Transport	270-300 Postman Road. Generally support NoRs as will have a positive transport outcome for Auckland and make NSA more accessible.	Revise conditions to ensure engagement on road design; and so that NSA expansion is accounted for. Seeks full interchange at SH1 and Wilks Rd.	Suite 12A Level 12 17 Albert Street	Auckland City	In Section 23.4.7 of the AEE, Supporting Growth states that north facing ramps at Wilks Road were considered. Section 9.9.6 of the Assessment of Alternatives (Appendix A to the AEE) states that one set of north facing ramps would service demand and that these would be most effective at the Ō Mahurangi Penlink (Redvale) Interchange. We accept Supporting Growth's assessment of this matter, as the representative for the Road Controlling Authorities.
NoR11	9.2	North Shore Aero Club Incorporated	Support	Road Design	Consultation required during detailed design to ensure operation of NSA can continue.	Revise conditions to ensure engagement on road design; and so that NSA expansion is accounted for. Seeks full interchange at SH1 and Wilks Rd.	Suite 12A Level 12 17 Albert Street	Auckland City	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR11	10.1	McLeod Investments Trust	Oppose	Construction Effects	Noise/vibration proposed high and for long periods. Affect amenity of dwelling/people who reside there.	Needs to be refined/reduced area to balance need for infrastructure upgrades while also maintaining site functionality.	PO Box 86	Orewa	Supporting Growth is considered to be in a better position to respond to this submission, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR11	10.11	McLeod Investments Trust	Oppose	Conditions	Amend conditions.	(i) Conditions relating to management plans should be worded to provide affected landowners/ occupiers with early opportunities to provide feedback/input. With a requirement for the requiring authority to summarise and comment on why the feedback is accepted or not. (ii) Project website is supported, accessibility needs to be high for affected landowners, and the information should be summarised to ensure lay people can understand. (iii) The complaints register process is supported and this should be available and published on the project website.	PO Box 86	Orewa	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR11	10.12	McLeod Investments Trust	Oppose	Alternatives	Minimal alternatives have been considered by SGA. Different options for intersection between Wilks Road and the new through road have not been explored. The cul-de-sac outcome is unusual.	Provide further alternatives for Wilks Road interface with the new Road. Indicative construction area - more optimal for contractors to lease land from submitter rather than purchase for less financial burden. Area required is far greater than proposed area required for works. 'Indicative Construction Area' and area of requirement could be further reduced/refined to balance social/economic impacts on owners and allow for the proposed future works in the future. 2 options; through road and flipped head. Through road - Providing a left in left out vehicle access to Wilks Road from the new road. Flipped Head - flipping the cul-de-sac head to east where head would lay more over the large farm adjacent to submitters property would have less impact on land and its owner due to large site size relative to proposed Designation.	PO Box 86	Orewa	We consider that the creation of a cul-de-sac on Wilks Road does not create unreasonable transport effects for the submitters site. However, we agree with the submitter that the left turn from Wilks Road into Postman Road is constrained for larger vehicles. We recommend that Supporting Growth provide a vehicle tracking assessment for the Wilks Road/Postman Road intersection and, if necessary, include any required mitigations with the design for NoR11.
NoR11	10.3	McLeod Investments Trust	Oppose	Extent of Designation	Area included within the NOR is too large and onerous for the intended works.	Needs to be refined/reduced area to balance need for infrastructure upgrades while also maintaining site functionality.	PO Box 86	Orewa	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR11	10.4	McLeod Investments Trust	Oppose	Transport	Impacts on transport connectivity due to the loss of road connection with new road. Improving wider connectivity should not be at the expense of local connectivity.	All traffic generated by the site (including large trucks) will need to be diverted to the tight left turn onto Postman Road. Trucks are likely to cross the centreline of the public road when manoeuvring, resulting in road safety issues.	PO Box 86	Orewa	We consider that the creation of a cul-de-sac on Wilks Road does not create unreasonable transport effects for the submitters site. However, we agree with the submitter that the left turn from Wilks Road into Postman Road is constrained for larger vehicles. We recommend that Supporting Growth provide a vehicle tracking assessment for the Wilks Road/Postman Road intersection and, if necessary, include any required mitigations with the design for NoR11.
NoR11	11.2	Fulton Hogan Land Development Limited	Oppose	Extent of Designation	Aarea of land proposed to be designated is much greater than what is required for the proposed road design which is 24m wide in Segment 1 (Kahikatea Flat Road to Postman Road segment) and 30m wide in Segment 2 (Postman Road to SH1). Insufficient consideration and reasoning have been given to the Designation boundary Does not represent the sustainable management purpose of the RMA 1991.	Extent of Designation boundary be reviewed/reduced to minimise land take, and reflect actual/reasonable area of land that is needed to accommodate the appropriate future design for the connection between Dairy Flat Highway and Wilks Road. Designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries).	PO Box 1986	Shortland Street	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR11	11.3	Fulton Hogan Land Development Limited	Oppose	Infrastructure	No consideration given to works to be undertaken by developers of Silverdale West Industrial Area. No attempt to coordinate stormwater basins, walkways, access paths. Will be unnecessary duplication of infrastructure, which in turns means the costs of the delivering the NoR works will be greater. Does not represent the sustainable management.	That NoR 11 is modified to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy 2023. Schedule 1 of the proposed conditions of NoR 11 be amended following review of the extent of the Designation boundary. Opportunities to coordinate and integrate and the associated Conditions of Designation as a means of providing greater clarity to impacted landowners/public. (i) phased delivery of works (ii) scope for mixed methods of delivery, including through public and private works; (iii) early delivery of upgrades to support the live zoning of land within the Silverdale West Industrial Area; and (iv) acknowledgement and alignment of the NoR footprint within the Plan Change Request.	PO Box 1986	Shortland Street	We understand that the submitter is progressing a private plan change for the Silverdale West Industrial Area. We have not undertaken a review of the submitters private plan change application and will require the submitter to provide more specific requests as part of its evidence if we are to make meaningful comment.
NoR11	11.5	Fulton Hogan Land Development Limited	Oppose	Transport	Does not integrate transport upgrades with land use activity in the locality. Lack of engagement with landowners to understand and integrate with land use projects actively being progressed across the wider locality.	That NoR 11 is modified to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy 2023. Schedule 1 of the proposed conditions of NoR 11 be amended following review of the extent of the Designation boundary. Opportunities to coordinate and integrate and the associated Conditions of Designation as a means of providing greater clarity to impacted landowners/public. (i) phased delivery of works (ii) scope for mixed methods of delivery, including through public and private works; (iii) early delivery of upgrades to support the live zoning of land within the Silverdale West Industrial Area; and (iv) acknowledgement and alignment of the NoR footprint within the Plan Change Request.	PO Box 1986	Shortland Street	We understand that the submitter is progressing a private plan change for the Silverdale West Industrial Area. We have not undertaken a review of the submitters private plan change application and will require the submitter to provide more specific requests as part of its evidence if we are to make meaningful comment.
NoR11	11.6	Fulton Hogan Land Development Limited	Oppose	Land Use and Transport Integration	Opposes 25 year timeframe. More existing land use and transport integration issues for future development as North Project elements is implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.	PO Box 1986	Shortland Street	Not related to transport planning matters. No further comment.
NoR11	11.7	Fulton Hogan Land Development Limited	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 9, Condition 12 and Condition 13 "at the time of the Outline Plan is applied for".	PO Box 1986	Shortland Street	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR11	12.2	Robert Eric Fry	Oppose	Statutory Planning	Abuse of RMA and PWA act.	Withdraw NoR and postpone all planning of a preferred route for a future arterial road to a 5 year time frame and funding in place.	336 Postman Rd	Dairy Flat	This is not relevant to transport planning matters.
NoR11	13.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR11	13.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.
NoR11	13.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR11	14.1	Jennifer Forlong	Oppose	Design	Cheaper to use the current infrastuture and add to it.	Amend transit link away from main house. Appeal against the clause that dictates when Waka Kotahi have to start doing earthworks for project. Auckland Council to uphold clause for starting work on this project within the current guidelines (not extend this). To remain in house. Proposed transit link should run alongside the current motorway or highway.	1599 Dairy Flat Highway	RD4 Albany	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR11	15.5	ACGR Old Pine Limited	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Not related to transport planning matters. No further comment.
NoR11	15.6	ACGR Old Pine Limited	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR11	17.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR11	17.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions	PO Box 3082	Auckland 1140	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR11	17.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR11	17.4	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	PO Box 3082	Auckland 1140	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR11	17.5	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	PO Box 3082	Auckland 1140	We support the intent of the LIP condition, at this point we have a neutral view on the requested relief.
NoR11	18.1	GR & CC McCullough Trustee Limited	Oppose	Parking	Parking for vet required for staff/clients. Not feasible to use public transport to bring animals to the clinic. Staff need to park onsite as they transport animals/equipment to other clinics around Auckland. These factors affect commercial viability.	Safe/efficient access with appropriate parking/ manoeuvring required for lab test pick-ups, couriers/deliveries pertaining to a vet hospital. Further information is provided. Opposes proposed conditions, require amendment and review to address submission matters raised. Other changes will also mbe required to conditions and the submission scope seeks to enable a full review and input to the Designation conditions.	PO Box 591	Warkworth 0941	Where the onsite operation is affected, we understand that the PWA provides a mechanism for compensation.



NoR11	18.2	GR & CC McCullough Trustee Limited	Oppose	Active Transport	Walking and cycling facilities to be provided do not extend down Kahikatea Flat Road, despite plans. Walking/cycling facilities stop past intersection with Dairy Flat Highway and then join existing footpath which extends along some parts of Kahikatea Flat Road. Matter not assessed. Existing footpath through the Industrial zoned land in Kahikatea Flat Road are poor and not be suitable for NOR11. No cycling facilities along this section of Kahikatea Flat Road.	Walking and cycling facilities proposed as part of NOR11 should be extended along Kahikatea Flat Road for the extent of the existing Industrial zoning. Road corridor along this section of Kahikatea Flat Road appears to be approximately 25m wide so should be sufficient space within the road corridor to provide for such facilities. Opposes proposed conditions, require amendment and review to address submission matters raised. Other changes will also mbe required to conditions and the submission scope seeks to enable a full review and input to the Designation conditions.	PO Box 591	Warkworth 0941	The NoR does not preclude the extension/replacement of walking and cycling facilities on Kahikatea Flat Road. We anticipate that this will be considered at the time that the OPW is prepared.
NoR11	18.3	GR & CC McCullough Trustee Limited	Oppose	Access	No detail is provided to confirm whether or not vehicles will be able to continue to turn right of out of the property.	Unrestricted vehicle access to 9 Kahikatea Flat Road is essential given its use and zoning. Opposes proposed conditions, require amendment and review to address submission matters raised. Other changes will also mbe required to conditions and the submission scope seeks to enable a full review and input to the Designation conditions.	PO Box 591	Warkworth 0941	The General Arrangement Plan indicates that full access will be retained. Should access be affected, this can be addressed through the "Existing Property Access" condition.
NoR11	18.4	GR & CC McCullough Trustee Limited	Oppose	Design	Confirmation is required as to the treatment of the intersection with Dairy Flat Highway and Kahikatea Flat Road. General arrangement plan indicates this will be signalised however plans within the Landscape and Urban design assessment do not show this detail.	No assessment of how this intersection is anticipated to perform within the Assessment of Transport Effects report; this assessment needs to be undertaken and the information provided. Opposes proposed conditions, require amendment and review to address submission matters raised. Other changes will also mbe required to conditions and the submission scope seeks to enable a full review and input to the Designation conditions.	PO Box 591	Warkworth 0941	We understand that this intersection is intended to be signalised. Refer to our discussion in Section 3.3 regarding the future performance of the proposed transport network.
NoR11	19.1	Watercare Services Limited	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission).	Revise conditions	Private Bag 92 521	Wellesley Street	Not related to transport matters. No further comment.
NoR11	19.2	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR11	20.2	Bryn Lockie	Oppose	Design	Their properties in Lascelles Drive provides a joint access strip for 5 properties from a shared accessway. Proposed new connector road from Kahikatea Flat Junction eastwards to Wilks Rd "bend", prior to a new motorway interchange bisects driveway, landlocking 3 of 5 properties contained within enclave. Subject to registered covenants regarding shared access.	Withdraw NOR. Physical, legal and financial relief.	105 Lascelles Drive	Dairy Flat	The submitters accessway will require regrading to tie into the level of the upgraded road. There appears to be sufficient space within the proposed Designation boundary to achieve this, and the "Existing Property Access" condition places the requirement on the RA to undertake these works. Should the existing access have right turns restricted, some additional travel distance will be required to turn around at the proposed Postman Road/Wilks Road roundabout.
NoR11	20.3	Bryn Lockie	Oppose	Access	Grade separated from existing accessway. Landlocks all properties. Has no provision for alternative access. New connector road appears to have a median strip, which precludes any right turn from a replacement access point.	Withdraw NOR. Physical, legal and financial relief.	105 Lascelles Drive	Dairy Flat	The submitters accessway will require regrading to tie into the level of the upgraded road. There appears to be sufficient space within the proposed Designation boundary to achieve this, and the "Existing Property Access" condition places the requirement on the RA to undertake these works. Should the existing access have right turns restricted, some additional travel distance will be required to turn around at the proposed Postman Road/Wilks Road roundabout.
NoR11	21.1	Z Energy Limited	Oppose	Extent of Designation. Uncertain Information.	Truck stop at 1433 SH 17. AEE and identification of adverse effects inadequate and not avoided, remedied or mitigated. Plans and conditions lack detail and adverse effects can't be clearly identified.	Avoid or minimise encroachment of NoR and ensure adverse effects do not impact on ability to safely operate truck stop, including vehicle crossing and signage on site being retained (or relocated if agreed).	PO Box 911310	Victoria St West	The submitter acknowledges that the NoR in its current format may not result in any permanent operational impacts on the submitters site. However, the submitter notes that this is subject to detailed design. We understand that the Public Works Act provides mechanisms to reasonably compensate the submitter, should the detailed design cause affects on on-site operations. Refer to our discussion in Section 5 regarding Construction Effects
NoR11	21.2	Z Energy Limited	Oppose	Extent of Designation	Do not extend NoR any further into site; and any road changes do not impact ability of tankers to safely exit the site.	Do not extend NoR any further into site.	PO Box 911310	Victoria St West	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR11	21.3	Z Energy Limited	Oppose	Construction Effects	Construction effects need to be managed.	Manage, avoid, remedy, mitigate effects	PO Box 911310	Victoria St West	Refer to Section 5 of the Abley report.
NoR11	21.4	Z Energy Limited	Oppose	Conditions	Amend conditions 3, 8, 11, 13, 14, 15 and 18.	Revise conditions	PO Box 911310	Victoria St West	Refer to Section 5 of the Abley report.

NoR11	22.1	Andrew Nigel Philipps Kay	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed Designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	1.1	Jejung Family Trust	Support	Transport	Upgrade and extension to Bawden Road will be beneficial to community.	Rapid transit Corridor and stations will make transport easier.	209/40 Library Lane	Albany	No comments. Submitter supports NoR12.
NoR12	9.1	Lisa Scott	Oppose	Construction Effects	Underlying geology is Onerahi Chaos Breccia and site stability below recommended building site, is medium to high risk. Build elsewhere on property is a stability risk. The remaining part of the property is not well suited for construction due to underlying geology.	Project given sufficient funding to enable purchase of required land.	79 Sunrise Avenue	Murrays Bay	This is not relevant to transport planning matters.
NoR12	10.1	Bruce Turner	Oppose	Earthworks	NoR for 25 Oregon Park extends materially beyond this Fill Batter into their property. Told during consultation that additional land, beyond what is necessary for the Fill Batter, is for a lay down yard or general yard during the construction process. To change the Designation now for the full 4,104m2 proposed is an unreasonable overreach of the NoR process.	Amend NoR	25 Oregon Park	Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	13.4	John Gregory Cross	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	64 Crossbridge Rd	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	14.4	Michael William Scott Stanbridge	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	49 Grace Hill Drive	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	15.4	Ann Catherine Stanbridge	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	49 Grace Hill Drive	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	16.4	Trevor Morrison Cheer	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	66 Bawden Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR12	17.4	Alistair and Julie King	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	6 Kennedy Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	18.4	Mark Eduard de Jong	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	226 Bawden Rd	Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	19.5	Mark Jonathan Smitheram	Oppose	Construction Effects. Compensation.	High volume of truck movements, noise, dust & diesel fumes. There will be no compensation.	Either amend or withdraw NoR to remove sections of road upgrading in southern Dairy Flat. Defer transportation corridors including the RTC, until the form, location and timing of Dairy Flat urbanisation is confirmed, via appropriate structure plans.	9 Grace Hill Drive	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	19.6	Mark Jonathan Smitheram	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	9 Grace Hill Drive	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	20.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR12	20.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.
NoR12	20.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR12	22.5	ACGR Old Pine Limited	Oppose	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Not related to transport planning matters. No further comment.
NoR12	22.6	ACGR Old Pine Limited	Oppose	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR12	24.4	Emma-Kate Nielsen	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	2 Potter Road	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	25.4	Dan Nielsen	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	2 Potter Road	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	26.4	Nicholas John Geare	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	84 Postman Road	RD4 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	27.4	Susan Geare	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	84 Postman Road	RD4 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	28.1	Erwin De Keyser and Sonia van Liefferinge	Oppose	Zoning	Dairy Flat South is not suited to urbanisation.	Should revert to Countryside Living.	93 Grace Hill Drive	Dairy Flat 0792	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	28.2	Erwin De Keyser and Sonia van Liefferinge	Oppose	Design	RTC is in the wrong place for this vision of the future.	The right route can not be determined until the urban planning is done.	93 Grace Hill Drive	Dairy Flat 0792	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	28.3	Erwin De Keyser and Sonia van Liefferinge	Oppose	Access	Paid high price for a private exclusive road. Will no longer have access to house and this will cause devaluing of property.	Withdraw NoR 1. Defer planning transportation including RTC until the form, location and timin of Dairy Flat urbanisation is confirmed.	93 Grace Hill Drive	Dairy Flat 0792	Not related to transport matters. No further comment.
NoR12	29.1	Lew Anthony Johnson	Oppose	Extent of Designation	Extent of property covered by NoR is excessive. Designation will unnecessarily limit future use of existing barns on the property.	Amend the NoR to reduce land coverage to the realistic minimum needed for the future highway widening and driveway establishment. See attachment.	1153 Dairy Flat Highway	Dairy Flat	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR12	30.4	Andrew David Kenneth Chalmers	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	86 Bawden Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	31.4	Sally Jane Paterson	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	27 Kennedy Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	32.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR12	32.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions	PO Box 3082	Auckland 1140	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR12	32.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR12	32.4	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	PO Box 3082	Auckland 1140	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	32.5	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	PO Box 3082	Auckland 1140	We support the intent of the LIP condition, at this point we have a neutral view on the requested relief.
NoR12	33.4	Nigel Kay and Emily Mill	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	95 Postman Rd	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	34.4	Shufang Yang	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	99 Postman Road	Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	35.1	Kim Valerie Campbell	Oppose	Extent of Designation	Specific area designated for works is greater than is necessary especially as Bawden Rd is being realigned from number 16.	Reduce extent of Designation.	52 Follies Way	Dairy Flat 0792	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	35.2	Kim Valerie Campbell	Oppose	Access	Works will have impact on 19 properties who use number 16 driveway.	Any works undertaken provide for the continuation of all weather access to our driveway.	52 Follies Way	Dairy Flat 0792	This can be addressed through the "Existing Property Access" condition.

NoR12	35.7	Kim Valerie Campbell	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	52 Follies Way	Dairy Flat 0792	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	36.1	Watercare Services Limited	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission)	Revise conditions	Private Bag 92 521	Wellesley Street	Not related to transport matters. No further comment.
NoR12	36.2	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR12	37.2	Weiti Green Limited	Support	Transport	Unclear if bus services from Whangaparaoa will utilise the proposed rapid transit corridor between Penlink and Albany or continue to use State Highway 1. NoR 1 does not provide for any entrances or exits onto the rapid transit corridor.	As a minimum, bus stops or, ideally, a bus station would be provided for along or adjacent to Penlink. Feeder buses would then be expected to provide convenient access to the Penlink rapid transit service from the wider Weiti future urban area. In order to also provide convenient access to the rapid transit corridor proposed by NoR 1, these feeder buses could also connect to the future stations along that corridor.	PO Box 97796	Manukau City	In terms of a bus interchange, the Regional Public Transport Plan 2023-2031 identifies that Auckland Transport is investigating the feasibility of a new of a new bus station in Whangaparāoa, at the northern end of the Ō Mahurangi connection. It states that, if the station is constructed, all trips on the Northern Express 2 (NX2) will be extended to this station. Given this project is still under investigation by AT, we consider that it would be premature to include a bus interchange within this package of NoRs. Jackson Way was identified in the Indicative Business Case[1] as a strategic connection. R22-1 (Jackson Way) was recommended to be included as it provides connection between Penlink and the Wilks Road interchange and is important in reducing short trips on the motorway. The Assessment of Alternatives (Appendix A to the AEE) does not identify why Jackson Way is not included in the NoR package. [1] Supporting Growth North Indicative Business Case for route protection, available online at <a href="https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf">https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf</a>
NoR12	37.3	Weiti Green Limited	Support	Design	Delivery of the Penlink bus interchange option may not be achievable without significant changes to the design of Penlink and Penlink Link Road 1. When considering the NoRs (which do not include any upgrades to the Penlink Link Roads), it should not be assumed that transfers between bus services can be accommodated further along Penlink, outside of areas subject to the NoRs. The current design of Penlink and East Coast Road does not demonstrate any consideration for future bus service running patterns, constraining the ability to provide for future growth within the Weiti future urban area.	NZTA must ensure that the option for a bus interchange adjacent to East Coast Road and easily accessible from Penlink (in both directions) is not precluded. If bus stops for the Penlink rapid transit service are provided directly on either side of Penlink then convenient pedestrian access between those bus stops and bus stops on East Coast Road need to be enabled. If bus stops for the Penlink rapid transit service are to be provided within a station adjacent to Penlink, then convenient vehicle access to this station location from Penlink, East Coast Road and potential collector roads needs to not be precluded. In either instance, this may require additional bus priority that is not provided for by the current design under NoR 4.	PO Box 97796	Manukau City	In terms of a bus interchange, the Regional Public Transport Plan 2023-2031 identifies that Auckland Transport is investigating the feasibility of a new of a new bus station in Whangaparāoa, at the northern end of the Ō Mahurangi connection. It states that, if the station is constructed, all trips on the Northern Express 2 (NX2) will be extended to this station. Given this project is still under investigation by AT, we consider that it would be premature to include a bus interchange within this package of NoRs. Jackson Way was identified in the Indicative Business Case[1] as a strategic connection. R22-1 (Jackson Way) was recommended to be included as it provides connection between Penlink and the Wilks Road interchange and is important in reducing short trips on the motorway. The Assessment of Alternatives (Appendix A to the AEE) does not identify why Jackson Way is not included in the NoR package. [1] Supporting Growth North Indicative Business Case for route protection, available online at <a href="https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf">https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf</a>

NoR12	38.1	Andrew Nigel Philipps Kay	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed Designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	39.4	Guobiao Jiang	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	93 Postman Rd	Dairy Flat 0794	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	40.4	Anne-Marie de Jong	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	226 and 226a Bawden Rd	Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	41.6	Heather Turley	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	292 Bawden rd	RD2 Albany	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	42.4	David B Johns	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	304 Bawden Road	RD2 Dairy Flat	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR12	43.4	Benjamin Guy Marshall and Katherine Louise Hill	Oppose	Design	Uncertainty over urban form of Dairy Flat and optimal location of RTC.	Either (a) wait for the urban planning to be undertaken or (b) route RTC alongside the motorway, as the alignment of "least regret.	51 Hackett Street	St Marys Bay	Section 6.9 of the Assessment of Alternatives discusses how the RTC alignment and location of the future town centre in Dairy Flat were developed in partnership with Auckland Council. It discusses the various centre locations and RTC alignments that were considered. Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR13	2.1	La Fong Investment Ltd	Oppose	Design	Not heard anything from SGA engineer regarding design although promised they would. Uncertain how walkway extension will affect their property as people may touch their roof or it will be a safety issue that will need to be addressed.	Move walkway to otherside which has enough space, move some powerpoles. Request to see drawing plans and their affect on property.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR13	3.2	Caldera Trust	Oppose	NoR Unnecessary	Given that the NoR's are for properties adjacent an already sufficiently wide transport corridor, it can be accepted that the Designations are not reasonably necessary.	Requests that Te Tupu Ngatahi abide by their own recommendations, and use the entirely sufficient transport corridor they have already secured for their proposed upgrade.			The general arrangement plans indicate that the road widening is for a footpath, berm and cut batter. The plans for the consented development, provided by the submitter, show that the new concrete footpath included in the consented development is within the existing legal road boundary, with a landscaped berm provided within the site. We note the General Arrangement Plan provided by Support Growth shows a significant grassed berm between the existing edge of the seal and the proposed footpath on the western side of East Coast Road, exceeding 5m in width. The extent that the Designation impacts the site may be able to be reduced if the carriageway for East Coast Road is realigned to the west, minimising or avoiding the need to apply a Designation over the submitter's land. However, a more detailed assessment will be required to be certain. Supporting Growth is considered to be in a better position to provide a response to this matter.
NoR13	3.3	Caldera Trust	Oppose	Parking	The land taken by the NoR would not only require taking a slice off the cafe, but would also 10 carparks, which would not be able to be replicated on site, and would impact on their development. Loss of these carparks would render these units practically nonviable. Loss of these carparks would greatly impact the developments successful operation.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.			The general arrangement plans indicate that the road widening is for a footpath, berm and cut batter. The plans for the consented development, provided by the submitter, show that the new concrete footpath included in the consented development is within the existing legal road boundary, with a landscaped berm provided within the site. We note the General Arrangement Plan provided by Support Growth shows a significant grassed berm between the existing edge of the seal and the proposed footpath on the western side of East Coast Road, exceeding 5m in width. The extent that the Designation impacts the site may be able to be reduced if the carriageway for East Coast Road is realigned to the west, minimising or avoiding the need to apply a Designation over the submitter's land. However, a more detailed assessment will be required to be certain. Supporting Growth is considered to be in a better position to provide a response to this matter.
NoR13	3.4	Caldera Trust	Oppose	Access	Land required by NoR would result in a significant shortening and increased gradient to the developments already difficult driveway/entrance at what is a busy lane-reduction choke point on East Coast Road. Visibility of oncoming vehicles, cycles, and pedestrians would be greatly reduced, whilst simultaneously encouraging cars to "power up" the resultant short, steep exit from the complex.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.			We note that the General Arrangement Plan produced by Supporting Growth shows a significant grassed berm on the western side of East Coast Road between the existing edge of seal and the proposed footpath, exceeding 5m width. The extent that the Designation impacts the site may be able to be reduced if the carriageway for East Coast Road is realigned to the west, minimising or avoiding the need to apply a Designation over the submitters land. Supporting Growth is considered to be in a better position to provide a response to this matter..
NoR13	3.5	Caldera Trust	Oppose	Design	The land required by the NoR includes unit title 2181/21, a privately owned title which houses the main power transformer which supplies power to 2181 East Coast Road, 2183 East Coast Road, and 56 Tavern Rd.	Unit title would need to be purchased outright, the transformer removed, and a new main power connection created for the 3 properties.			This is a PWA matter.
NoR13	5.2	North Homes Ltd	Oppose	NoR Unnecessary	Given that the NoR's are for properties adjacent an already sufficiently wide transport corridor, it can be accepted that the Designations are not reasonably necessary.	Requests that Te Tupu Ngatahi abide by their own recommendations, and use the entirely sufficient transport corridor they have already secured for their proposed upgrade.			The general arrangement plans indicate that the road widening is for a footpath, berm and cut batter. The plans for the consented development, provided by the submitter, show that the new concrete footpath included in the consented development is within the existing legal road boundary, with a landscaped berm provided within the site. We note the General Arrangement Plan provided by Support Growth shows a significant grassed berm between the existing edge of the seal and the proposed footpath on the western side of East Coast Road, exceeding 5m in width. The extent that the Designation impacts the site may be able to be reduced if the carriageway for East Coast Road is realigned to the west, minimising or avoiding the need to apply a Designation over the submitter's land. However, a more detailed assessment will be required to be certain. Supporting Growth is considered to be in a better position to provide a response to this matter.



NoR13	5.3	North Homes Ltd	Oppose	Parking	The land taken by the NoR would not only require taking a slice off the cafe, but would also 10 carparks, which would not be able to be replicated on site, and would impact on their development. Loss of these carparks would render these units practically nonviable. Loss of these carparks would greatly impact the developments successful operation.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.			The general arrangement plans indicate that the road widening is for a footpath, berm and cut batter. The plans for the consented development, provided by the submitter, show that the new concrete footpath included in the consented development is within the existing legal road boundary, with a landscaped berm provided within the site. We note the General Arrangement Plan provided by Support Growth shows a significant grassed berm between the existing edge of the seal and the proposed footpath on the western side of East Coast Road, exceeding 5m in width. The extent that the Designation impacts the site may be able to be reduced if the carriageway for East Coast Road is realigned to the west, minimising or avoiding the need to apply a Designation over the submitter's land. However, a more detailed assessment will be required to be certain. Supporting Growth is considered to be in a better position to provide a response to this matter.
NoR13	5.4	North Homes Ltd	Oppose	Access	Land required by NoR would result in a significant shortening and increased gradient to the developments already difficult driveway/entrance at what is a busy lane-reduction choke point on East Coast Road. Visibility of oncoming vehicles, cycles, and pedestrians would be greatly reduced, whilst simultaneously encouraging cars to "power up" the resultant short, steep exit from the complex.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.			The general arrangement plans indicate that the road widening is for a footpath, berm and cut batter. The plans for the consented development, provided by the submitter, show that the new concrete footpath included in the consented development is within the existing legal road boundary, with a landscaped berm provided within the site. We note the General Arrangement Plan provided by Support Growth shows a significant grassed berm between the existing edge of the seal and the proposed footpath on the western side of East Coast Road, exceeding 5m in width. The extent that the Designation impacts the site may be able to be reduced if the carriageway for East Coast Road is realigned to the west, minimising or avoiding the need to apply a Designation over the submitter's land. However, a more detailed assessment will be required to be certain. Supporting Growth is considered to be in a better position to provide a response to this matter.
NoR13	5.5	North Homes Ltd	Oppose	Design	The land required by the NoR includes unit title 2181/21, a privately owned title which houses the main power transformer which supplies power to 2181 East Coast Road, 2183 East Coast Road, and 56 Tavern Rd.	Unit title would need to be purchased outright, the transformer removed, and a new main power connection created for the 3 properties.			This is a PWA matter.
NoR13	8.1	Ian Robert Woolley	Oppose	Design	Designation area only flat part of land with east coast road access. Taking this part would leave only a steep slope and any further work done will only increase the slopes steepness.	Withdraw the proposed Designation.			This is a PWA matter.
NoR13	13.2	Sean McColl	Oppose	NoR Unnecessary	Given that the NoR's are for properties adjacent an already sufficiently wide transport corridor, it can be accepted that the Designations are not reasonably necessary.	Requests that Te Tupu Ngatahi abide by their own recommendations, and use the entirely sufficient transport corridor they have already secured for their proposed upgrade.			The general arrangement plans indicate that the road widening is for a footpath, berm and cut batter. The plans for the consented development, provided by the submitter, show that the new concrete footpath included in the consented development is within the existing legal road boundary, with a landscaped berm provided within the site. We note the General Arrangement Plan provided by Support Growth shows a significant grassed berm between the existing edge of the seal and the proposed footpath on the western side of East Coast Road, exceeding 5m in width. The extent that the Designation impacts the site may be able to be reduced if the carriageway for East Coast Road is realigned to the west, minimising or avoiding the need to apply a Designation over the submitter's land. However, a more detailed assessment will be required to be certain. Supporting Growth is considered to be in a better position to provide a response to this matter.

NoR13	13.3	Sean McColl	Oppose	Parking	The land taken by the NoR would not only require taking a slice off the cafe, but would also 10 carparks, which would not be able to be replicated on site, and would impact on their development. Loss of these carparks would render these units practically nonviable. Loss of these carparks would greatly impact the developments successful operation.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.			The general arrangement plans indicate that the road widening is for a footpath, berm and cut batter. The plans for the consented development, provided by the submitter, show that the new concrete footpath included in the consented development is within the existing legal road boundary, with a landscaped berm provided within the site. We note the General Arrangement Plan provided by Support Growth shows a significant grassed berm between the existing edge of the seal and the proposed footpath on the western side of East Coast Road, exceeding 5m in width. The extent that the Designation impacts the site may be able to be reduced if the carriageway for East Coast Road is realigned to the west, minimising or avoiding the need to apply a Designation over the submitter's land. However, a more detailed assessment will be required to be certain. Supporting Growth is considered to be in a better position to provide a response to this matter.
NoR13	13.4	Sean McColl	Oppose	Access	Land required by NoR would result in a significant shortening and increased gradient to the developments already difficult driveway/entrance at what is a busy lane-reduction choke point on East Coast Road. Visibility of oncoming vehicles, cycles, and pedestrians would be greatly reduced, whilst simultaneously encouraging cars to "power up" the resultant short, steep exit from the complex.	Auckland Council instruct Te Tupu Ngatahi to utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade. Remove NoR from 2181 East Coast Road (Designation 401088) and from all the east side properties (Designations 401071, 401077, 401113, 401137) between Tavern Road and Newman Road.			The general arrangement plans indicate that the road widening is for a footpath, berm and cut batter. The plans for the consented development, provided by the submitter, show that the new concrete footpath included in the consented development is within the existing legal road boundary, with a landscaped berm provided within the site. We note the General Arrangement Plan provided by Support Growth shows a significant grassed berm between the existing edge of the seal and the proposed footpath on the western side of East Coast Road, exceeding 5m in width. The extent that the Designation impacts the site may be able to be reduced if the carriageway for East Coast Road is realigned to the west, minimising or avoiding the need to apply a Designation over the submitter's land. However, a more detailed assessment will be required to be certain. Supporting Growth is considered to be in a better position to provide a response to this matter.
NoR13	13.5	Sean McColl	Oppose	Design	The land required by the NoR includes unit title 2181/21, a privately owned title which houses the main power transformer which supplies power to 2181 East Coast Road, 2183 East Coast Road, and 56 Tavern Rd.	Unit title would need to be purchased outright, the transformer removed, and a new main power connection created for the 3 properties.			This is a PWA matter.
NoR13	18.1	North Shore Aero Club Incorporated	Support	Design	Design of new roads and infrastructure, has the potential to impact on operational requirements of the Airport. Any proposed street lighting could also create light pollution and cause distraction to aircraft.	a. Obstruction limitations to ensure structures do not encroach into the runway approach and departure paths; b. Light intrusion / splay from street lighting; c. Formation heights of the Wilks Road interchange and East Coast Road improvements; and d. Stormwater management arrangements that avoid bird strike. Design and final levels of East Coast Road in the location of the Obstacle Limitation Surface ("OLS") overlay need to be carefully considered. The final design levels of East Coast Road and associated infrastructure needs to be carefully planned in collaboration with NSA to ensure that the Airport's approach and departure paths are protected. Conditions be included for each of the Designations to ensure that NSAC are consulted prior to, and during, the detailed design phase so that road construction and associated infrastructure does not: i. Affect airport approach paths; ii. Create light distractions; iii. Cause (or create potential to cause) bird strike. b. That the Designations take into account future airport expansion plans. c. Rapid transit station be situated proximate to the NSA to allow convenient access between the RTN and Auckland's proposed second commercial Airport. d. Full interchange be established for the SH1 interchange with Wilks Road. e. Any alternative relief of like effect, to the satisfaction of the Submitter. f. Any consequential or incidental amendments necessary to achieve the relief sought, to the satisfaction of the Submitter.	Suite 12A Level 12 17 Albert Street	Auckland City	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.

NoR13	19.3	Tavern Road ECR Ltd	Oppose	Transport	Concerning that the intended road layout will prevent right turn into and out of the property. Restriction on consented development and employees and customers ability to exit in a northward's direction.	Designation should be removed from the submitter's property.	168 Hibiscus Coast Highway	Orewa	The General Arrangement Plans do not indicate that right turns into/out of the submitters property will be restricted
NoR13	19.8	Tavern Road ECR Ltd	Oppose	Management Plans	During construction management plans will need to be put in place.	During construction management plans will need to be put in place. Provided to the submitter early and with the ability for meaningful input. The conditions should be amended.	168 Hibiscus Coast Highway	Orewa	The general arrangement plan indicates that the flush median on East Coast Road will be retained. Any changes to existing property access will be considered under the "Existing property access" condition.
NoR13	19.9	Tavern Road ECR Ltd	Oppose	Alternatives	Proposed road width is 24m and frontage of submitter's site is required to accommodate large batters (large due to the unrefined detail of the road widening works). Current width of this area is 32m wide and adding 5.5m to the Designation area for unnecessary batters is not necessary. Consented development at 2183 East Coast Road already includes a roadside footpath and the necessary batter/retaining, there is no reason to include the Designation on the site.	Designation should be removed from the submitter's property.	168 Hibiscus Coast Highway	Orewa	The general arrangement plans indicate that the road widening is for a footpath, berm and cut batter. The plans for the consented development, provided by the submitter, show that the new concrete footpath included in the consented development is within the existing legal road boundary, with a landscaped berm provided within the site. We note that the General Arrangement Plan produced by Supporting Growth shows a significant grassed berm between the existing edge of seal and the proposed footpath on the western side of East Coast Road, exceeding 5m width. The extent that the Designation impacts the site may be able to be reduced if the carriageway for East Coast Road is realigned to the west, minimising or avoiding the need to apply a Designation over the submitters land.
NoR13	20.1	Telecommunications Submitters	Oppose	Conditions	Amend NUMP condition (d) to include wording "...during the further project stages including detailed design..." to ensure consultation and consideration of telecommunications network utility operations occurs.	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR13	20.2	Telecommunications Submitters	Oppose	Conditions	Add LIP condition to all Waka Kotahi Designations (NoR 1, 2, 3 and 4) to ensure engagement and consideration of telecommunication network utility operations.	Amend conditions	PO Box 3082	Auckland	We support this request. Refer to our recommended amendments to conditions in our hearing report.
NoR13	20.3	Telecommunications Submitters	Oppose	Conditions	Add advice note to NUMP condition for NoRs 1, 2, 3 and 4 unless a LIP condition is added. Advice note to read: Advice Note: For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of Designation these include Aotearoa Towers Group (FortySouth), Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited, Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).	Amend conditions	PO Box 3082	Auckland	Not related to transport planning matters. No further comment.
NoR13	22.12	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	Oppose	Management Plans	Need management plans.	During construction, a range of management plans will need to be put in place. Should be provided to the submitter early and with the ability for meaningful input.	168 Hibiscus Coast Highway	Orewa	Not related to transport planning matters. No further comment.
NoR13	22.14	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	Oppose	Conditions	Amend conditions 2, 4, 7, 8, 11, 12, 13, 14, 16, 18, 19, 20, 21, 22, 26.	Amend conditions 2, 4, 7, 8, 11, 12, 13, 14, 16, 18, 19, 20, 21, 22, 26 as seen in submission.	168 Hibiscus Coast Highway	Orewa	Refer to Section 5 of our hearing report, as well as our responses to other transport related conditions.

NoR13	22.15	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	Oppose	Alternatives	Provide alternative options.	No need for a 65m wide Designation to be placed in front of the cemetery. Pushing works slightly westwards is feasible. Pushing the works westwards would avoid the demise of the ridge line trees. Reduce need for retaining along the eastern side of the road (which will reduce project costs and reduce impact). ECR Segment 1 - Widening to both sides where possible. Avoid the cemetery and make use of grassed road corridor adjacent to the recently developed residential land on the west, in consultation with landowner. Right turns in and out of the site needs to be maintained due to the nature of the site.	168 Hibiscus Coast Highway	Orewa	The general arrangement plans indicate that the road widening is for a footpath, berm and cut batter. The plans for the consented development, provided by the submitter, show that the new concrete footpath included in the consented development is within the existing legal road boundary, with a landscaped berm provided within the site. We note the General Arrangement Plan provided by Support Growth shows a significant grassed berm between the existing edge of the seal and the proposed footpath on the western side of East Coast Road, exceeding 5m in width. The extent that the Designation impacts the site may be able to be reduced if the carriageway for East Coast Road is realigned to the west, minimising or avoiding the need to apply a Designation over the submitter's land. However, a more detailed assessment will be required to be certain. Supporting Growth is considered to be in a better position to provide a response to this matter.
NoR13	22.4	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	Oppose	Construction Effects	The Landscape, Natural Character, and Visual Assessment does not consider the impact on the cemetery during construction, or long term despite significant impacts on the cemetery. Report appears to have overlooked nature of site and its sensitivity.	Conclusions and recommendations of report should be revisited. Mitigation measures to be implemented at 2163 East Coast Road. (I) Minimise/restrict footprint of Designation/works. (II) Avoid valuable landscape features (e.g. through construction yard location). (III) Consider opportunities for early (prior to construction commencing) and regular communication with the community on the finalised construction programme and duration of works to assist with providing a degree of certainty over timing of construction aspects, giving the submitter the opportunity to have input into landscape treatments to minimise adverse visual and perceptual effects. (IV) Prior to Start of Construction for a Stage of Work, revalidate the landscape, natural character, and visual effects of construction within the contemporary landscape context for each NoR. The ULDMP shall clearly state which effects identified in this assessment are still valid and how they will be addressed in the proposed ULDMP. (V) Minimise earthworks and retaining walls by following the natural topography of the land. (VI) Minimise vegetation loss by restricting the construction footprint (VII) Retention of established rural and amenity plantings within the Designation along East Coast Road. (iii) The Social Impact Assessment has not considered the potential impact on the cemetery, and this report and assessment should be revisited.	168 Hibiscus Coast Highway	Orewa	The general arrangement plans indicate that the road widening is for a footpath, berm and cut batter. The plans for the consented development, provided by the submitter, show that the new concrete footpath included in the consented development is within the existing legal road boundary, with a landscaped berm provided within the site. We note the General Arrangement Plan provided by Support Growth shows a significant grassed berm between the existing edge of the seal and the proposed footpath on the western side of East Coast Road, exceeding 5m in width. The extent that the Designation impacts the site may be able to be reduced if the carriageway for East Coast Road is realigned to the west, minimising or avoiding the need to apply a Designation over the submitter's land. However, a more detailed assessment will be required to be certain. Supporting Growth is considered to be in a better position to provide a response to this matter.
NoR13	22.7	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited	Oppose	Access	Road layout will prevent right turn into and out of property. Will be a restriction on consented industrial development including their employees and customers ability to exit in a northward's direction. Negatively impact cemetery staff and visitors who rely on direct and convenient access northwards to the motorway. Submitter opposes this restriction, and continued right turn movements to and from the site needs to be maintained.	Alter Designation.	168 Hibiscus Coast Highway	Orewa	The General Arrangement Plan does not indicate that right turns will be restricted to the submitters existing access or the consented development.
NoR13	23.1	Maria Walker-Kinnell	Neutral	Safety	Once past the new East Coast Heights Housing, there is no more proper footpaths/lighting through more rural parts of East Coast Road creating safety issues (dark, criminals, car+pedestrian accidents).	Will there be any additional public transport along East Coast Road? If so include public transport options up East Coast Road. Are there plans for street lights or footpaths up along East Coast Road?	1959 East Coast Road	Silverdale	The NoR does not preclude provision of street lighting, which we anticipate will be determined according to Auckland Transport standards at the time of OPW.

NoR13	23.2	Maria Walker-Kinnell	Neutral	Transport	As urbanisation increases demand for public transport will. Unclear on the impacts this will have on property owners and subdivision of land.	Asking for further clarification on if subdivision will still be allowed and how any protocols may change surrounding it.	1959 East Coast Road	Silverdale	The NoR does not preclude provision of bus services. We understand that Auckland Transport has undertaken some initial planning of future services, with the indicative future public transport network map below provided in response to Abley s92 information requests.
NoR13	25.2	Lingyan(Clara) Zhao	Neutral	Statutory Planning	Further engagement with AT.	Further engaging with AT to obtain approval through the RMA s176(1)(b) and/or s178 process to enable feasible development (including integrate earthworks, stormwater solutions) of the Site long before the construction on NoR 13 East Coast Road Upgrade will start.	2118 East Coast Road	Stilwater	This is not relevant to transport planning matters.
NoR13	26.5	ACGR Old Pine Limited	Opposes	Statutory Planning	Does not implement and/or give effect to the provisions of the Unitary Plan, and the other relevant planning instruments, including the NPS-UD.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Not related to transport planning matters. No further comment.
NoR13	26.6	ACGR Old Pine Limited	Opposes	Alternatives	Does not adequately consider alternative sites or routes to avoid effects on the Submitter's Land.	Decline, amend or otherwise refuse the NoR to reduce any intrusion onto the Submitter's land. Recommend any other amendments to the NoR.			Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR13	28.2	Fulton Hogan Land Development Limited	Opposes	Transport	No consideration of the transport upgrades required and works being undertaken by developers as part of the development of the Silverdale West area, nor any attempt from SGA to coordinate these works or recognise these infrastructure upgrades.	Designation boundary be reviewed and reduced 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 the upgrade to East Coast Road, between Silverdale and Redvale. Amend the Designation boundary to show the operational extent around what will be the legal road reserve, and the construction extent (two separate Designation boundaries).	PO Box 1986	Shortland Street	We understand that the submitter is progressing a private plan change for the Silverdale West Industrial Area. We have not undertaken a review of the submitters private plan change application and will require the submitter to provide more specific requests as part of its evidence if we are to make meaningful comment.
NoR13	28.4	Fulton Hogan Land Development Limited	Opposes	Design	FHLD opposes the spatial extent and proposed design of the East Coast Road and Wilks Road intersection upgrade.	Upgrade of the East Coast Road and Wilks Road intersection to a signalised intersection is a prerequisite to development in the Plan Change, and the signalised intersection requires a much lesser land take than the proposed roundabout design.	PO Box 1986	Shortland Street	We understand that the submitter is progressing a private plan change for the Silverdale West Industrial Area. We have not undertaken a review of the submitters private plan change application and will require the submitter to provide more specific requests as part of its evidence if we are to make meaningful comment.
NoR13	28.6	Fulton Hogan Land Development Limited	Opposes	Land Use and Transport Integration	More existing land use and transport integration issues for future development as North Project elements is implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.	PO Box 1986	Shortland Street	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR13	28.7	Fulton Hogan Land Development Limited	Opposes	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 11, Condition 14 and Condition 15 "at the time of the Outline Plan is applied for".	PO Box 1986	Shortland Street	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR13	32.1	Sam White	Support	Construction Effects	Do not want to be left in the middle of major road works, earth works and land development.	Buy their property along with addresses 1722 and 1726 with early payout.			This is not relevant to transport planning matters.
NoR13	33.1	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Conditions to recognise that MoE needs to be engaged with in development of CNVMP under CNVMP condition.	Revise conditions	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR13	33.2	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Seeks amendments to CTMP condition to manage heavy traffic routes that pass schools during pickup and drop off times and to ensure safe waling and cycling environments for students.	Revise conditions	PO Box 3082	Auckland 1140	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR13	33.3	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Supports SCEMP condition but seeks amended wording (in submission)	Supports CEMP condition.	PO Box 3082	Auckland 1140	Not related to transport matters. No further comment.
NoR13	33.4	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 3 for Designation Review (in submission).	Revise conditions	PO Box 3082	Auckland 1140	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR13	33.5	Te Tāhuhu o te Mātauranga Ministry of Education	Oppose in part	Conditions	Amend wording in condition 10 for Land Integration Process (in submission).	Revise conditions	PO Box 3082	Auckland 1140	We support the intent of the LIP condition, at this point we have a neutral view on the requested relief.

NoR13	34.3	Fletcher Development Limited	Oppose	Statutory Planning	Inconsistent with planning documents including Auckland Unitary Plan. Does not integrate with programmed land use and development within the Silverdale West Industrial Precinct.	NoR 13 is modified to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy.	PO Box 91562	Victoria Street	Not related to transport planning matters. No further comment.
NoR13	34.5	Fletcher Development Limited	Oppose	Transport	Will not result in the most appropriate transport outcomes.	Alternative alignment options that integrate with planned land use in the area. NoR 13 is modified to accommodate the transport network needs associated with development of the Silverdale West Industrial Precinct, as programmed within Auckland Council's Future Development Strategy.	PO Box 91562	Victoria Street	Supporting Growth is considered to be in a better position to provide a response to this matter, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR13	34.7	Fletcher Development Limited	Oppose	Land Use and Transport Integration	More existing land use and transport integration issues for future development as North Project elements is implemented over time.	Amend condition 10: Avenue for open/honest two-way collaboration for the purposes of integration of transport infrastructure and land use. Not a mechanism for land use to coordinate with transport infrastructure, but be amended to align with or accommodate proposed land use. Lack of engagement now can only be addressed by engagement now and changes to the NoR.	PO Box 91562	Victoria Street	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR13	34.8	Fletcher Development Limited	Oppose	Management Plans	Management plans are to be provided "prior to construction". However should be provided to landowners and developers if they were amended to "at the time of the Outline Plan is applied for".	Management plans to be provided at Condition 11, Condition 12, Condition 14 and Condition 15 "at the time of the Outline Plan is applied for".	PO Box 91562	Victoria Street	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR13	35.1	Watercare Services Limited	Neutral	Consultation. Conditions.	Supports on-going engagement. Support conditions but seeks new condition "Network Utility Strategic Outcomes Plan (NUSOP)". Wording in submission or alternatively amendments to NUMP condition (wording in submission)	Revise conditions	Private Bag 92 521	Wellesley Street	Not related to transport matters. No further comment.
NoR13	35.2	Watercare Services Limited	Neutral	Conditions	Add LIP condition to all NoRs.	Revise conditions	Private Bag 92 521	Wellesley Street	We support this relief, refer to our recommended amendments to conditions in our hearing report.
NoR13	36.1	Weiti Green Limited	Support	Access	Penlink access roads are inadequate for future transport needs. Upgrading interchanges may be difficult, constraining the ability to provide for future growth within the Weiti FUZ area. Penlink Designation (6777) is beyond extent of current NoRs.	Inadequacy in design of Penlink interchanges makes it critical that additional access to WGL's landholdings is enabled. Access needed onto East Coast Road, or intersection of Penlink with its connection to East Coast Road (currently proposed as a roundabout).	PO Box 97796	Manukau City	We consider that the NoR does not need to include an access to the submitters site, as this can and should be provided by the submitter at the time of development of its site. However, given the constraints identified in the submission, we consider it appropriate for Supporting Growth to confirm/demonstrate that future access to East Coast Road from the submitters sites is not precluded.
NoR13	36.2	Weiti Green Limited	Support	Road Design	Does not appear to give any consideration to a future road connection off East Coast Road to serve development of FUZ land. Without changes to design shown on general arrangement plans for NoR 4, this could necessitate three major intersections within a stretch of 300 m, which may not result in an efficient or effective transport network.	Proposed roading design for East Coast Road and Penlink must be reconsidered to allow for a road connection to 1697 East Coast Road in a manner that would not adversely affect the transport network. Advice from HGCL indicates that any arterial or collector road onto East Coast Road would need to be a roundabout or signalised intersection. Access roads onto Penlink currently being constructed have not been designed to cater for full buildout of the Weiti future urban area and so additional routes onto Penlink and State Highway 1 need to be provided for.	PO Box 97796	Manukau City	We consider that the NoR does not need to include an access to the submitters site, as this can and should be provided by the submitter at the time of development of its site. However, given the constraints identified in the submission, we consider it appropriate for Supporting Growth to confirm/demonstrate that future access to East Coast Road from the submitters sites is not precluded.

NoR13	36.3	Weiti Green Limited	Support	Road Design	NoRs and associated proposed works in their current form give no consideration to future road access to development at 1695 East Coast Road.	For urban development of this land, a future road access from East Coast Road is imperative. Access to and from the roundabout on Penlink to support future urban growth at this site. Road upgrades proposed under NoR 4 show the construction of a shared path between the Penlink roundabout and the site, potentially preventing realisation of this road connection. WGL seeks assurance that such road connections will not be precluded by the proposed works. For the connection between Penlink and East Coast Road, it is likely that a higher capacity intersection would be necessary, which may require a larger area than provided for by the NoR. Review their traffic modelling and reconsider the indicative design of the connection between East Coast Road and Penlink. Feasible access between the realigned East Coast Road and WGL's eastern landholding (1695 East Coast Road), up to the edge of the existing road reserve. Access between the Penlink roundabout and WGL's eastern landholding (1695 East Coast Road). Feasible access between the realigned East Coast Road and WGL's western landholding (1697 East Coast Road), which may require amendments to the design of the connection between East Coast Road and Penlink.	PO Box 97796	Manukau City	We consider that the NoR does not need to include an access to the submitters site, as this can and should be provided by the submitter at the time of development of its site. However, given the constraints identified in the submission, we consider it appropriate for Supporting Growth to confirm/demonstrate that future access to East Coast Road from the submitters sites is not precluded.
NoR13	36.5	Weiti Green Limited	Support	Transport	Unclear if bus services from Whangaparaoa will utilise the proposed rapid transit corridor between Penlink and Albany or continue to use State Highway 1. NoR 1 does not provide for any entrances or exits onto the rapid transit corridor.	Bus stops or a bus station would be provided for along or adjacent to Penlink. Feeder buses would then be expected to provide convenient access to the Penlink rapid transit service from the wider Weiti future urban area. Feeder buses could also connect to the future stations along corridor.	PO Box 97796	Manukau City	In terms of a bus interchange, the Regional Public Transport Plan 2023-2031 identifies that Auckland Transport is investigating the feasibility of a new of a new bus station in Whangaparāoa, at the northern end of the Ō Mahurangi connection. It states that, if the station is constructed, all trips on the Northern Express 2 (NX2) will be extended to this station. Given this project is still under investigation by AT, we consider that it would be premature to include a bus interchange within this package of NoRs. Jackson Way was identified in the Indicative Business Case[1] as a strategic connection. R22-1 (Jackson Way) was recommended to be included as it provides connection between Penlink and the Wilks Road interchange and is important in reducing short trips on the motorway. The Assessment of Alternatives (Appendix A to the AEE) does not identify why Jackson Way is not included in the NoR package. [1] Supporting Growth North Indicative Business Case for route protection, available online at <a href="https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf">https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf</a>
NoR13	36.6	Weiti Green Limited	Support	Design	Delivery of the Penlink bus interchange option may not be achievable without significant changes to the design of Penlink and Penlink Link Road 1. Should not be assumed that transfers between bus services can be accommodated further along Penlink, outside of areas subject to the NoRs. Current design of Penlink and East Coast Road does not demonstrate any consideration for future bus service running patterns, constraining the ability to provide for future growth within the Weiti future urban area.	NZTA must ensure that the option for a bus interchange adjacent to East Coast Road and easily accessible from Penlink (in both directions) is not precluded. If bus stops for the Penlink rapid transit service are provided directly on either side of Penlink then convenient pedestrian access between those bus stops and bus stops on East Coast Road need to be enabled. If bus stops for the Penlink rapid transit service are to be provided within a station adjacent to Penlink, then convenient vehicle access to this station location from Penlink, East Coast Road and potential collector roads needs to not be precluded. In either instance, this may require additional bus priority that is not provided for by the current design under NoR 4.	PO Box 97796	Manukau City	In terms of a bus interchange, the Regional Public Transport Plan 2023-2031 identifies that Auckland Transport is investigating the feasibility of a new of a new bus station in Whangaparāoa, at the northern end of the Ō Mahurangi connection. It states that, if the station is constructed, all trips on the Northern Express 2 (NX2) will be extended to this station. Given this project is still under investigation by AT, we consider that it would be premature to include a bus interchange within this package of NoRs. Jackson Way was identified in the Indicative Business Case[1] as a strategic connection. R22-1 (Jackson Way) was recommended to be included as it provides connection between Penlink and the Wilks Road interchange and is important in reducing short trips on the motorway. The Assessment of Alternatives (Appendix A to the AEE) does not identify why Jackson Way is not included in the NoR package. [1] Supporting Growth North Indicative Business Case for route protection, available online at <a href="https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf">https://supportinggrowth.govt.nz/assets/supporting-growth/docs/North-Auckland/North-indicative-business-case-for-route-protection.pdf</a>

NoR13	36.7	Weiti Green Limited	Support	Conditions	Amend conditions.	Establish a process to encourage/facilitate the integration of master planning and land use development activity on land directly affected by, or adjacent to the Designation. Provide for ongoing consultation with WGL prior to and during construction of works under NoRs 4 and 13 where adjacent to WGL's landholdings, including ensuring that ongoing access to sites. The SCEMP condition proposed by NZTA should be amended further to apply from 18 months prior to an outline plan being submitted. At the time of preparing an outline plan, the final road design is consistent with any structure planning undertaken by Auckland Council or by any other party in support of a private plan change request that covers WGL's landholdings.	PO Box 97796	Manukau City	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.
NoR13	37.1	Andrew Nigel Philipps Kay	Oppose	Design	Requiring Authority's concept design assumptions are much too conservative in places (e.g. assuming earthwork cut batters will be wholly in soil, not rock, at 5:1 slope, and assuming all stream crossings will be bridged, not culverted) and this leads very conservative corridor widths. This conservatism is hugely compounded by the cavalier delineation of proposed Designation boundaries, with little apparent regard for the large impact on people's property and homes. Proposed Designation based on incorrect topo data, or allows excessive construction area, or has as been drawn far too simplistically.	Submitter to undertake field-check of all 900 properties affected with SGA to confirm the validity of the concept design.	95 Postman Rd	Dairy Flat 0794	Supporting Growth is in a better position to undertake such an assessment, based on design requirements including land required for servicing and construction. We anticipate undertaking a review of its corresponding responses.



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## URBAN DESIGN SPECIALIST REPORT

**To:** Andrew Wilkinson, Planning Consultant (Scott Wilkinson Planning)

**From:** Nick Denton, Principal Urban Design

**Date:** 08.04.2024

**Subject:** Request for Expert Advice - Urban Design

**Application:** Te Tupu Ngātahi Supporting Growth Alliance – North, 13 NORs.

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Tēnā koe Andrew,

Thank you for the opportunity to review the proposal for 13 Notice of Requirements (NOR) for Auckland Transport and Waka Kotahi, to designate land as part of the Te Tupu Ngātahi Supporting Growth Alliance's North Project.

The North Project area extends from Albany to Ōrewa, covering the Future Urban Zone (FUZ) land of Dairy Flat, Silverdale West, Wainui East and Stillwater, and comprises the following Notices of Requirement:

- NOR 1 – New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path
- NOR 2 – New Milldale Station and Associated Facilities
- NOR 3 – New Pine Valley East Station and Associated Facilities
- NOR 4 – SH1 Improvements
- NOR 5 – New SH1 crossing at Dairy Stream
- NOR 6 – New Connection between Milldale and Grand Drive
- NOR 7 – Upgrade to Pine Valley Road
- NOR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat
- NOR 9 – Upgrade to Dairy Flat Highway between Dairy Flat and Albany
- NOR 10 – Upgrade to Wainui Road
- NOR 11 – New connection between Dairy Flat Highway and Wilks Road
- NOR 12 – Upgrade and Extension to Bawden Road
- NOR 13 – Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange

The following information provided for the North project has been reviewed in relation to my assessment:

- Assessment of Environmental Effects (AEE);
- Assessment of Alternatives for North;

- Statutory Assessment;
- Joint Cultural Impact Assessment (Partially Redacted);
- Mana Whenua Engagement Summary;
- Assessment of Ecological Effects;
- Assessment of Flooding Effects;
- Assessment of Social Impacts; and
- Urban Design Evaluation Report (UDE).

I confirm that I have undertaken a site visit on 30 June 2023 which took in all 13 areas to be designated from publicly accessible areas. I have not visited in detail each of the areas within each NOR.

I have reviewed every submission as it has been presented in the Summary of Submissions documents prepared by you, and where I have identified submissions that may be within the scope of urban design, I have reviewed these submissions in detail. I have also included submissions that while containing urban design matters, are also reliant on other disciplines to provide comment on.

## 1 URBAN DESIGN ASSESSMENT

### 1.1 Existing and Planned Context

The existing and planned environment context of the North Project area is summarised in the AEE and I generally agree with it.

Of specific note are planning documents that describe how this area may develop in the future, including the Spatial Land Use Dairy Flat Silverdale Future Urban Zone (now adopted by the Planning, Environment and Parks (PEP) Committee on 14 March 2024), and the Silverdale West Dairy Flat Industrial Area Structure Plan. However, it is noted the spatial land use strategy does not include the northern most parts of the North Project area north of Milldale.

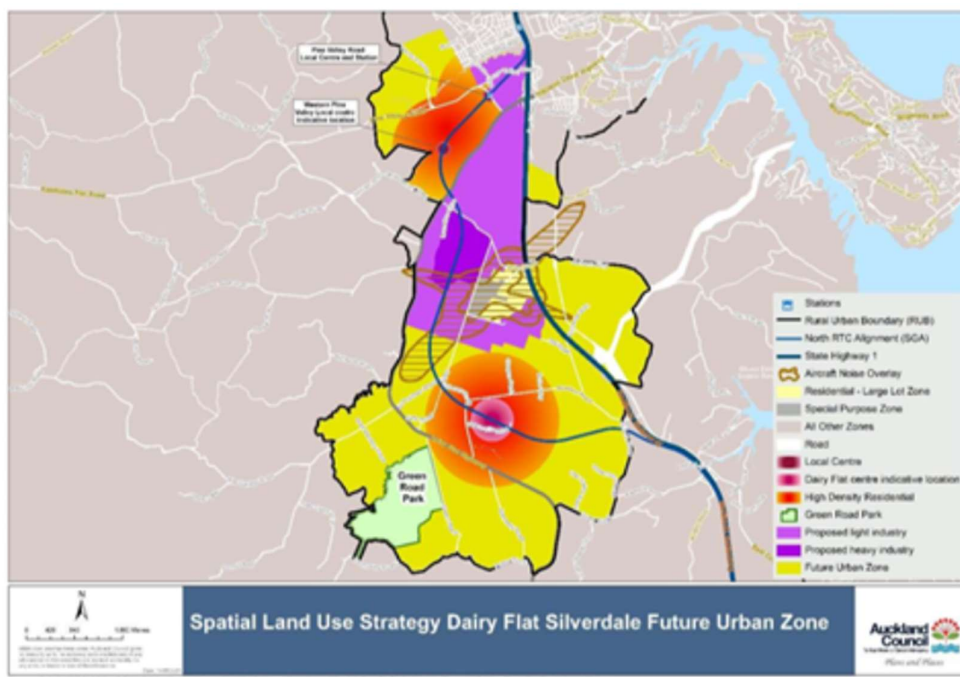


Figure 1. Spatial Land Use Strategy Silverdale Dairy Flat (Adopted, 14 March 2024)

The existing environment is generally identified by the Spatial Land Use Strategy as 'rural lifestyle' in use within FUZ land. The distribution of community services and facilities are noted by the SGA documentation to be primarily located south of Albany, while to the north they are further within the existing centres of Silverdale and extending north to Orewa. The newly establishing centre of Milldale contains a smaller quantity of community services and facilities, and Dairy Flat near Green Road Park also contains a small number in this general area (Fig. 2).

The roads within the project area currently, generally offer little or no amenity for pedestrians or cyclists.

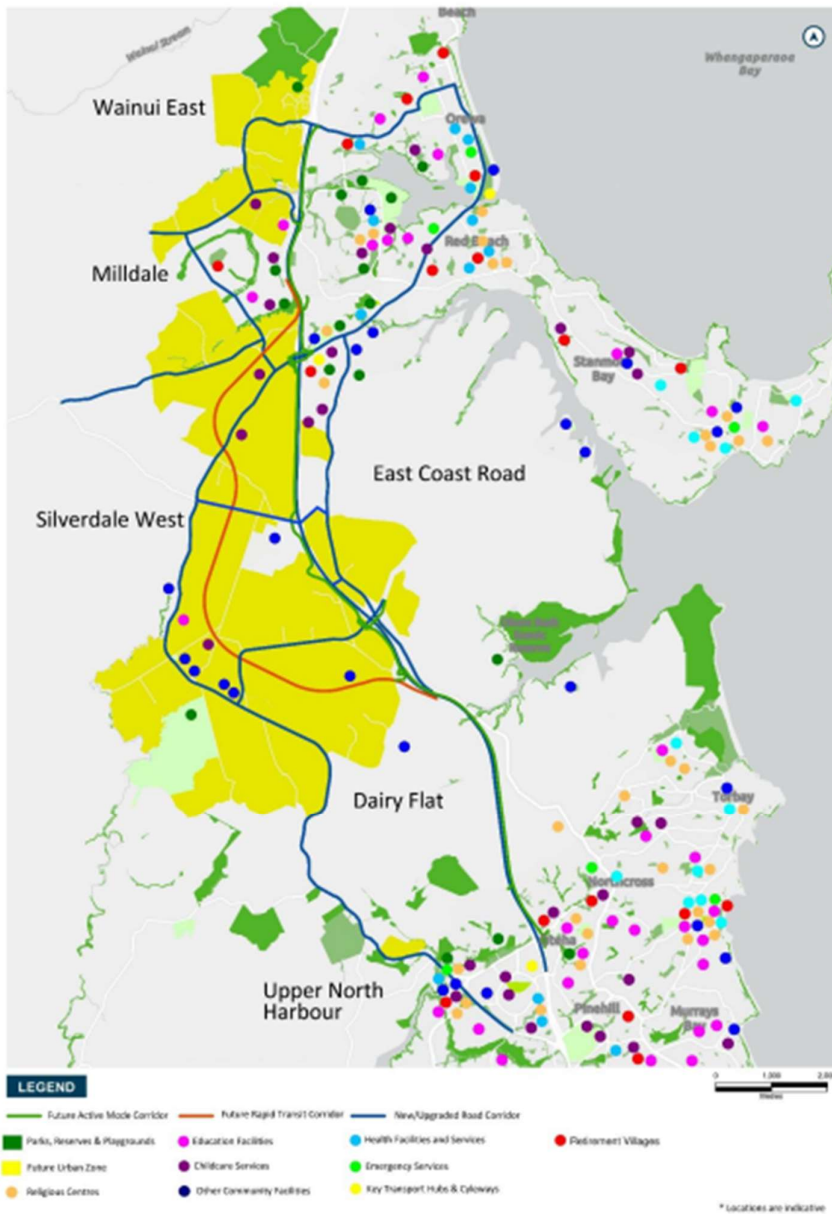


Figure 2. Existing community services and facilities (Assessment of Social Effects)

Several large-scale development projects are also noted as planned or under construction within the project area.

## 1.2 UDE / ULDMP

An urban design evaluation (UDE) has been undertaken by SGA, that utilises Te Tupu Ngātahi Design Framework as a basis for the structure of its assessment. The evaluation contains assessment and recommendations, including notes and plans for important considerations at the next stage of urban design detail.

While the use of the Design Framework Principles are noted to be referred to within the context of the evaluation of urban design outcomes, they are not considered by other specialist reports or assessments. This is considered to be a missed opportunity for all specialists to consider these more holistic built environment outcomes and opportunities identified by the Design Framework.

Conditions of designation propose Urban and Landscape Management Plans (ULDMP), which form one of the management plans that would be attached to an Outline Plan.

It is noted there are three sets of condition documents; conditions associated with the RTC and stations (NOR 1-3), conditions associated with the State Highway (NOR 4), and conditions associated with the remainder of the roading projects which are led by Auckland Transport (AT) (NOR 5-13).

All the ULDMP conditions reference Waka Kotahi urban design documents and require the integration of the project works with the adjacent urban (or proposed urban) and landscape context. Conditions for NOR 5-13 also include reference to AT urban design guides and Auckland Council's Urban Ngāhere Strategy.

For all ULDMP conditions, it is also considered that the Te Tupu Ngātahi Urban Design Evaluation (UDE) should be acknowledged as a reference document within that condition, which would enable a review of its recommendations and opportunities to inform their relevancy and their role in the further development of more detailed design work. This includes both the evaluation and recommendation tables, as well as the outcomes and opportunities plans which provide for urban design matters that should be elevated in certain locations and are unlikely to change.

It is recommended that the following reference to the UDE should be included within the ULDMP conditions after part (b).

- (c) *The ULDMP will address the outcomes and relevancy of recommendations and opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation, including the Outcomes and Opportunities Plans, in developing the detailed design response.*

This amendment would result in the need to re-number/letter the parts of the condition that follow this one.

## 1.3 General Urban Design Comments on NORS 1-13

### 1.3.1 Integrated Urban Design with Future Land Use.

Overall, the connections made by the North Project's NORs appear to generally be expansions of existing roads, sustainably making use of both existing roading infrastructure while enabling more direct connections with destinations. The location of the primary rapid transit corridor NOR 1 to support a transit-orientated development with the Dairy Flat FUZ area is generally supported, and is discussed in further detail within the assessment of NOR 1. Existing and new roads include dedicated cycling and pedestrian paths and, on specific routes, additional bus lanes. The inclusion of supporting these mode shifts is positive.

While there is broad understanding of where centres may be positioned in the FUZ area based on the now adopted spatial land use planning for Dairy Flat and Silverdale, there is an absence of information regarding further detail on residential or other land-uses. Specifically, there is no information toward

imagining how future development may integrate connections to the NORs, or with the existing cultural and physical landscape, including the area's many rivers and flood prone areas. This kind of structure planning would be expected to influence the specific design and location of centres, residential density, and community infrastructure.

This limitation is noted in the Council's submission to the PEP Committee, stating that while "in the normal course of events the council would prepare a structure plan based on economic, social, cultural and environmental consideration and taking into account proposed land uses integrated with appropriate infrastructure, prior to making decisions on transport routes. However, in this case, as has happened with the Kumeu-Huapai-Riverhead area, no such structure plan has been prepared as development is not sequenced to take place until at least 2050."

Without more specific design or planning of the FUZ area, the UDE plans can only specify a broad typology of interface on each side of the designation, based on the draft locations of centres available. These are related to general categories, with indicative crossings and permeability also shown generally as arrows between intersections.






-  Establish land use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
-  Establish an interface that enables buildings and spaces in the town centre to positively address and integrate with the corridor.
-  Establish an interface that positively addresses adjacent industrial, business and mixed use zones including consideration of amenity and surveillance for active mode users.
-  Establish landscape outcomes that provides an appropriate interface to the blue and green network.
-  Provide cross corridor active mode connection that connects to the future local transport network.

Figure 3. UDE plan key for proposed future land use integration.

While these typologies of integration are positive in their response to the nature or zone of the land through which the NOR passes through, the design of the road corridor itself does not respond to these changing contexts and the requirement for integration. For example, the corridor remains generally consistent while passing through or adjacent to a possible urban centre, school, stream, or area that may seek to support a larger number of connections to residential streets.

In general, while the road corridors have been designed to support mode-shifts, there appears to be a lack of planning in the design of the proposed roads themselves that would support an integrated urban environment. This is a goal set within the Waka Kotahi document Aotearoa Urban Street Planning and Design Guide (2022)

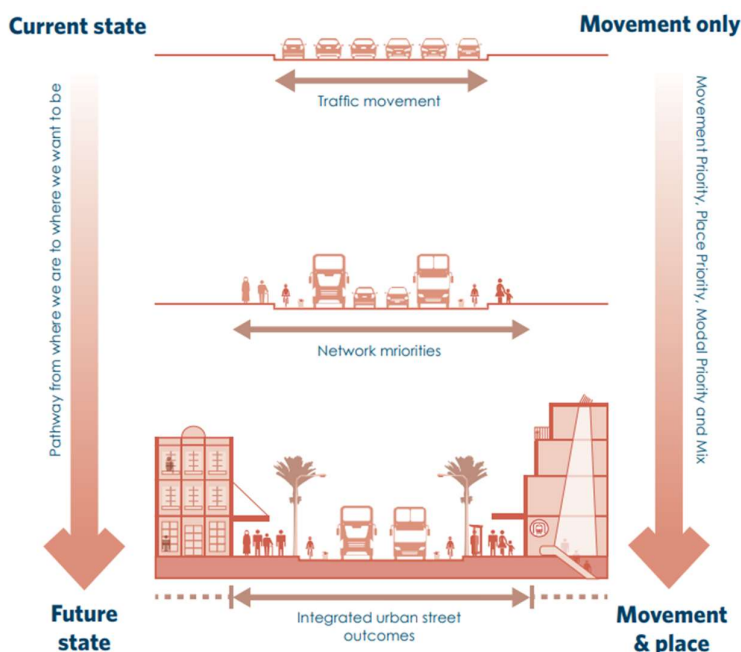


Figure 4. Diagram from Aotearoa Urban Street Planning and Design Guide (2022)

The integration of structure planning with the development of NORs would support an integrated urban environment outcome, identifying strategies and typologies where streets could support different kinds of places. The reliance on and prioritisation of planning roading infrastructure first diminishes the opportunities for considering a more holistic understanding of design opportunities, such as awa being fundamental organisational devises for future land development within Dairy Flat specifically (refer to 1.3.3 of this report).

As designed, the upgrade and development of new local roads (NOR 5-13) are generally designed as arterial roads with limited connections to them. The AEE confirms this, stating “all AT corridors (NORs 5-13) are expected to have controlled access. As the North urbanises, it is expected that future vehicle access to the network will be facilitated primarily by collector road networks within the urbanised area adjacent to each corridor. The collector network is expected to be indicatively identified by Auckland Council through structure planning; and it is expected that these will be subject to change and refinement as developers progress these connections through plan change processes. These will be assessed by standard planning and approval processes through Council” (AEE, 10.2.3.4).

However, this limitation and the effective severance caused by restricted connections and wide corridors to arterial roads is addressed by urban design guidance given in Waka Kotahi’s ‘Bridging the Gap’, which states: “traditionally, the engineering approach to managing the competing activities along urban arterials has been to restrict direct vehicular access from properties facing the road using limited access road status, removing on-street parking and in some cases installing median barriers in an effort to separate different modes of movement and reduce conflicts. Such measures have often undermined the economic and social vitality of the areas traversed. It is no longer appropriate to simply describe arterials in terms of conventional engineering-based hierarchies and codes. These leave too many important spatial outcomes and design innovations to chance” (Bridging the Gap, 4.2).

The design of the future integration relies on the condition of an ULDMP that has the objective to “enable integration of the Project’s permanent works into the surrounding landscape and urban context.” The NORs for which this is most critical are those led by AT (NOR 5-13). While it is acknowledged a catchment management plan, structure planning, and plan changes are necessary before urban development takes place (PEP, 14 March 2024), there is a risk that as designated, the



design of these arterial roads will lead to poor urban design outcomes despite the best integration efforts.

It is considered there is a risk these arterial roads, when served by limited collector roads and streets within blocks of development, will result in private rear yards backing onto the NORs and creating urban walls of high solid fences, restricting outlook, activity, and passive surveillance, leading to unattractive and unsafe streets. The prevalence of median strips, while assisting with separating and allowing traffic to flow unimpeded, are also noted by the Auckland Transport 'Transport Design Manual' as encouraging increased speeds. Medians can also cause perceptions of severance for pedestrians looking to cross these wide streets, with limited opportunities to do so.

An example of poor urban outcomes for arterial roads are given on Albany Highway, where development generally places tall fences or barriers to this corridor, and opportunities to cross the road are limited. While mid-crossing refuges assist crossing these roads, they offer little amenity and are often infrequent.



Figure 5. Examples of arterial interfaces to Albany Highway

The figure above of Albany Highway demonstrates tall fences to the road corridor, where often the rear of development backing onto these arterials, and limited crossing points that must contend with fast-moving traffic.

While structure planning is indicated by the AEE to provide future locations of local roads and development, no reference to structure planning is made within the designations conditions that would support the final design of the project works. It is considered preferable that before Outline Plans are produced, a structure plan that considers a finer grain of detail with respect to locations of stream and river networks, possible parks and open spaces, community infrastructure, schools, and pedestrian / cycle connections should be developed for Outline Plans to integrate with.

Recommend amendment to ULDMP conditions to state: *“(e)(d) To achieve the objective, the ULDMP(s) shall provide details of how the project: (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including all relevant planning documents such as catchment management plans, structure plans, and plan changes, the surrounding or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;*

An amendment to the conditions is recommended that requires the ULDMP to be produced so that it demonstrates how the road corridor design will support adjacent land use. The corridor design will include analysis of how each part of the road and its cross-section may support a range of land use activities to positively connect with the road, and facilitate appropriate speeds to allow safe and unrestricted pedestrian permeability. Recommend amendment to ULDMP conditions to include an additional item as a new item (ii) within the existing clause (d) *“The ULDMP(s) shall include: ... (ii) Design principles and concept strategies to support a variety of appropriate adjacent land uses, promoting active edges, passive surveillance, safe speeds and permeability to and across the designated corridor.”*

### **1.3.2 Mana Whenua**

The inclusion of Mana Whenua in the design and development of projects especially of the scale and significance of the North Projects is considered a fundamental urban design matter. What does the urbanisation of this land look like if lead from a within Te Ao Māori? What would giving effect to a Te Tiriti partnership look like for the future of urban development in Dairy Flat? Does the North Projects achieve this?

The inclusion of Mana Whenua within the Te Tupu Ngātahi Design Framework is limited to Principle 2.2 “Respect culturally significant sites and landscapes” where the singular Te Aranga Design Principle ‘Tohu,’ or markers, is an outcome linked to the Māori world view. The Aranga Design Principles are noted to include a rich set of principles for thinking about design holistically from within Te Ao Māori, including principles such as ‘Mana’ and ‘Ahi Kā’. The SGA team are encouraged to integrate the other Te Aranga principles, to better reflect the holistic nature of the principles, or refer to specific principles developed by Mana Whenua. If roads are considered as places, and these places are inherently intertwined with cultural landscapes, in what way can these places support the ongoing occupation and life of these landscapes?

Within a hui on Dairy Flat Land Use Integration, Mana Whenua emphasised the importance of a holistic view of the project based within Te Ao Māori, where they are recorded to have: “reiterated that under Te Ao Māori, assessment criteria need to take a more holistic view and consider matters such as connectivity, wellbeing, and not just environmental impacts” and “Manawhenua noted that fatal flaws in their eyes should be a determining factor in decisions” (3.2.2.5 Dairy Flat Land Use Integration Workshop).

The Conditions of designation include a requirement for a Cultural Advisory Report where:

- (a) *“At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.*
- (b) *The objective of the Cultural Advisory Report is to assist in understanding and identifying Ngā Taonga Tuku Iho (‘treasures handed down by our ancestors’) affected by the Project, to inform their management and protection.”*

The report is expected to include identification of “cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan”. Circumstances where this information provided by Mana Whenua does not need to be considered is also given by condition:

- (d) *Conditions 9(b) and (c) above will cease to apply if:*
  - (i) *Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and*
  - (ii) *Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.*

It is not clear how condition part (a) is reconciled with (d), and how if condition part (d) is accurate, Mana Whenua can be expected to provide a Cultural Advisory Report on the day of being invited. It is recommended that this be reviewed and amended.

The UDE states “in future design stages, Manawhenua will be invited to provide input as Partners into relevant cultural landscape and design matters including how desired outcomes reflect their identity and values”. This is linked to the ULDMP’s requirement for Mana Whenua:

- (a) *“Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP”*

While it is acknowledged there are existing engagement protocols in place established by SGA with Mana Whenua, the conditions for participation in the ULDMP or elsewhere do not refer to this or other structures for engagement, only stating in the Cultural Advisory Report condition that “The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.” It is considered a fundamentally important urban design matter that design processes are considered as well as design outcomes. It is suggested that regular and frequent opportunities are included for Mana Whenua to be able to input into the ULDMP, as well as the wider management plans. This could be included as a separate Mana Whenua condition, or integrated within the Cultural Advisory Report condition, at the discretion of Mana Whenua.

It is recommended the condition of Mana Whenua engagement is included and referred to within the ULDMP condition.

### **1.3.3 Relationship with existing streams and proposed stormwater network**

The position and prevalence of streams and their patterns of flooding within the Dairy Flat area is one of the most significant design considerations to development in this area.

The opportunity of daylighting and restoring streams is considered a critical urban design outcome for the success of future development in this area. While the holistic imagining of how a future focused, climate conscious urban development would fit within this context would only be able to be explored within a structure planning or wider design scope, the NORs also have the opportunity to explore this where they interact with or intersect streams.

It is noted that while the AEE appears to include reference to an active mode path beyond the roading network, following the Huru hura / Dairy Flat Stream (Fig. 6, below), this is not reflected in the final NORs proposed, and no other streams or rivers are identified for similar integration. However, this diagram points towards the urban design opportunities of a wider network integrating with the web of streams present here. It is expected that this would be an important outcome of future structure planning.



Figure 6. Diagram of active mode paths (AEE, 8.1.1)

The proposed NORs introduce a number of stormwater ponds / wetlands to manage stormwater within the development. It is unclear what their design specifically includes, and these are recommended to support an ecological response as much as possible. The UDE also supports this outcome, stating “further refinement of the proposed stormwater treatment devices, swales and ponds during the future design stages is recommended to define the final form and interface with the surrounding land uses. For example, wetland edges may be configured in a naturally shaped manner and fully integrated with existing natural drainage features and vegetation” (Table 3, UDE).

Many of these ponds or wetlands are close to potential centres. The opportunity of the visible linking of public life with ecological systems and their function is considered an important urban design outcome to support a climate conscious public realm. It is recommended that public activation and integration is explored for these spaces as much as possible.

The importance of restoration and integration of streams is reiterated by Mana Whenua, where aspirations for the development are stated:

*“If AT could be a leader to incorporate waterway, wetland, and ngahere (forest) restoration into the transport upgrade projects – that would go a long way to setting a benchmark for the right way to undertake development work. Much of the current rural land will be converted into urban residential, commercial and industrial development – this change makes the focus on restoration efforts that much more important to try to retain and enhance nature in the environment” (Peiter Tunder, Ngāti Manuhiri, Mana Whenua Engagement Summary).*

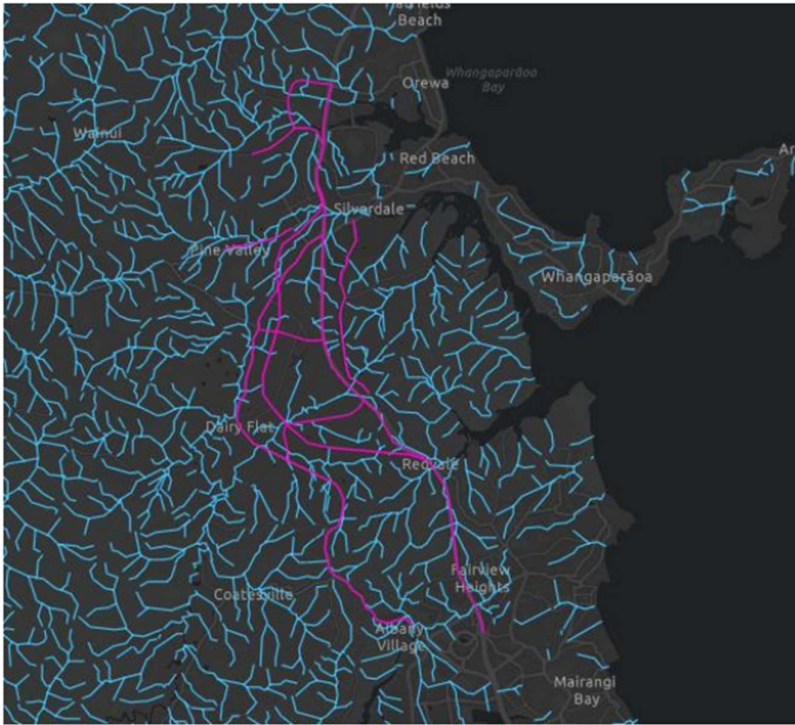


Figure 5: Map of Streams across the Study Area

Figure 7. Map of streams that intersect NORs (Joint Cultural Impact Statement)

The integration of the public realm with the wetland, stream and river network in the Project area would form an important part of the structure planning recommended at 1.3.1 of this report, thus informing the ULDM for each NOR where it interacts with the stream and wetland network.

#### 1.4 Submissions related to all NORs

Within the submissions received for the 13 NORs were a variety of matters that related to either all or multiple NOR individually, or the SGA North project as a whole. While many of the matters raised by submissions fell outside of the scope of urban design, those that did have a relationship to the urban design outcomes of each NOR or the project as a whole are summarised below.

Because these matters relate to all NORs and their integration into this area, these matters are not repeated within each NOR specific Urban Design assessments.

##### 1.4.1 NOR planning before structure planning for the greater Dairy Flat area.

Many submissions raised the concern of the project planning of the NORs occurring before a structure plan for the greater area of FUZ land between Silverdale and Albany has been completed, noting only the Silverdale West Industrial zone has been structure planned. For example, several submissions used the following text (Submission Leah Christine McNee and Gerald Campbell McNee (NOR 1, #15):

- “The planning process has put t’e ‘cart before the ho’s’e’ by laying claim to land for possible transportation corridors some decades ahead of the development of structure plans for urbanisation and confirmation of transportation needs. There is no pressing need to reserve land for the future transportation network immediately and we consider that the urban planning for Dairy Flat should be done first and done well, before determining the location of the rapid transit corridor. As this urban planning has not yet been done adequately, there is considerable uncertainty about the optimal location for the RTC.”*

The AEE states that among the options for protecting a future rapid transit route, plan changes and structure planning were considered but ultimately decided against because *“structure planning in most of the North is generally not anticipated for some years, leaving routes vulnerable to buildout in the interim.”*

This is partially considered an urban design matter related to the achievement of transit-oriented development, noted as an important goal of the NPS-UD, and where large structural moves of transport and network access are important elements to develop early. However, it isn't clear why structure planning could not happen concurrently with the development of the RTC, which could impact route selection if locations of centres or density were to be moved.

While it is considered there has been a lack of planning and design thinking with respect to a wider and more holistic approach to how this area may develop in the future, it also noted most of the NORs proposed follow existing roads. The most significant new road in the Dairy Flat area (NOR 11) has also been set out in the Silverdale West Dairy Flat Industrial Area Structure Plan. Overall, this is considered a sensitive and sustainable approach with respect to existing land use and infrastructure for how the FUZ may be developed.

In 1.3.1, I recommend the types of roads and their design is integrated with a more holistic understanding of the wider area, including how streams and potential flooding are integrated into development, and where centres, open spaces, community infrastructure, and mixes of development intensity are located. Without this holistic approach, it is more difficult for the design of roads, including their corridor widths and cross-sections, to support these adjacent places.

In general, I support the key move of a rapid transport corridor positioned as a central spine that allows development to occur equally around it, facilitating walkable and accessible centres. This is a positive move when compared to an RTC being pulled towards the State Highway while density is located away from this due to negative reverse sensitivity effects, disconnecting stations from people and necessitating further car dependence. The RTC route is also discussed further in comments related specifically to NOR 1.

#### **1.4.2 Engagement with Mana Whenua**

Submissions by the Manuhiri Kaitiaki Charitable Trust for all NORs reiterated the importance and desire to see Mana Whenua engaged with:

- *“We strongly urge the Council to engage the Manuhiri Kaitiaki Charitable Trust for cultural oversight in taiao-related projects, ensuring a culturally respectful and sustainable approach to development.”*

This is considered a fundamental urban design matter discussed at 1.3.2 of this report.

#### **1.4.3 Flood risks and suitability of land within Dairy Flat FUZ.**

Submissions raised concern regarding the suitability of Future Urban Zoning in the area, after the FDS raised questions about it, given its flooding hazard, and therefore the need for a rapid transit corridor through the area with anticipated development in question.

- *“Auckland Council has recently recognized that Dairy Flat’s suitability for urbanisation needs to be reassessed, given concerns about flooding risks” – Submission Phil and Paula Mitchell (NOR1, #05).*

While this is partially an urban design matter in the recommendation to consider a holistic urban design approach to the FUZ area, as discussed in 1.3.1 of this report, it is noted the suitability of land for development requires the input of many other specialists beyond urban design.

#### 1.4.4 Integration with approved and proposed land use and subdivision consents, and plan changes.

Many submitters raised concerns regarding the lack of integration within NOR plans of approved and proposed resource consents and plan changes.

The AEE confirms that approved consents are included in its assessment as part of the existing environment, listing several larger scale developments it has considered. The AEE goes on to also state *“Te Tupu Ngātahi is also aware of a number of smaller-scale consents at different stages of the process, which are located close to or in some instances within designation boundaries. Some of these have come to light during the engagement phase. These have been reviewed and considered in finalising indicative designs and/or indicative designation boundaries.”*

Notable submissions from larger landowners regarding integration of NORs with private developer lead plans are made by Fulton Hogan Land Development (NOR 1 #43, NOR 2 #10, NOR 4 #15, NOR 7 #9, NOR 8 #21, NOR 10 #9, NOR 11 #11, NOR 13 #28), Fletcher Development Ltd (NOR 3 #13, NOR 4 #41, NOR 8 #52, NOR 13 #34), and Weiti Green Ltd (NOR 4 #43, NOR 5 #19, NOR 12 #37, NOR 13 #36)

- **Fulton Hogan Land Development & Fletcher Development Ltd**

Submissions by Fulton Hogan and Fletcher Development Ltd feature in a range of NORs with regard to the integration of NORs with proposed plan changes. Fulton Hogan in their submission to NOR 1 (#43) summarise the scale of their interest in the North Projects, which also are in partnership with Fletcher Development:

*“By way of background, FHLD is responsible for the existing development at Milldale (Wainui Precinct), and is currently preparing a private plan change request to the Auckland Unitary Plan, seeking to rezone land adjacent to Milldale (at Milldale North and Wainui West) from Future Urban zone to a combination of operative AUP zones. FHLD, in conjunction with Fletchers, has also recently lodged a private plan change request to the AUP to rezone 107.35ha of land within the Silverdale West Structure Plan Area from Future Urban zone to predominantly Business - Light Industry zone”*

They also note in submission #21 for NOR 8 that the private plan change within the industrial zone would include “a suite of transport upgrades as prerequisites to development” which conflict with the design of NOR 8, and request that this is integrated into the NOR.

The AEE notes that *“the project team met with Fulton Hogan in March and June 2023 to discuss impacts of the designations on Fulton Hogan owned land (NoR 1, NoR 2, NoR 4, NoR 7, NoR 8, NoR 10, NoR 11). Some concerns were raised on the extent of designations on land held by Fulton Hogan within the Silverdale West Structure Plan area and the potential that this would sterilise the land. The project team have considered the designation boundary in this area in response to this feedback”* (AEE, 23.4.9).

I have not been able to review a copy of these plans and cannot comment on the implications of the NORs on these plans.

Both Fletcher Development Ltd and Fulton Hogan Land Development note in their submissions that management plans such as the ULDMP would be more useful to landowners and developers if they were to be provided “at the time of the Outline Plan is applied for” rather than “prior to construction.”

- **Weiti Green Ltd**

The submissions on behalf of Weiti Green Ltd, submitting on NOR's 4, 5, 12 and 13, raised concerns regarding how NORs would integrate with the proposed Weiti FUZ development area, and in particular the landholdings of the submitter.

Specific concerns included the integration of this area of the FUZ with future arterial roads required to service it, public transport links adjacent to the area, and coordination / limitation of the existing Ō Mahurangi (Penlink) designation.

To mitigate some of these concerns, Weiti Green Ltd (WGL) propose the following condition:

*"That the conditions require the requiring authority to:*

*a) Establish a process to encourage and facilitate the integration of master planning and land use development activity on land directly affected by, or adjacent to the designation. This should allow for developers to request information from the requiring authority regarding the design details and for the requiring authority to receive development details from developers. There should then be an expectation that each party would act in good faith to achieve integration of land uses. A similar condition is being proposed as part of Supporting Growth's North West package of notices of requirement. In relation to WGL's landholdings, such a process should ensure that the matters listed in relief item 3, above, are provided for"*

I generally support this condition for both ensuring the ULDMP and Outline Plan understand the context of a project as well as establishing a good process for working with communities and stakeholders.

It is noted that there is a "Land use Integration Process (LIP)" condition for NORs 5-13, which appears to broadly include the idea of the condition above, and which also gives its purpose as "to encourage and facilitate the integration of master planning". A notable difference between the WGL and North condition is the absence of "an expectation that each party would act in good faith to achieve integration of land uses." It is recommended that the requirement to act in good faith is included in the condition of designation, and that the overall LIP condition is included for NORs 1-4 as well.

## **1.5 NOR Specific Urban Design Assessments**

### **NOR 1 - New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path**

#### **Overview**

The AEE summarises the scope and requirement for NOR 1 as:

*"a new 16km long Rapid Transit Corridor (RTC) is proposed as a long-term public transport and active mode spine for the North growth areas (refer Figure 8-1). The RTC corridor will run between Albany bus station (just south of Ōteha Valley Road) and Milldale, and will service future communities in Dairy Flat, Silverdale West and Pine Valley future urban areas. Waka Kotahi is the requiring authority. "*

*"The RTC will provide the opportunity for up to 5 – 6 stations in future (refer Figure 8-2 for potential locations), with two stations proposed to be designated now as part of the North Projects with Waka Kotahi as the requiring authority – see NoR 2 and NoR 3. The other station locations will be determined in future, as part of more detailed planning of these future growth areas"*

#### **Urban Design Comments**



The overall alignment of NOR 1 is considered to have the potential for a positive urban design effect, establishing opportunities for transit-oriented development within the FUZ area of Dairy Flat.

The decision-making process for the route selection is presented within the Assessment of Alternatives, and while these show a range of options and summarise the reasons why a route was selected, the comments provided are high-level in nature and do not provide detailed assessments. As with comments made in my general urban design comments within 1.3.1, there is no evidence of assessment as to how patterns of development may occur within the Dairy Flat area as a whole, and where supporting community infrastructure would be best located relative to a range of considerations, such as would be achieved in a structure planning process.

Without this holistic understanding, the route selected appears to be consistent with supporting development equally around a central spine, facilitating walkable and accessible centres.

The Assessment of Alternatives states this centrally located option “included the opportunity for a high quality/separated facility with improved accessibility and lower speed around a Dairy Flat town centre in the middle portion of the FUZ. The option scored very well against the investment objectives, reflecting a high level of accessibility to jobs; very good integration with the pace, scale and form of Council’s land use aspirations; and very good patronage and mode shift outcomes” (Assessment of Alternatives – Table 6).

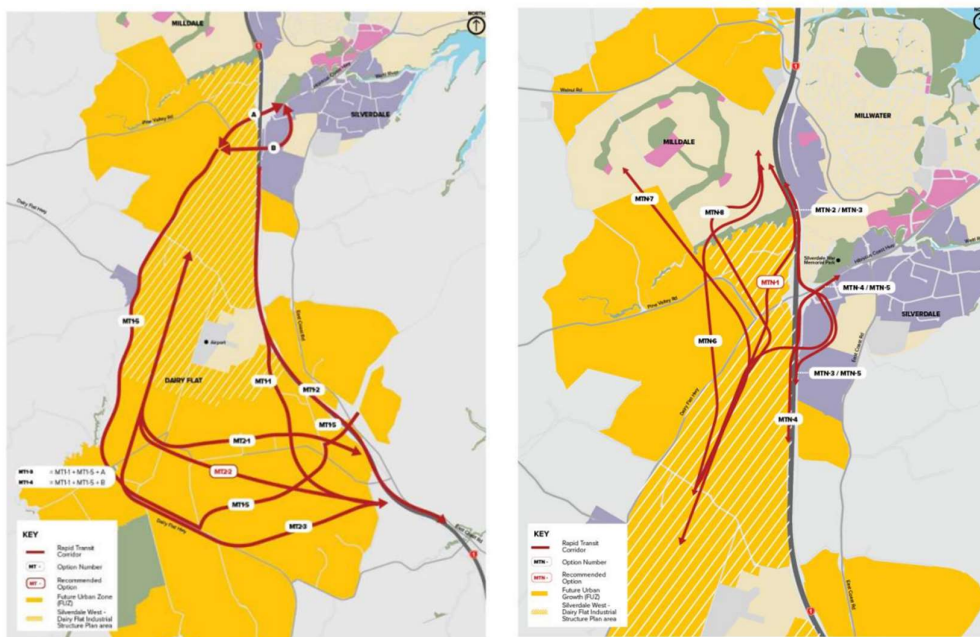


Figure 8. Figures from Assessment of Alternatives Table 6.

Connections through the eastern FUZ area and southern parts of Silverdale via either East Coast Road or O Mahurangi were not selected, assessed as being less accessible, direct, and causing severance issues. Later route options that included the Hibiscus Coast Bus Station across the motorway were also not recommended “because they either did not align well with the Rapid Transit Corridor at Albany and the Rapid Transit Corridor to the west of the State Highway north of Awanohi Road, or because of their impacts on the SEA to the west and associated environmental and cultural values.” It is also noted that additional crossing of the Wēiti Stream was strongly opposed by Mana Whenua.

It is noted the existing environment at the terminus of the RTC at Milldale is relatively suburban and recently constructed, limiting opportunities for higher-density transit-oriented development. However,

the Highgate bridge that connects across SH1 will allow good access from the station to both Milldale and Millwater / Silverdale centres.

I generally agree with this assessment and the route selected. I generally support the conclusions and recommendations of the UDE to be considered within the ULDMP.

## Submissions

Matters raised by submissions specifically related to the urban design of NOR 1 included:

- Submission by Hana Ryu and Hyeri Park (#13,14) raises the concern of separate cycleways provided adjacent to the RTC:

*“the inclusion of a separate cycleway structure raises questions about its practicality and cost-effectiveness. Existing examples of dedicated cycle paths have shown limited usage, and I believe utilizing existing roads space for cycle lanes could be a more pragmatic solution”.*

- Similar concerns are raised by Submission by Young Jin Seo & Jea Hoi Noh (#37), and proposes cycleways should be provided adjacent to SH1:

*“RTC encompasses a road that includes both bus lanes and bike lanes. Adding bike lanes requires additional costs and land acquisition. Considering bike lane support, expanding existing arterial roads and easily installing them along the highway, as observed in other areas, appears to be a simpler and more economical solution.”*

While not expected to have an especially active frontage facing toward the RTC, the route offers benefits of passive surveillance by public transport users and operators, and is a direct, smooth, and uninterrupted route for active transport modes. Providing the option of this route as an alternative to roads is a positive urban design outcome allowing users to choose their route. Permeability of active modes with this route will be important to offer alternative routes to and from this network, to achieve appropriate CPTED outcomes, however this is considered more easily achievable when compared with a location adjacent to SH1.

- Submission by Wonchul Jang (#22) and Eunju Kim (#64) raise concerns regarding *the aesthetic appearance of the RTC corridor*:

*“I want to share my worries about the proposed bus corridor in the Dairy Flat area’ I’m not happy about how the bus corridor might look. If they build a big wall or fence along the road, it might not fit in with the neighbourhood. It could make the area look not so nice’ I’m also worried that the bus route might become a target for graffiti and noise.”*

I acknowledge the submission’s concern; however, I note the general arrangement plans for NOR 1 appear to show retaining walls on the RTC, and none in the Dairy Flat area unless bridges are included. Appropriate landscape integration of the at times large battering and interface of the RTC with the adjacent urban environment will be important to achieve, and this is provided for within the ULDMP condition that includes the UDE recommendations.

- Submission Yixue Chen (#57) states:

*“The council plans to build a new centre on Grace Hill Dr, but the Nor1 new road will cross it. The traffic will be a huge problem for the High-Density Residential Zone here. It is not a smart way to build a new road here, I think the Nor1 new road should avoid the new centre area”*

In general, better urban design practice is for RTCs to be located within centres. It is also noted that Bawden road is proposed to be modified, increasing from two lanes to four.

## NOR 2 - New Milldale Station

### Overview

The AEE summarises the scope and requirement for NOR 2 as:

*“The Milldale RTC Station will form the terminus of the RTC network and will have a focus on local access through active modes (refer Figure 8-6). This station is to be located between the SH1 corridor and existing residential areas at Milldale, north of Kathy’s Thicket (SEA), and provides access to the RTC for the Milldale community. The consented Highgate Bridge connection (bridge over SH1) between John Fair Drive and Highgate Parkway is also in close proximity. Waka Kotahi is the requiring authority.”*

### Urban Design Comments

As noted for NOR 1, the ability of development around Milldale Station to intensify appears limited, with existing housing recently constructed and relatively suburban in nature, necessitating reliance on other modes to arrive at the station including walking, cycling, local buses and the ‘Park and Ride’ facilities.

However, its location adjacent to SH1 is important to provide service to both sides of the highway, subject to the strong linking across SH1 via Highgate bridge under construction, including active transport modes.

The station’s design represents a strong opportunity to connect with the existing cultural landscape and anchor this as a core element of the public realm.

I generally support the conclusions of the UDE, and recommendations to be considered within the ULDMP.

### Submissions

Matters raised by submissions specifically related to the urban design of NOR 2 included:

- Submission by Hamid Sharifi (#3) raised concerns regarding the integration of the capacity of the new station and its into the surrounding urban fabric:

*“The existing roads in our neighborhood are not adequately wide to handle the increased traffic flow that will result from the new rapid transit station. I am concerned that this will lead to congestion, road safety issues, and decreased overall quality of life for residents. Parking Issues: The project seems to lack sufficient planning for parking facilities, causing neighboring streets to become de facto parking areas for commuters using the station.*

*“The construction and operation of the station, including increased foot traffic and the presence of public transportation, pose a threat to the privacy of the neighborhood. This is particularly concerning given the residential nature of the area”.*

- Several other submitters were concerned with effects of traffic and privacy Timothy Peter Mathewson (#4), Pouneh Ziae Zarifi (#5).

As stated in earlier urban design comments, there is an apparent misalignment with the intensity a transit station is expected to support and the urban environment it is proposed to fit within. The increased number of people in the area to access that station is not inherently considered an adverse effect, however the predominance of a lower intensity / suburban residential design including low fenced open front gardens is noted and may lead to reverse sensitivity effects on these properties. The issue of parking is best addressed by transport specialists.

However, the station design gives a broad plaza between the street and the station, and the detailed design is expected to be able to mitigate some of the most direct effects on adjacent properties. Landscaping to the street will be important to soften this interface.

### **NOR 3 - New Pine Valley East Station**

#### **Overview**

The AEE summarises the scope and requirement for NOR 3 as:

*“ The new Pine Valley East Station is located at Pine Valley Road on the border of the future industrial area and the Pine Valley FUZ area (refer Figure 8-9). An indicative concept of the main station is in Figure 8-10. Given the constrained designation footprint at Milldale, the Pine Valley East Station will operate in a ‘terminus station’ capacity.”*

#### **Urban Design Comments**

I generally support the UDE assessment and recommendations.

The station’s design represents a strong opportunity to connect with the existing cultural landscape and anchor this as a core element of the public realm.

The presence of a large parking lot within a higher density area is a generally a poor urban design outcome. Other options should also be considered, such as a parking building. If provided at grade, the design of the area should be considered as ecologically as possible, with opportunities for large trees, permeable surfaces and planting.

#### **Submissions**

Matters raised by submissions specifically related to the urban design of NOR 3 included:

- Submission by Young Jin Seo (#5) raises concerns regarding the location of cycleways, and the use of ‘Park and Ride’ facilities:

*“RTC encompasses a road that includes both bus lanes and bike lanes. Adding bike lanes requires additional costs and land acquisition. Considering bike lane support, expanding existing arterial roads and easily installing them along the highway, as observed in other areas, appears to be a simpler and more economical solution. Even from the perspective of adding bike lanes, future constructions along Dairy Flat Hwy, East Coast Road, Motorway, etc., make additional investment in bike lanes through bus-only lanes unnecessary.”*

*“The concept of “Park n Ride” is considered archaic, inefficient, and a wasteful desk-based approach even in countries with well-developed public transportation. Especially in the entire 16.5-acre area” (#5)*

The matter of location of the bike lanes is addressed in similar submissions regarding cycleways in NOR1.

With respect to Park and Ride, in general, the urban design aspiration for this station is the support of high-density development within a walkable catchment to this station. While the support of linking the station with other public and active transport modes is the next best form of access, the ability to drive a private vehicle to the station is considered positive to support users who are not well served by public transport, especially those located in more rural areas further west of the FUZ area. However, the physical space of a large parking lot within a high density area is generally a poor urban design outcome, and this is addressed in general comments related to this NOR.

- Submission by LE Hawkin (#11) raises concern of lack of detail regarding integration of station.

*“The lack of detail in relation to key impacts of the proposed designations on the property, including in relation to access arrangements to the property both from a future roading network and from the Station, integration of the RTN and Station with adjacent urban development, including Station design, amenity protection and landscaping;” (#11)*

It is expected that the design and integration of the station can be managed within future design stages within the Outline Plan and ULDMP.

## **NOR 4 - SH1 Improvements**

### **Overview**

The AEE summarises the scope and requirement for NOR 4 as:

*“The SH1 Improvements combine several projects (set out at Section 3.2, and below) into a single strategic transport package for the North Projects, under NoR 4 (refer Figure 8-12 and Figure 8-13). The projects will be facilitated via alterations to existing SH1 designations (6761, 6760, 6759, 6751), including alterations to the existing designation boundaries to allow for the proposed works, alteration of the existing designation purposes to allow for active modes (a cycleway and/or shared path), and the addition of new conditions (refer Volume 1 for further details). The projects will improve travel choice and access to economic and social opportunities, improve safety, and support sustainable growth in the Future Urban Zone.”*

### **Urban Design Comments**

I generally support the assessment and recommendations included within the UDE, and in particular with regards to the need to consider CPTED in future design stages of the active path, which for long stretches is isolated and has no passive surveillance.

Related to this, there appear to be a number of locations where entry / exit to the active mode path could be included:

- Awanohi Road (via stairs) at chainage 3700
- East Coast Road at either chainage 4000 or 4600.
- BP service station
- Stairs, while not offering a continuous path for cyclists, offer CPTED and pedestrian benefits.

The connection to East Coast Road at the above location may be an easier / more direct route for cyclists coming south from East Coast Road and wishing to join the SH1 active mode path at the proposed interchange with O Mahurangi, without being required to navigate a complex interchange to the west, only to return to the east side again soon after.

I recommend these are explored in future design stages.

### **Submissions**

Matters raised by submissions specifically related to the urban design of NOR 4 included:

- Submission from Mammoth Ventures Limited (#17) is the registered owner of 1738 Dairy Flat Highway is concerned with cycleway arrangements at the Silverdale interchange:

*“The proposed cycleways are complex and costly (unfundable), and there is no reasonable need for 2 separate cycle bridges over the motorway at this location, and no reasonable need for 3 separate cycleways through the submitter’s property. The complex cycle way arrangement is too impactful and misses the opportunity to integrate land use and transport. While the proposed cycle way is proposed to travel through the*

development it is located above ground level and shows no evidence of connecting to a potential commercial development from within the site. This reflects a lack of overall masterplan as referenced above”

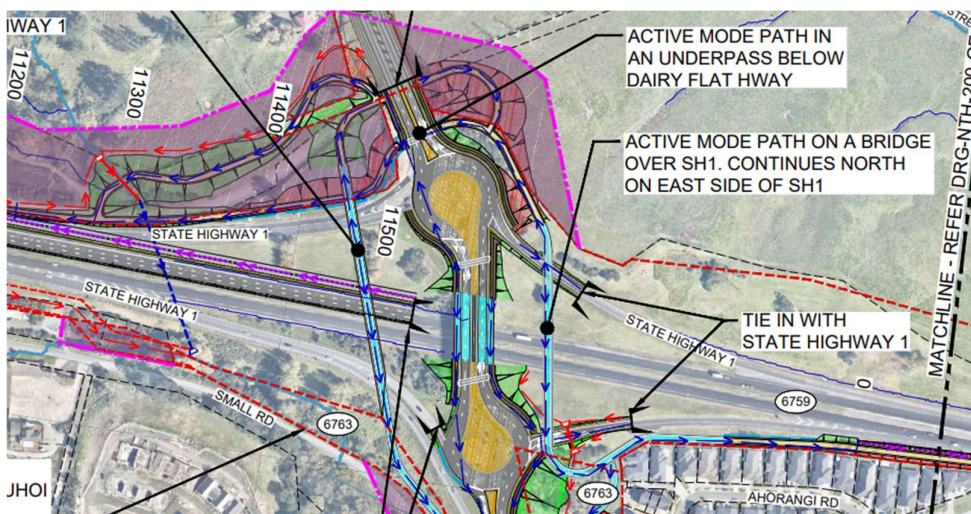


Figure 9. Cycleway infrastructure at the Silverdale interchange.

While the general arrangement plans are complex, they are arranged to provide continuous paths north-south via an underpass, and connections east-west that removes the conflict of crossing both the four-lane Hibiscus Coast Highway and Dairy Flat Highway. It is not clear why cycle paths are shown on the main interchange bridge, given they appear discontinuous and would require crossing several difficult intersections.

The ability to cross this interchange easily and freely via separate bridges provides a good urban design outcome for this mode, linking Silverdale with the RTC route.

- Submission by Robert and Linda Brown (#24) is generally concerned with the effects of NOR 1, however are relevant to NOR 4 in their advocacy for locating the RTC along SH1:

The proposed RTC through the centre of the Dairy Flat area (NoR1), with its duplication of numerous bridges, its creation of a separation and division of the surrounding urban areas, associated visual and noise pollution radiating from its edges with those implications, stormwater control systems, the financial cost to purchase surplus land needed for its construction due to its location and design are but a few of the reasons that it should be located alongside the current SH1 system. Feeder systems from the SH1 area, as currently in place for the car/bus network would better cater for the public with feeder bus ability to provide stops at closer intervals than the proposed RTC system. While we

The selection and positive effects of the RTC route are addressed in earlier comments regarding NOR1.

## NOR 5 - New SH1 crossing at Dairy Stream

### Overview

The AEE summarises the scope and requirement for NOR 5 as:

*“this project comprises an AT designation for a new two-lane urban arterial overbridge with separated active modes on both sides of the carriageway. The bridge will cross over SH1 and connect Top Road on the west to East Coast Road on the east at its intersection with Worsnop Way, approximately 1.2km south of Wilks Road. The new connection will assist in providing an all-mode network with improved east-west connectivity between*

*social-economic opportunities and developing FUZ areas either side of SH1. The project also provides an opportunity to cross SH1 without needing to travel through the adjacent motorway interchanges (Ō Mahurangi Penlink (Redvale) Interchange) and Bawden Road), therefore reducing additional pressure on the existing network “*

### **Urban Design Comments**

I generally agree with the UDE recommendations. The large battering to this NOR represents challenges for effective and positive integration with the future urban environment.

Footpaths / cycleways stop abruptly at the intersection of Top Road. It is expected that the transition to smaller scale roads is resolved at a future design stage.

### **Submissions**

No specific urban design submissions were received for this NOR.

## **NOR 6 – New Connection between Milldale and Grand Drive**

### **Overview**

The AEE summarises the scope and requirement for NOR 6 as:

*“This project comprises a new two-lane urban arterial with separated active mode facilities on both sides between Wainui Road in Milldale and the Ara Hills development in Upper Ōrewa (refer Figure 8-19). This will connect to a new developer-led urban arterial with separated active mode facilities through the Ara Hills development to connect to the Grand Drive interchange at SH1.”*

### **Urban Design Comments**

The southern part of this NOR sits adjacent to the proposed school for which land has been purchased by the Ministry of Education but not designated. Tributaries of the Ōrewa River cross NOR 6 at several points and while this constrains typical development, is also considered a wider urban design opportunity.

The northern part of the NOR connects across steep terrain to a private development led by AV Jennings Ltd.

All of these interfaces are important urban design matters to resolve, and they are each discussed with respect to submissions below.

I generally agree with the assessment and recommendations of the UDE.

### **Submissions**

Matters raised by submissions specifically related to the urban design of NOR 6 included:

- Submission for AV Jennings Ltd (#6) raises interface issue with their Ara Hills development:

*“The interface with southern stage (shown in Figure 2) will result in a narrow slither of land in between the arterial road and the Ara Hills Development site. This will need to have a suitable landscape response to manage amenity impacts on this adjacent consented lots. It is not clear if there are conditions that will suitably manage this interface and relationship to ensure it responds to the consented dwellings (not yet constructed).”*

*“A palisade wall is under construction at Stage 2 shown to the east of the designation boundary. The earthworks plans are showing fill batter directly adjacent to this wall.”*

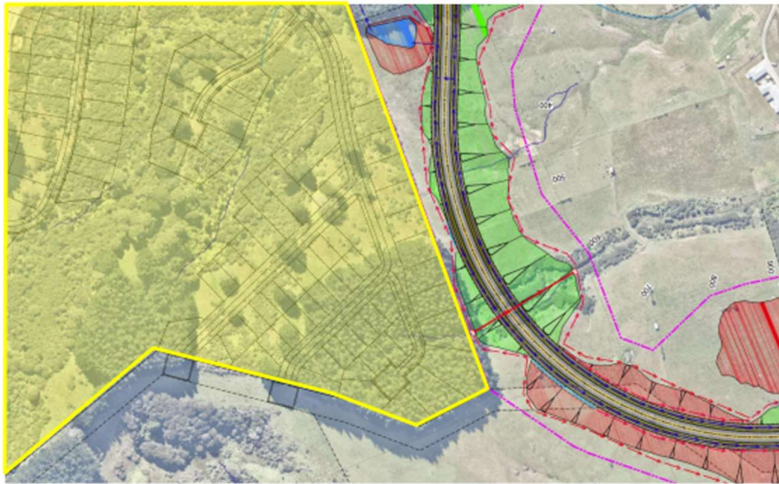


Figure 2: Designation corridor adjacent to southern boundaries of Ara Hills (Ara Hills site shown in yellow)

Figure 10. Submission plan showing relative location of Ara Hills with NOR 6

While this development is shown in the General Arrangement plans for NOR 6, the plans within the UDE do not appear to take this development into account. However, the UDE also notes this interface should establish land use integration and provide cross corridor active mode connection in locations where it appears Ara Hills would have high rear fences backing on to it.

While the submission is concerned with effects on their development, the steep topography is noted to potentially place this road around 10m down from the boundary. Given the nature of this context, it is considered that the greater urban design effect would be on the future users of this road rather than the submitter, in particular pedestrians who will be left with a blank interface on this side of the road due to a lack of space for future development. However, the topography also makes this northern part of the NOR challenging to development, and may be better retained as a more natural or ecological area.

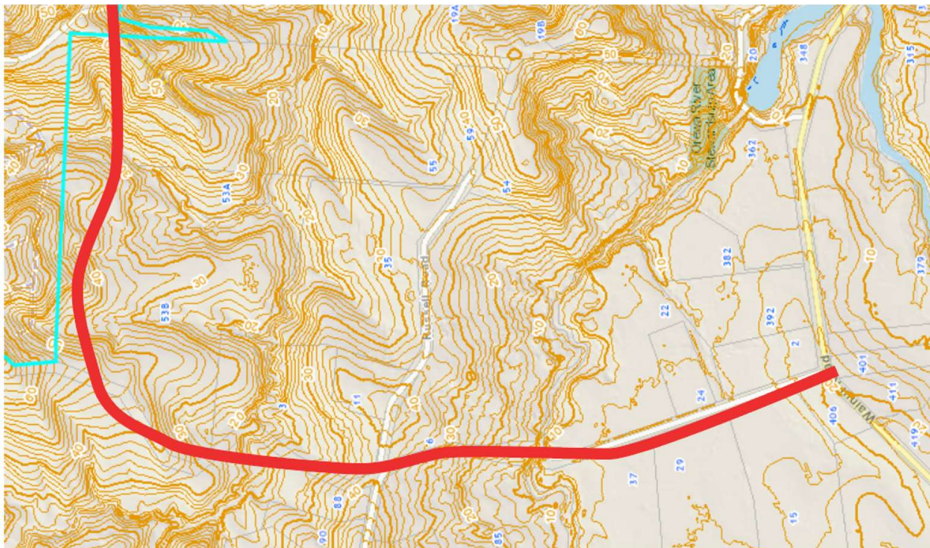


Figure 11. Topographical map of NOR 6. AV Jennings Ltd site shown at left.

- Submission from Vineway Ltd (#1) for both 53B&55 Russell Road also raise concern with the integration of development at this location, but raise concerns with development potential on their land.



*“The proposed designation does not integrate with a future residential development on the land... We are concerned that the proposed road network plan requires significant land taken for batter support.”*

The extent of NOR designations are not considered an urban design matter. However, as noted in the previous submission, large battering and steep topography may limit how potential development is able to connect with this road, leading to a loss of activity and passive surveillance on to this road.

- Submission by Visavis Ltd (#8) raises concern for location of stormwater pond on Upper Orewa Road:

*“would like to suggest that you find another location on Upper Orewa Road for the storm water pond you have planned for this site. For example across the road, Upper Orewa border of 406 Wainui Road, on the school land which has been purchased by the ministry of education. As this is the back field of the new school and will not be used apart from being planted out.”*

*“Furthermore if Upper Orewa Road is to serve as a corridor with a school and housing we do not think it will look aesthetically pleasing to have a oblong shaped pond just as people enter the road and in between housing. In our opinion the Orewa river which borders 22 Upper Orewa must surely be able to act as a catchment area.”*

The location and integration of stormwater devises is generally a hydrological matter. However, with respect to the aesthetics and integration of the stormwater pond, as discussed in 1.3.3 the integration of the stormwater ponds is seen as an important urban design opportunity. This is also noted within the UDE.

- Submission Ministry of Education (#9)

While general support is given for NOR 6, including the intersection at Upper Orewa Road and Eainui Road, the MoE have concerns regarding the interface of roads to the school:

*“The intent of this work is supported as it will provide better connectivity for the future catchment of the proposed Wainui School campus which is envisaged to have a secondary school, primary school and specialist school.”*

*“NoR 6 has a significant impact on the frontage of the properties the Ministry has acquired or is acquiring for the school. As shown in Figure 4 below, the general arrangement shows a relatively large impact on the school from the batters may not be conducive to a suitable school access and interface between the school and the road. The Ministry has had previous discussions with Auckland Transport about this school proposal and whilst the school proposal is acknowledged in the NoR documents, the indicative arrangement shown is of concern in regard to compatibility with the school campus. The school campus site is shown in the draft structure plan prepared by Fulton Hogan as part of its private plan change proposal to urbanise adjacent land.”*



Figure 12. School campus land as shown in submission.

This is a matter requiring further design communication between the SGA team and the MoE.

However, for a large school campus, there may only be required a limited number of intersections with Upper Orewa Road to appropriately control access to the school grounds. A desirable location for this is noted within the UDE as towards the roundabout (at position 1, below). The interface with Upper Orewa Road is also noted to be constrained by the apparent tributaries to the Ōrewa River that pass through this site interface.

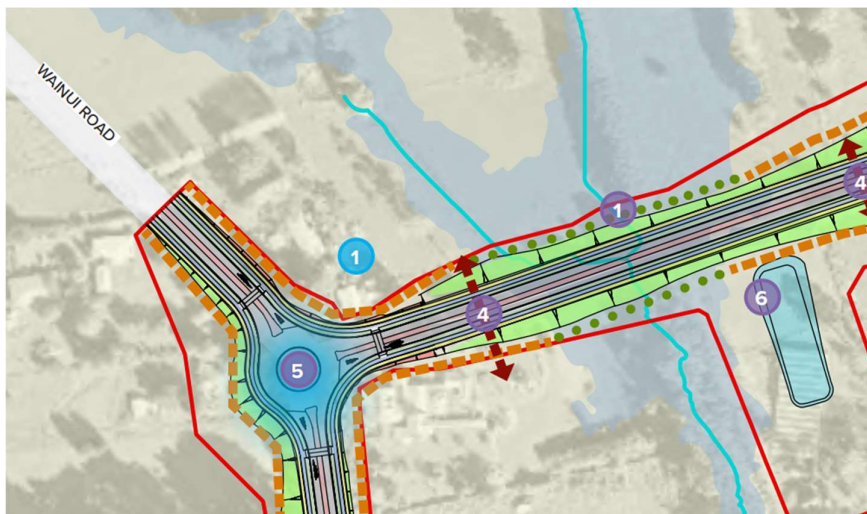


Figure 13. Intersection at Wainui Road with Upper Orewa Road, showing possible interface with school (from UDE).

At position '1' on the UDE plan, it is noted: *“future land use in the area may include a school. The corridor should interface and consider the provision of a direct, safe, grade crossing directly to the school, supporting access for the surrounding community.”* This is recommended to be resolved during the ULDMP / Outline Plan stage.

### **NOR 7 - Upgrade to Pine Valley Road**

#### **Overview**

The AEE summarises the scope and requirement for NOR 7 as:

*“an upgrade to Pine Valley Road within the FUZ is required to support likely future urban growth in the Pine Valley area (refer Figure 8-21). AT will be the requiring authority. Pine Valley Road is an existing east-west road providing an east-west connection between Kaukapakapa and Waitoki in the west (via Pine Valley Road’s connection with Kahikatea Flat Road), and with Dairy Flat Highway, SH1, Hibiscus Coast Highway and Silverdale in the east. There are no footpaths along the route.”*

*“The corridor will therefore provide direct walking and cycling access to the RTC. The proposed active mode paths will also improve access for the future residential zoning, a potential local centre near Argent Lane and Dairy Flat Highway, helping to reduce reliance on private vehicles for short distance trips.”*

### Urban Design Comments

The road is relatively flat, requiring little battering to its edges. The location of the NOR generally follows several parts of the Wēiti Stream which can be seen on both sides of the road. While this can be seen as a limitation on possible future development, it is a strong opportunity to create strong links as considered appropriate by Mana Whenua between the physical and cultural landscapes of this stream and the public realm.

There is also an opportunity to consider links with the possible centre and rapid-transit station location to the south of NOR 7 (Fig. 14 below).

I generally agree with the UDE recommendations.

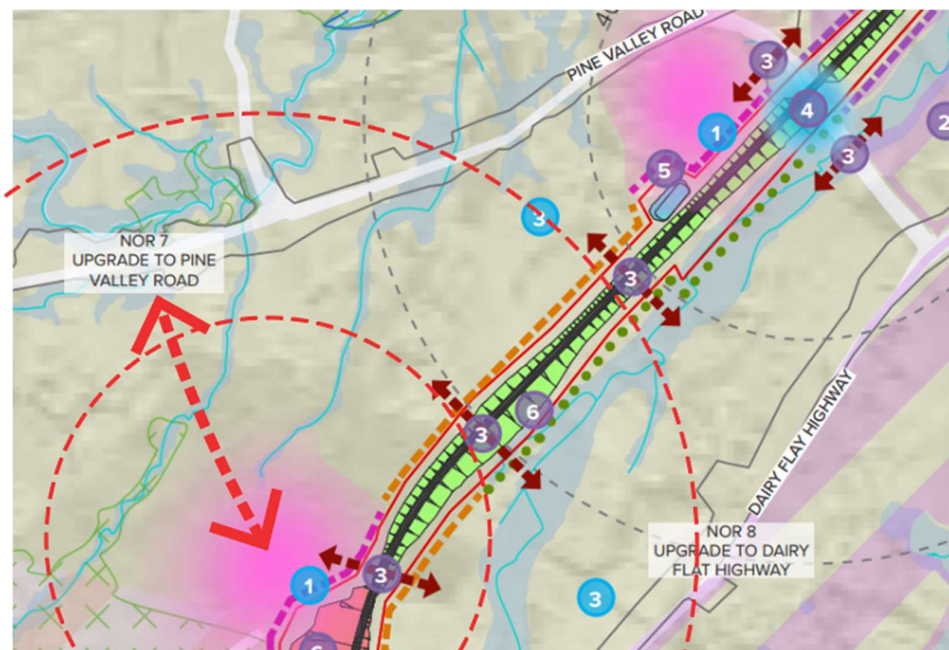


Figure 14. Proximity of NOR 7 to possible centres and rapid-transit stations.

### Submissions

Matters raised by submissions specifically related to the urban design of NOR 7 included:

- Submission by Geoff Upson (#1) notes:  
*“Consideration needs to be given to protecting the ability to safely travel through the area at an appropriate speed. the designs proposed do not allow for a safe an appropriate speed limit of 100km/h and it seems that almost no consideration has been given to*

*protecting the ability of long distance travellers being able to safely get through the area without conflicts such as driveways and intersections”*

*“we need to protect the ability to travel past the development without combining long distance travellers and short distance travellers and pedestrians etc.” “when state highway one is congested or blocked due to an incident traffic needs to get from silverdale to kaukapakapa to use state highway 16 and the suburbs such as hellensville and kaukapakapa”.*

I disagree with the submitter and note that Pine Valley Road and Kahikatea Flat Road only allows for driving at 80km/h, and that where roads pass through residential areas, this speed should slow to allow for people to live safely next to these roads. It is noted the speed limit is reduced to 50km/h through Waitoki.

- Submitter Keith James Dickson (#13), while writing specifically about their property that is affected by the placement of the roundabout relative to their and multiple property access points, also raises queries regarding future urban development.

*“The proposed roundabout at Young Access Road appear to have been designed for the current zoning rather than future zoning and the proposed designation boundary is therefore unlikely to be wide enough in this location for sensible future use considering what the current zoning clearly becomes later.”*

*“makes any future development of 223 to 229 Pine Valley Road very difficult (and perhaps impossible) thus substantially reducing the value of these properties and denying their “Future Urban” zoning as currently assigned”*

While the effects of loss or modified access is not directly an urban design matter and the mitigation of effects is addressed in the AEE, the provision for an appropriate interface with future development is considered an urban design matter. However, as noted within 1.3.1, the suitability or otherwise for development in this area that would warrant a fourth connection to this intersection is unclear without a wider scope of land use analysis and planning.

## **NOR 8 - Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat**

### **Overview**

The AEE summarises the scope and requirement for NOR 8 as:

*“the upgrade to Dairy Flat Highway is required to support future urban growth through the FUZ area and provide resilience to SH1 by forming an alternative north-south link through the North area. The improved capacity and network options for all-modes will assist in facilitating safe and efficient access to Silverdale West, Pine Valley and Dairy Flat, as well as providing walking and cycling access to the proposed Pine Valley East Station. This project generally follows the existing road alignment.”*

### **Urban Design Comments**

I generally agree with the UDE assessment and recommendations, and note the specific recommendations regarding movement outcomes for NOR 8 (p115):

## Movement

Future design of the corridor should provide for permeability of the corridor for active modes that provide regular cross corridor connectivity (midblock crossings), modal priority and permeable access to destinations such as centres, transport interchanges, open spaces and community facilities. Those locations where this is particularly important are:

- Where the alignment spans areas anticipated to be high density residential land use or within, or near town or local centres, these should be provided at higher frequencies.
- Legibility, connectivity demands, safety, universal access and modal priority for active modes should be addressed for intersections across the designations within the North Projects. Those locations where this is particularly important are:
  - At intersections proposed near the future Dairy Flat Town Centre.

While it is acknowledged the transport network design involves a wider scope than urban design, I am concerned the road corridor proposed will not prioritise pedestrians in areas where cross corridor links are especially important, such as those identified destinations in the recommendations above.

As noted in 1.3.1, and repeated for NOR 12, road corridor design contributes to important urban outcomes and supports streets as places.

NOR 8 is noted to pass in close walking distance to all three possible centre locations. The second northern centre is annotated below over the UDE plans where only the Pine Valley Station centre is shown:



Figure 15. Proximity of northern Dairy Flat centres to NOR 8

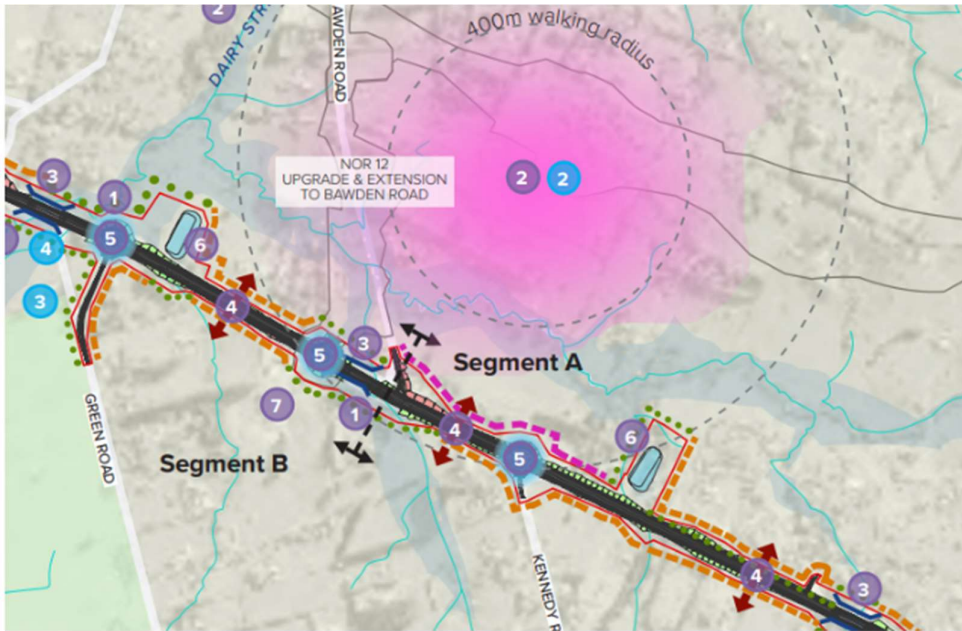


Figure 16. Proximity of southern Dairy Flat centre to NOR 8.

The northern part of NOR 8 will feature strong desire lines and possible higher-density living close to the transit stations, while the southern part of NOR 8 will feature desire lines across NOR 8 to this centre, as well as Green Road Park.

I note that within the Assessment of Alternative's findings for the proposed RTC route through the centre of Dairy Flat, a key benefit is stated as including the *"opportunity for a high quality/separated facility with improved accessibility and lower speed around a Dairy Flat town centre in the middle portion of the FUZ"* (Table 6, own emphasis added).

It is recommended that the overall width, use of medians, and number of lanes is reviewed against holistic urban design outcomes for this area in the ULDMP from a wider structure planning process.

As a more detailed matter, it is noted that within NOR 8 there appears to be a moment where the bi-directional cycleway appears to stop abruptly at chainage 6650:

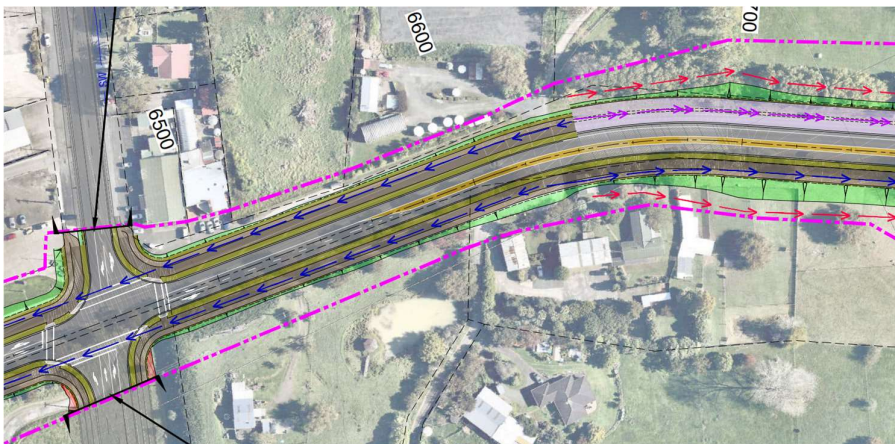


Figure 17. Western edge cycle lane (upper part of plan) abruptly stops.

## Submissions

Matters raised by submissions specifically related to the urban design of NOR 8 include:

A number of submitters raised concerns regarding the character of the southern part of NOR8 and the four lanes proposed at this location.

- Submission by Claudine Osborne (#3) and Richard Osborne (#4) are concerned with the scale and character of the southern section of NOR 8:

*“The widening of the highway to accommodate a four lane carriageway seems excessive and poor urban design practice in both an urban or countryside living environment. The current two lane carriageway works perfectly well, particularly now that SH1 provides an alternative route north. Having separate cycling and footpath facilities along Dairy Flat Highway would be a significant improvement. However, the creation of a four lane carriageway would adversely affect the character of the area, be it rural or urban, and would undermine the dual use of the roading network making its function primarily vehicle related.”*

- Submitter Goodland Country Estate Trustee Company Ltd (#37), who are also located to the southern end of the four-lane part proposed, echo these concerns about the number of lanes of this part of the NOR:

For submissions #4, 5 and 37, while it is for transport specialists to demonstrate why the proposed four-lane road corridor is the best outcome for transport, from an urban design perspective I am concerned about the degree of severance wide road corridors create, as discussed in earlier urban design comments.

- Submission by Waste Management NZ Ltd (#27) is concerned with cycle and pedestrian safety at the Landfill Access Road crossing:

*“Waste Management is concerned about cyclist and pedestrian safety around Landfill Access Road, particularly the potential for conflicts with heavy vehicles turning into Landfill Access Road or out onto Dairy Flat Highway in order to access and exit the Redvale Landfill”*

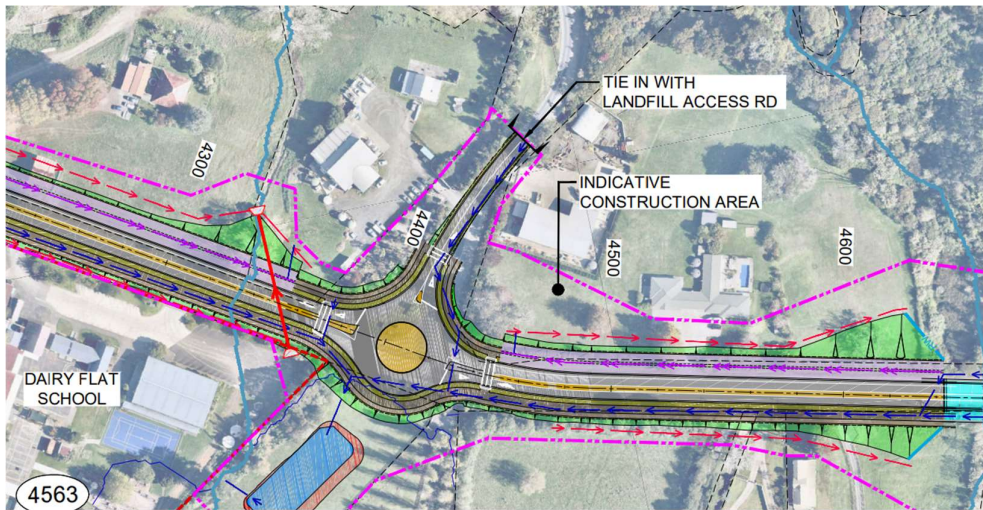


Figure 18. Intersection of Landfill Access Road with Dairy Flat Highway.

The location of a bi-directional cycleway and pedestrian footpath on the eastern side of Dairy Flat Highway is logical where a QEII covenant and stormwater swale is located on the western side of the road. Most cyclists will move unimpeded on the far side of the intersection without interacting with Landfill Access Road.

Only cyclists or pedestrians travelling from further up Landfill Access Road would have cause to cross this intersection, which will not be a significant number given the land is not zoned for future urban development. However, it is considered safer and a positive design outcome to provide for the safe crossing of this road, even if it is of low frequency, rather than not providing it at all.

- Submissions by DP Boocock No2. Trustee Ltd (#32) and Papanui Station House Ltd (#33) raised concerns about cycleway arrangements at the Silverdale interchange.

These concerns are similar to those addressed in earlier comments responding to submission #17 of NOR4.

- The Ministry of Education (#46) raised concerns on behalf of Dairy Flat School:

*“NoR 8 comprises a proposed two-lane rural arterial adjacent to the school with separated cycle and pedestrian facilities and a 60 km/hr speed limit. A proposed three leg round-a-bout is also generally adjacent to the school (see Figure 2 above). In consultation with the school, the Ministry has identified the following issues:” – dairy flat school is noted to be very near the landfill access way Road.*

*“Widening along Dairy Flat Highway will impact on the existing road berm area used for pick-up and drop-off. This is an existing rural school and relies on this area for practical provision of pick up and drop off. Loss of this area is of concern to the school. It is unclear how it can be mitigated by the project. • There is a public bus stop on the opposite side of the road used by students. There is no pedestrian crossing at this location as it is currently a rural road with an 80km/hr speed limit. The area will become more urban over time. As part of its future upgrade to an arterial, a 50 km/hr speed limit past the school and provision of a pedestrian crossing are requested.”*

*“Alternative access needs to be considered. An option that should be considered is a fourth leg off the rounda-bout adjacent to the proposed stormwater pond to provide alternative access to the school. This land may also provide opportunities to address loss of on-site car parks and removal of pickup and drop-off on the existing road berm. This could also potentially improve efficiency of the road if it became the primary entry for pick-up and drop-off activity.”*

The resolution of this interface will require detailed conversations between Dairy Flat School and AT at the ULDMP / Outline Plan stage. While there is considered to be urban design merit in suggesting a fourth leg of the roundabout to facilitate access to the school, it is possible this may also introduce additional conflicts with active mode users including students:



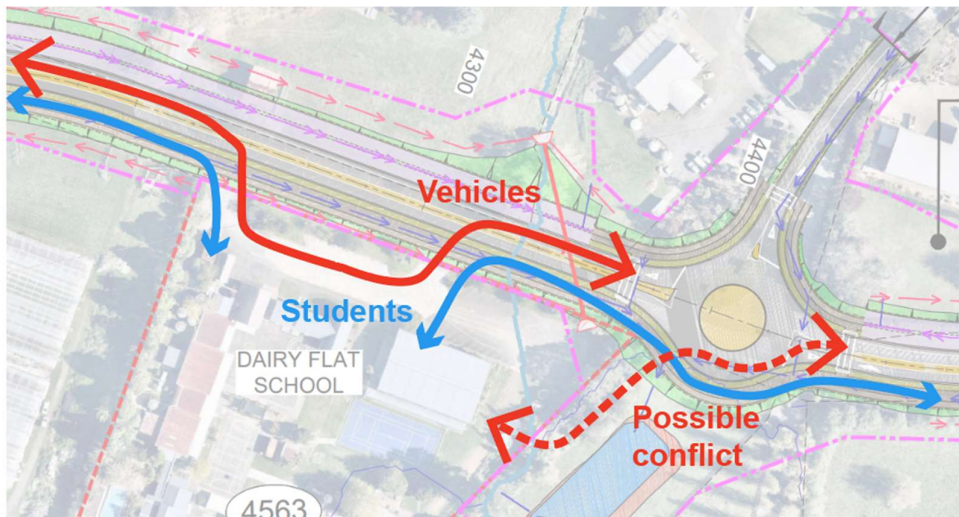


Figure 19. Diagram of possible student and vehicle movements at Dairy Flat School

The resolution of the location of the bus stop on the west side of Dairy Flat Highway also requires consideration, the location of which is uncertain given the swale proposed there.

- Glenda Stones, in a submission for NOR 9 (#6) raises issues that are considered better addressed in the context of an assessment of NOR 8:

*“Understand that the Dairy Flat town centre is now going to be around Grace Hill Drive. While this area is higher up and doesn't flood, unfortunately the access road is Bawden Road which at this end definitely does flood. Therefore the town centre could be cut off by flooding on a regular basis. The town centre would be better sited around the current Dairy Flat shops where Kahikatea Road meets the Dairy Flat Highway. This area is high up and flat and not as prone to flooding”*

The concern related to the location of the Dairy Flat town centre is considered in part an urban design matter, and is addressed in overall comments related to the North Project as a whole in 1.3.1.

## NOR 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany

### Overview

The AEE summarises the scope and requirement for NOR 9 as:

*“an upgrade to Dairy Flat Highway is required to support future urban growth to the north and northwest of this corridor. The upgrade includes safety improvements (wire rope median and side barriers) and a separated cycling path on one side of the corridor only, due to the complex engineering and environmental constraints environment. The corridor is constrained by steep topography and SEAs.”*

### Urban Design Comments

The provision of dedicated cycling infrastructure on this route is supported, offering cyclists choice when travelling from Dairy Flat to Albany, and a desirable route through and adjacent to SEAs.

The nature of a bi-directional route on this hilly terrain raises concerns about possible conflicts between cyclists going slowly uphill and quickly downhill. While it may be possible to accommodate both directions through design, it may also be expected that faster downhill cyclists would prefer to ride on the road.

The cycle path requires cyclists to change sides of the road at approximately the peak of the topography. While this would make sense for a uni-directional cycle lane where it is provided for uphill cyclists on the left side of the road, in this case the bi-directional path is adjacent to the downhill traffic lanes on each side of the hill.

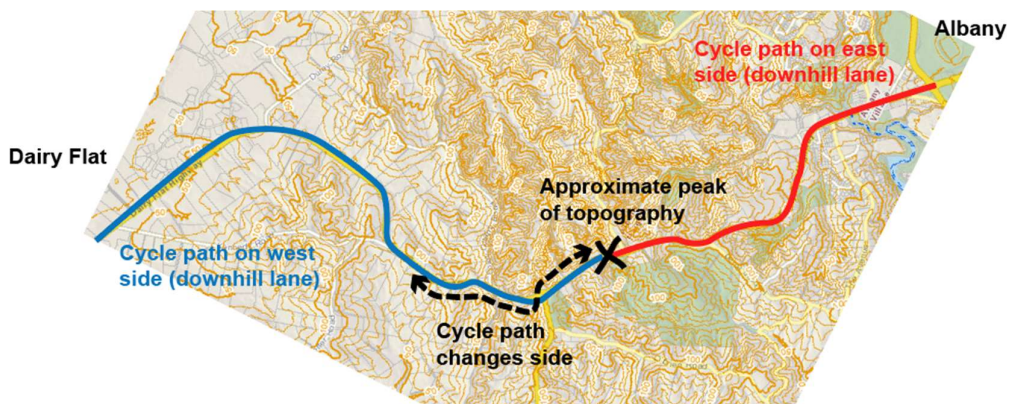


Figure 20. Topographic analysis of NOR 9 cycleways

While there may be urban design merit in this position, which could allow for downhill cyclists to leave and return to the cycle path when travelling faster downhill more easily, the cross-section design does not appear to allow for this.

A significant number of retaining walls are proposed on this route, and their design will be important to resolve to provide appropriate and high-quality interfaces with the public realm and adjacent properties.

### Submissions

Matters raised by submissions specifically related to the urban design of NOR 9 included:

- Submission from Janet Ellwood (#21) notes the steep topography between Durey Road to top of Albany, where the northern slopes drop off the road. The submission also questions the need for cycle lanes on this route:

*“Topography Durey Road to top of Albany on northern slope drops off the road. 738 has erosion almost to boundary fence from pond/ stream”*

*“I have lived at my property 40 years – initially at Foley Quarry; last 13 yrs at present address. Very little cycling. Safer and likely more desirable on flat at Dairy Flat. Bawden Road connection to motorway should be encouraged as the route south”*

The northern part of the NOR adjacent to the submitter at 738 Dairy Flat Highway proposes retaining walls to both sides of the road. It is not clear what advantages or disadvantages this has and what urban design effects may be caused by this interface on future development.



Figure 21. Retaining walls proposed to the northern part of NOR 9

It is noted the matter regarding the positive provision of cycleways on this route is addressed in earlier urban design comments for this NOR.

## NOR 10 - Upgrade to Wainui Road

### Overview

The AEE summarises the scope and requirement for NOR 10 as:

*“This project comprises a new AT designation for an upgraded Wainui Road between Lysnar Road and the roundabout just south of the Gull service station adjacent SH1 (refer Figure 8-29). Wainui Road is an existing road providing an east-west connection between Wainui and Waitoki in the west, and SH1 and Hibiscus Coast Highway in the east. Wainui Road crosses SH1 via a bridge, and south facing ramps only are provided at the interchange. The section of Wainui Road which is the subject of NoR 10 does not have footpaths along the route”*

### Urban Design Comments

I generally agree with the assessment and recommendations of the UDE.

### Submissions

Matters raised by submissions specifically related to the urban design of NOR 10 included:

- Submitter Genevieve A Rush-Munro, Frant A Clendon, Genrus Family Trust (#5) are concerned with the lack of integration within the NOR of Fulton Hogan’s structure plan, noting that their property is proposed to be a local centre adjacent to the school and intersection.

*“Concepts include the development of the Submitter’s land for a new neighbourhood centre to service Milldale North, shown in Figure 3.”*

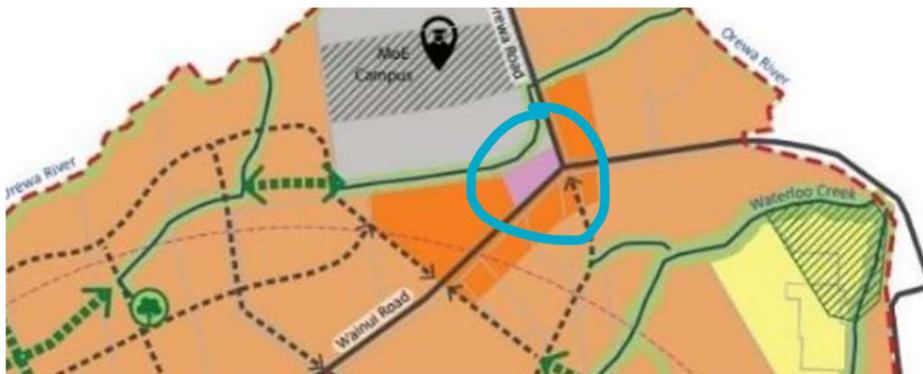


Figure 22. Excerpt of Fulton Hogan plan from submission #5

*“The Submitter believes key local community opportunities have not been identified and addressed, and in particular future land use options for its property.”*

This submission is addressed by earlier comments on the need for integration with future urban development at 1.4.1.

## NOR 11 - New connection between Dairy Flat Highway and Wilks Road

### Overview

The AEE summarises the scope and requirement for NOR 11 as:

*“The new connection between Dairy Flat Highway and Wilks Road will connect Dairy Flat Highway (from the Kahikatea Flat Road intersection) to Wilks Road. It will provide an improved east-west connection through the centre of Silverdale West – Dairy Flat*

*Industrial Area to SH1 and connect the future industrial area to SH1 at the new Wilks Road SH1 interchange. This will enable future industrial traffic to connect to SH1 at the new Wilks Road interchange (part of NoR 4), forming a strategic freight route and facilitating access to social and employment opportunities within the industrial land use adjacent to the corridor”*

### Urban Design Comments

I generally agree with the assessment and recommendations of the UDE.

### Submissions

Matters raised by submissions specifically related to the urban design of NOR 11 included:

- Geoff Upson (#11) submits similar concerns as those raised in their submission towards NOR 7 (#1) and they are addressed there.
- McLeod Investments Trust (#10) comment on cul-de-sac of Wilks Road

*“impacts on transport connectivity due to the loss of road connection with the new road. If lost, all traffic generated by the site (including large trucks) will need to be diverted to the tight left turn onto Postman Road. This will have flow on effects within the receiving environment as the trucks are likely to cross the centreline of the public road when manoeuvring, resulting in road safety issues. Improving wider connectivity should not be at the expense of local connectivity.”*

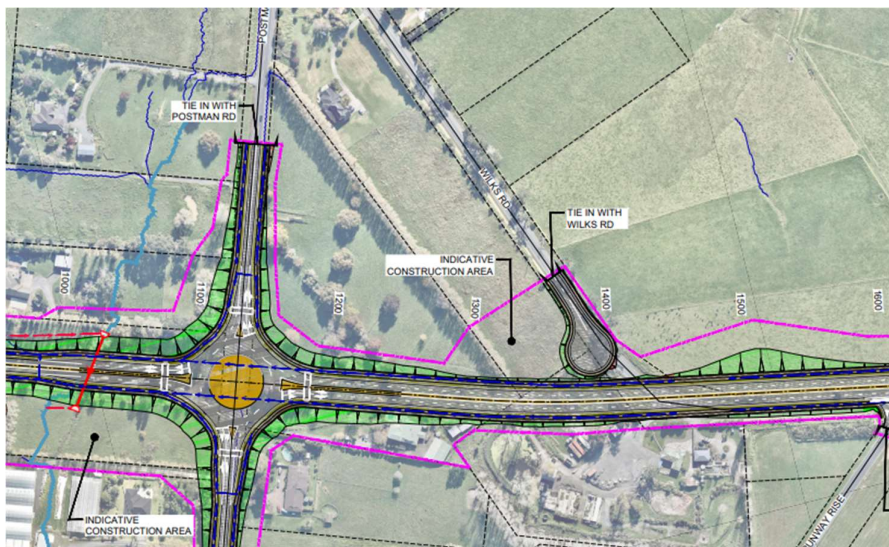


Figure 23. Cul-de-sac proposed at Postman Road

The specific access requirements and their limitations for this submitter is not an urban design matter. It is expected that their access requirements will be able to be pursued with AT and the SGA team.

However, the severing of active mode connections at this juncture is considered an urban design matter with respect to facilitating active mode permeability. In this case, the permeability of cycling and pedestrian paths is missing in the cul-de-sac design, and this should, at minimum, connect to the primary road.

- Submission from GR & CC McCullough Trustee Limited #18 (noted to also be raised as a submission for NOR 8 #47) raises concerns regarding the limited extent of active mode paths beyond NOR 11.

*“The existing footpath through the Industrial zoned land in Kahikatea Flat Road is of poor quality and will not be suitable when NOR11 is implemented. There are no cycling facilities along this section of Kahikatea Flat Road. The walking and cycling facilities proposed as part of NOR11 should be extended along Kahikatea Flat Road for the extent of the existing Industrial zoning.”*

I agree the provision of footpaths and cycling infrastructure is poor beyond the extent of NOR 11. It is noted this area to the west of Dairy Flat Road is not FUZ but zoned light industrial.



Figure 24. Street view of Kahikatea Road with little or no footpaths

The submission requests the active transport path continues as far as the industrial zoning (connecting to Mixed Rural zoning). This would appear to be approximately 400m in length, or 270m further than the end of NOR 11 as shown in red below:

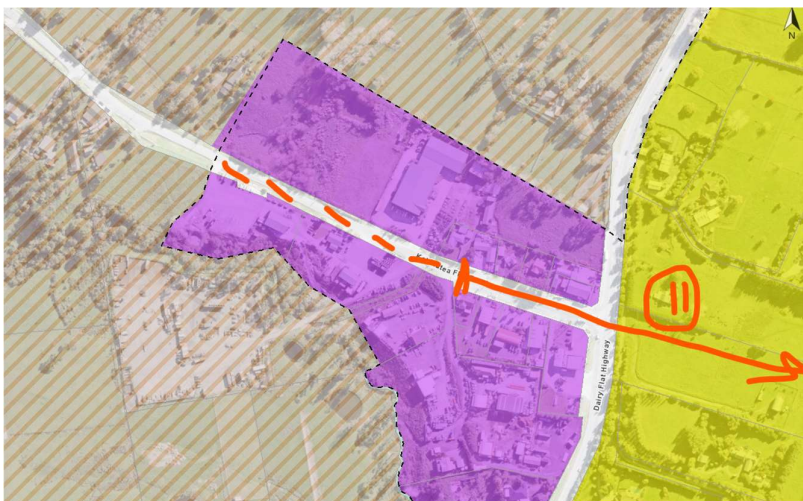


Figure 25. Red solid line indicates proposed extent of NOR 11. Dashed red line indicates distance to edge of industrial land.

For the benefit of integration with the future urban environment, the request is considered to have urban design merit, and does not appear to represent a significant increase to NOR 11 overall. I agree with the extension of this active mode path.

## **NOR 12 - Upgrade and Extension to Bawden Road**

### **Overview**

The AEE summarises the scope and requirement for NOR 12 as:

*“an upgrade and extension to Bawden Road is required to support future urban growth in the area, and to provide a connection between Dairy Flat Highway and the Ō Mahurangi Penlink (Redvale) Interchange in the east (NoR 4), which connects through to Ō Mahurangi (Penlink) (refer Figure 8-34). The corridor will also connect to a likely future town centre in the centre of Dairy Flat next to the RTC alignment.”*

### Urban Design Comments

NOR 12 sits at the confluence of a number of important urban design outcomes including; a potential centre serving the wider Dairy Flat area and higher-density housing, a potential rapid transit station, and the Huruhuru awa / Dairy Stream.

While the NOR proposes to follow the alignment of the existing Bawden Road, it is considered the indicative cross-section for this NOR does not represent good urban design outcomes for the sensitive contexts above. The broad reasons for this are outlined in 1.3.1 of this report. In this specific instance, the road corridor proposed with a design speed of 50km/h will not encourage or support a pedestrian friendly environment that would be expected close to a centre. The road would be more difficult to cross, severing potentially strong relationships with the Huruhuru awa and integrating this stream with a wider public realm strategy.

#### 8.12.2 Indicative Cross Section



Figure 8-35: Indicative design – 30m four lane cross section

Figure 26. NOR 12 cross section (AEE)

Waka Kotahi’s ‘Bridging the Gap’ outlines this issue clearly, stating “wide or busy roads through urban areas can deter social interaction by severing visual, physical, social or cultural linkages. Even when it is physically possible to cross a busy road, high speeds, heavy traffic, noise, poor air quality, perceived danger, pedestrian delay and the general unpleasantness of the experience may lead to a reduction in local trips and community participation. This effect is generally referred to as ‘community severance’, the opposite of community connectedness” (Bridging the Gap, 3.6).

While acknowledging this road will serve an important link for vehicles and public transport accessing the State Highway interchange, this part of the NOR that interacts with a possible urban centre should prioritise pedestrian movement and connection. It is recommended the street is considered as a ‘main street’ or other civic typology given by Waka Kotahi or Auckland Transport, where speeds are reduced to 30km/h and the street gives emphasise to supporting pedestrian activity and urban life.

Aligned with earlier comments made in 1.3.1 and 1.3.3, it is recommended that the location of the centre and civic activity is considered together with the wider stream network as part of a wider structure plan, especially considering how closely they touch each other, bisected by NOR 12 and NOR 1.

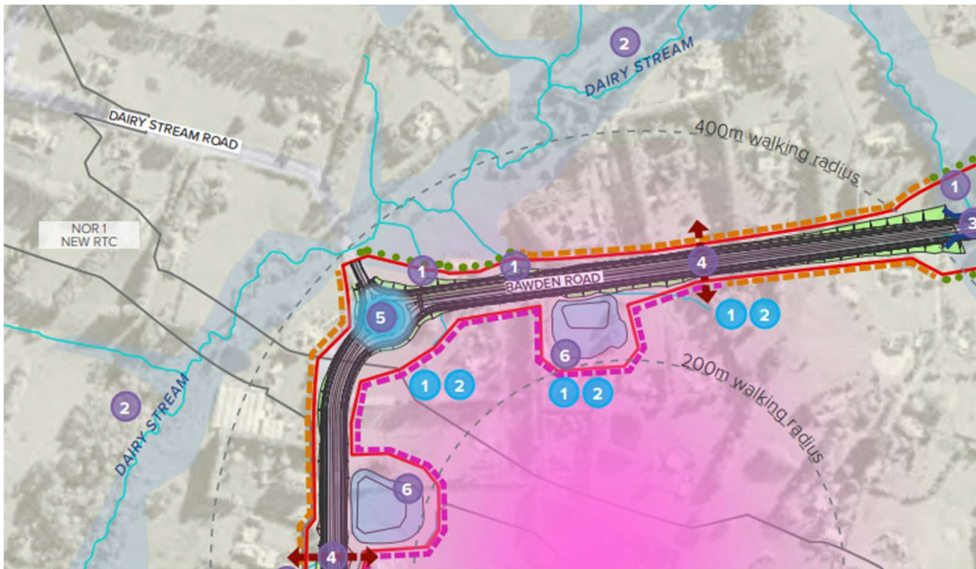


Figure 27. UDE plan showing proximity of centre with the Huruwuru awa / Dairy Stream

## Submissions

Several submissions raised concerns regarding the suitability of the future urbanisation of the Dairy Flat area, the RTC route, and the design and engagement process undertaken to date. These concerns have been addressed more generally in comments relating to the North Project NORs as a whole.

Matters related to Weiti Green Limited submissions are also addressed in assessment of submissions relating to the North Projects overall.

## NOR 13 - Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange

### Overview

The AEE summarises the scope and requirement for NOR 13 as:

*“East Coast Road will be upgraded and remain a two-lane arterial, with provision for separated walking and cycling on both sides within urban areas, and on one side (west side) in the central rural section.”*

### Urban design comments:

I generally agree with the assessment and recommendations of the UDE.

Concerns regarding the design of the active mode path to the northern part of East Coast Road are discussed within the context of submission #22.

Comments regarding the design of the interface with the NOR are discussed in the context of submission #31.

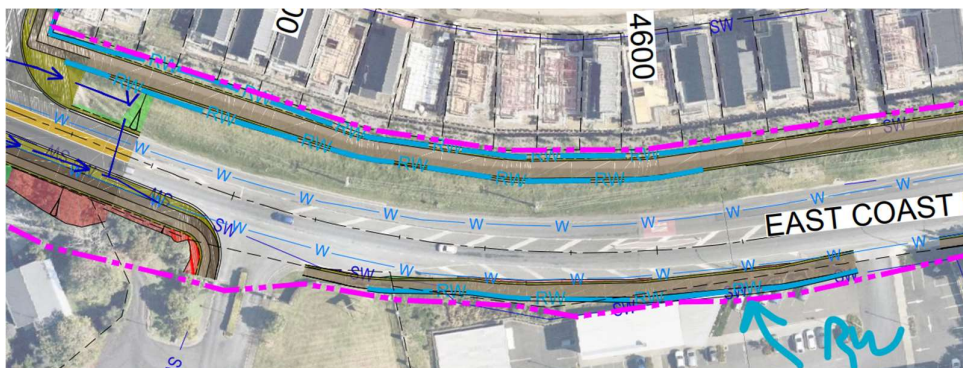
## Submissions

Matters raised by submissions specifically related to the urban design of NOR 13 included:

- Caldera Trust, North Homes Ltd, and Sean McColl submit on the extent of designation and the proposed retaining wall (#3,#5,#13) at the eastern side of the road:

*“Of the total 86 properties/titles effected by 'NoR's in the East Coast Road Upgrade/Segments 1,2, and 3, 26 (30%) of the properties/titles are on the east side of*

*East Coast Road between Tavern Road and Newman Road, all adjacent an already sufficiently wide transport corridor.” – “That Auckland Council instruct Te Tupu Ngatahi to fully and properly utilise the transport corridor they have already secured on the west side of East Coast Road between Tavern Road and Newman Road for the East Coast Road Segment 1 upgrade, and remove the Notice of Requirements from 2181 East Coast Road”*



It is noted that the extent of designation and property acquisition is not specifically an urban design matter, while the decision to not modify the road design within the existing road width (e.g. utilising large berm to west), is a matter for AT.

The slope to the carpark of 2181 East Coast Road is acknowledged, and this would require resolution between the property owners and AT.

Given this is an industrial zone, the interface of a retaining wall to this property is not considered an adverse urban design effect, subject to its design resolution.

- Hibiscus Trust, Auckland Memorial Park and Cemetery Limited (#22)

*“It is pleasing to the submitter that the SGA team are committed to avoiding the cemetery (and avoid recently developed parcels) and make use of the grassed area to the other side of the road. However, the reports and notified plans do not reflect this, and more certainty and consistency need to be provided. E.g. the designation does not avoid the cemetery, or the recently developed (or consented) development.”*

*“According to the assessment of alternatives, [at 18.5.4] it was concluded that ECR Segment– 1 - Widening to both sides where possible. Avoid the cemetery and make use of grassed road corridor adjacent to the recently developed residential land on the west, in consultation with landowner. This option is also likely to avoid recently developed land parcels.”*

*“Site Impacts: Cemetery: Impacts on the southern area of the site will require the loss of the ridgeline trees that a crucial for the amenity of the cemetery. These large mature trees cannot easily be replaced, nor can their amenity values or landscape values. Their loss should be avoided at all cost.”*

The submission refers to the option given in the assessment of alternatives at 18.5.4, which gives the recommendation quoted in the submission:



## 18.5.4 Recommendations

The following recommendations were made to inform option refinement:

- **ECR Segment 1 - Widening to both sides** where possible. Avoid the cemetery and make use of grassed road corridor adjacent to the recently developed residential land on the west, in consultation with landowner. This option is also likely to avoid recently developed land parcels.

This option was considered against 'widen to the west' and 'widen to the east' options.

Potential urban design effects are addressed directly within the AEE, which states *“the corridor design has sought to reduce impacts on the cemetery land as far as practicable, recognising the scarcity of cemetery land across Auckland. The East Coast Road carriageway will remain a two lane traffic corridor and be upgraded with separated walking and cycling and a slower speed limit, rather than a corridor of higher intensity, which is anticipated to allow for a similar amenity value for visitors to the cemetery with regard to access and noise. Replacement landscaping will be considered in future at detailed design and outline plan stage as part of the ULDMP development. Engagement was undertaken with the landowner in July 2023”*

I support the requirement to reinstate the landscape to this interface as proposed, as part of the ULDMP. However, the location of the cycleway and footpath is considered messy between Newman Road and the Hibiscus Coast Highway and adjacent to the Cemetery in particular.

Between the Hibiscus Coast Highway and the Cemetery, only a narrow footpath appears to be located on the east side of the road, with a wider footpath and cycleway on the west. For the distance across the site boundary of the cemetery cycle lanes are introduced to the east side, while it also appears a bi-directional cycle lane begins on the west side from Silverwater Drive, possibly duplicating the need for an eastern cycleway for most of this distance.

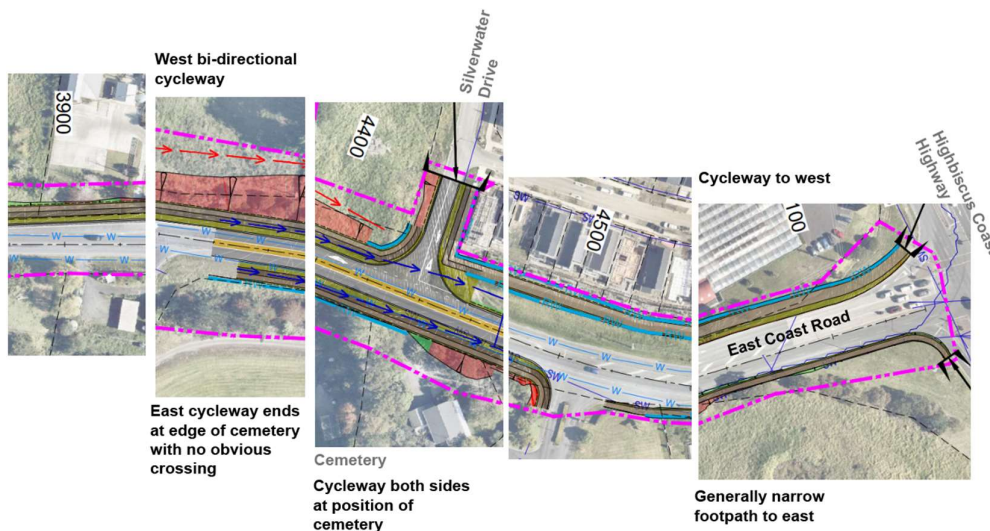


Figure 28. Diagram of cycleways and pathways of northern part of NOR 13

It is questionable what purpose a cycleway located for the short segment adjacent to the cemetery serves, and it is recommended that consideration is given to the option for the bi-directional path to continue to Hibiscus Coast Highway.

- Submission from Maria Walker-Kinnell (#23) advocates for the upgrade of footpaths and streetlighting on East Coast Road:

*“Are there any plans for street lights or footpaths up along East Coast Road. Once past the new East Coast Heights Housing, there is no more proper footpaths through the more*

*Rural parts of East Coast Road, nor are there street lights. This presents another issue for people who are walking up East Coast Road, especially in terms of personal safety. It is completely unfair to expect people who live up East Coast Road and don't drive to have to walk along the side of the road, no footpaths, and no lighting for when it is dark,”*

The NOR is noted to provide a footpath continuously to East Coast Road included within the scope of NOR 13 and including the address of the submitter. While streetlighting has not been provided, this would be an expected outcome of the ULDMP.

- Submission by Mr Shane Charlton & Mrs Katie Charlton (#31) state they want a retaining wall rather than a sloped / battered edge to their property 1857 East Coast Road:

*“The extent to which our property is impacted by the NoR is completely unwarranted. The concept engineering plans show a wholly unnecessary cut batter extending ~6m into our property. A more suitable alternative would be a minor ~2m high retaining wall along the existing boundary. This would avoid any need to encroach more than ~1m onto our property. This superfluous over-reach is subsequently compounded by designating”*

While this submission is also concerned with encroachment on private property which is not considered an urban design matter, this submission raises an important urban design consideration with respect to future interfaces with this road.



Figure 29. 1857 East Coast Road plan



Figure 30. Street view of 1857 East Coast Road

While large batters can cause disconnection of development to public streets by the distances they occupy, retaining walls can also create adverse effects of dominance and disconnection of activities to streets. A 2m high retaining wall would be taller than an average person and would be considered

dominant. Where batters are relatively small such as in this case, they are considered a preferred urban design outcome, which can be softened and landscaped.

## 1.6 Conclusions and Recommendations

Overall and based on the information available, the North Project's NORs appear to generally be appropriately located for supporting the future development of the FUZ areas within Dairy Flat, Silverdale West, Wainui East and Stillwater project area.

The location of NOR 1 is positioned as a central spine that allows transit-oriented development to occur equally around it, facilitating walkable and accessible centres within Dairy Flat. NOR 2 is located to service both Milldale and Millwater, while NOR 3 sits at the interface of the Dairy Flat industrial area. NOR 4 provides active transport paths to the SH1 corridor and NORs 5-13 are generally expansions of existing roads providing cycling and pedestrian infrastructure, with new roads making logical connections to destinations.

I consider the lack of structure planning to support these NORs a poor urban design outcome that limits the ability of NORs 5-13 in particular to consider a wider and more holistic context. The wider network of streams and rivers as well as their flood risk is considered to play a significant role in the future development of the area, effecting the distribution of density, centres, open spaces and connecting pathways.

The opportunity of the visible linking of public life with ecological systems and their function is considered an important urban design outcome to support a climate conscious public realm. It is recommended that public activation and integration is explored for these spaces as much as possible.

The roading design choices including widths and cross-sections often appear to limit pedestrian permeability especially when located near places where pedestrian links should be supported and encouraged, such as centres and stations.

While I support the use of a holistic set of design principles to evaluate urban design outcomes as given in Te Tupu Ngātahi Design Framework, I consider the place of Te Ao Māori and Mana Whenua within this design framework is not well represented. Notwithstanding this, in general I support the assessment and recommendations made within the Urban Design Evaluation.

### 1.6.1 Recommended Conditions of Designation

To support better urban design outcomes for the North Projects, the following recommendations for inclusion within the conditions of designation are made:

- Reference to the UDE should be included within the ULDMP conditions after part (b), and state *“(c) The ULDMP will address the outcomes and relevancy of recommendations and opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation, including the Outcomes and Opportunities Plans, in developing the detailed design response.”* (From 1.2)
- An amendment to the conditions is recommended that requires the ULDMP to be produced that demonstrates how the road corridor design of NORs 5-13 will support anticipated adjacent land use (e.g. determined through existing and or future structure planning, development strategies together with the existing environment). The corridor design will include analysis of how each part of the road and its cross-section may support a range of land use activities to connect with the road, and facilitate appropriate speeds to allow safe and unrestricted pedestrian permeability. Recommend amendment to ULDMP conditions to state: *“(d) To achieve the objective, the ULDMP(s) shall provide details of how the project: (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including all relevant planning documents such as catchment management plans, structure plans, and plan changes, the*

surrounding or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones; (From 1.3.1)

- Recommend amendment to ULDMP conditions to include an additional item as a new item (ii) within the existing clause (d) “*The ULDMP(s) shall include: ... (ii) Design principles and concept strategies to support a variety of appropriate adjacent land uses, promoting active edges, passive surveillance, safe speeds and permeability to and across the designated corridor.*” (From 1.3.1)
- It is recommended that existing engagement protocols are referred to in conditions of engagement for Mana Whenua, and it is suggested this include regular and frequent opportunities for Mana Whenua to be able to input into the ULDMP, as well as the wider management plans. This could be included as a separate Mana Whenua condition, or integrated within the Cultural Advisory Report condition, at the discretion of Mana Whenua. (From 1.3.2).
- The Land use Integration Process condition of NORs 5-13 is amended to include “*an expectation that each party would act in good faith to achieve integration of land uses*” and that this condition is included for NORs 1-4. (From 1.4.4)

Should you wish to discuss the content of this memorandum or discuss anything further on this application please contact me.


Nāku noa, nā,

Nick Denton



**Principal Urban Design, March(Prof), BAS, BSc.  
Tāmaki Makaurau Design Ope, Plans & Places  
Auckland Council**

nick.denton@aucklandcouncil.govt.nz

Report reviewed by:	Peer	John Stenberg, Principal Urban Design Tāmaki Makaurau Design Ope
Signed:		
Date:		8.04.2024

**Memo (technical specialist report to contribute towards Council’s section 42A hearing report)**

28 February 2024

**To:** Andrew Wilkinson, Consultant Reporting Planner

**Copy:** Alison Pye, Senior Policy Planner, Auckland Council

**From:** Paul Murphy, Principal Landscape Architect – Auckland Council

**Subject:** **Te Tupu Ngātahi SG North Supporting Growth Alliance / Programme – Albany - Notices of Requirement by Auckland Transport and NZTA – Landscape Assessment Review**

**1.0 Introduction**

1.1 I have undertaken a review, on behalf of Auckland Council, in relation to the landscape effects of the following 13 Notices of Requirements (**NoRs**) for transport network projects between Albany and Orewa that have been lodged by Te Tupu Ngātahi- SG North, the Supporting Growth Alliance (**SGA**), representing Auckland Transport (**AT**) and New Zealand Transport Agency (NZTA) as the requiring authorities:

- NZTA – NoRs 1 – 4
- AT – NoRs 5-13

1.2 In summary the projects include:

- One new RTC corridor;
- Two new stations associated with the RTC, including layover, parking and drop off;
- Upgrade works to the SH1 corridor;
- Two new urban arterial routes;
- Five upgrades to of existing routes to urban arterial routes;
- Two upgrades to of existing routes to rural arterial routes;
- One new interchange;
- Two interchange upgrades; and
- 12 active mode inclusions.

1.3 I have reviewed all of the SGA documentation that has been lodged with the NoRs and notified by Auckland Council. My review has focussed on evaluating the following assessment documents (for all 13 NoRs) because this is of most relevance to my area of specialist review:

- Te Tupu Ngātahi Supporting Growth, Landscape and Natural Character and Visual Assessment, Version 1.1, 31.08.2023 (prepared by Melinda Drysdale and Meg Back; reviewed by Heather Wilkins, Catherine Hamilton and Kathleen Bunting; approved by Kathleen Bunting) (**SGA LNCVA**).

- 1.4 I am satisfied that the SGA LNCVA (assessment of landscape effects) document has been prepared and reviewed by Registered NZILA Landscape Architects, generally in accordance with the NZILA *‘Te Tangi a te Manu, Aotearoa New Zealand Landscape Assessment Guidelines’*, including the adoption of a seven-point scale of adverse effects as recommended in the guide.
- 1.5 Nick Denton is providing specialist urban design review of the NoRs for Auckland Council and other specialists are providing arboricultural, ecological and ‘parks planning’ review advice for the council, all of which have some overlap with landscape effects.
- 1.6 My relevant qualifications and experience include:
- Bachelor of Landscape Architecture 1999 from UNITEC (Auckland); and
  - New Zealand Certificate in Architectural Draughting 1989 from Carrington Polytechnic (Auckland);
  - Registered member of Tuia Pito Ora / New Zealand Institute of Landscape Architects; and
  - 23-years work experience as a landscape architect experienced on projects within the landscape planning specialty of landscape architecture, where an assessment of the effects of development and activity on landscape, natural character, and/or visual amenity values is required to inform statutory or non-statutory processes.
- 1.7 I confirm that I have undertaken a site visit on 30 June 2023 which took in all 13 areas to be designated from publicly accessible areas. I have not visited each specific area or areas within each NoR.
- 1.8 I have reviewed each submission that has been made on each of the NoRs; looking for issues raised with relevance to potential landscape effects. As a number of submissions note, the lack of specific assessment relevant to each site means very few matters have been identified due to not fully understanding the extent of works. I would acknowledge that this is typical for this stage of a designation project.

## **2.0 Introductory Assessment Comments**

- 2.1 The catchment area associated with the proposal is extensive and includes a variety of landscape types, which can broadly be categorised as including urban and rural land uses. The area north of Lonely Track Road to the new Penlink interchange is currently located outside the Rural Urban Boundary (RUB). A small area north of Wilks Road to the Snowplanet is also currently outside the RUB.
- 2.2 I generally concur with the description within the **SGA LNCVA** which describes the area as a modified environment with the potential for future change in areas identified as Future Urban Zone (FUZ).
- 2.3 The existing roading pattern is generally long established, particularly through the more rural areas where two lane rural roads provide through connections. These areas are then further serviced by smaller rural roads serving a variety of rural, rural residential and residential developments. The roads tend to be more rural in nature

with less kerb and channel and more swales, lack of pedestrian footpaths and street lighting.

2.4 Where the most recent change has occurred is in relation to residential subdivision and development in areas including

- Albany Heights
- Millwater
- Milldale
- East Coast Heights
- Ara Hills

2.5 These areas include a denser network of urban roads running through residential areas and include kerb and channel, parking bays, street trees, footpaths, berms and street lighting.

2.6 The 13 NoR's are located within or in close proximity a variety of Unitary Plan zones including:

- Rural – Countryside Living (CLZ)
- Rural - Mixed Rural Zone (MRZ)
- Future Urban Zone (FUZ)
- Residential - Single House Zone (SHZ)
- Residential - Large Lot Zone (LLZ)
- Residential – Mixed Housing Urban Zone (MHU)
- Residential – Mixed Housing Suburban Zone (MHS)
- Business - Light Industry Zone (LIZ)
- Business – General Business Zone (GBZ)
- Business - Metropolitan Centre Zone (MCZ)
- Special Purpose – School Zone
- Special Purpose – Airports and Airfields Zone
- Special Purpose - Cemetery
- Open Space - Conservation Zone

2.7 Additional layers over or in close proximity to parts of the proposed routes include:

- Precinct Plans;
- Structure Plan;
- Overlays including Outstanding Natural Landscape (ONL), Significant Ecological Area (SEA);
- Controls;

- Designations; and
  - QEII Covenant land (not council owned).
- 2.8 The extent of designation varies across the various NoR routes and are required for the following reasons:
- Construction activities and associated yards;
  - Cut and fill batters – these vary widely in scale and extent;
  - Retaining walls – vary in size and material;
  - Stormwater attenuation – ponds;
  - Proposed roads (new and upgrades to existing) – including bridges;
  - Rapid Transit routes – including associated buildings and parking;
  - Proposed active modes – including walking and cycling; and
  - Landscape mitigation.
- 2.9 There are existing designations in place on several routes and these are identified on the accompanying drawing set. The proposal, in some cases, extends on these designations.

### 3.0 Review of Each NoR and Associated Submissions

#### General

- 3.1 While the **SGA LNCVA** has been structured to consider all 13 NoRs together, I have chosen to provide my review comments on each NoR.
- 3.2 Each NoR is assessed on Construction and Operational effects with consideration of Landscape effects, Natural Character effects and Visual effects. Summaries are also included but not at the end of each section, rather in a separate section later in the document. This presented a challenging review as a professional and difficult as a lay person, which was identified in submissions. The assessment was further complicated by consideration of with and without mitigation.
- 3.3 Following a review of the 422 submissions received, only a small number made specific reference to potential landscape and visual effects. This is not surprising given the scale and arrangement of the document. Where reference to this was made these have been summarised below.
- 3.4 While the **SGA LNCVA** acknowledges there is the potential for cumulative effects arising from the intersection of various NoR's, there doesn't appear to be any assessment or commentary on the magnitude of these effects. Each has been treated individually. I recommend this is addressed as the project progresses to better understand the potential for combined effects. I have identified how many intersections or adjoining situations arise in the summary of each NoR.
- 3.5 A difficulty in assigning a level of effect also arises when the **SGA LNCVA** is based on a landscape with a changed use, i.e. if all FUZ is rezoned Residential. Where this change doesn't occur there is the potential for the level of effects to be greater



than that currently assigned.

- 3.6 My review has been based on the **SGA LNCVA** which has assumed land will be rezoned. I have suggested that condition 5.2 be amended to consider where any rezoning hasn't been realised.
- 3.7 The following is a summary of the more common themes from the submissions, which while not specifically identifying landscape or visual concerns, are in my opinion related.
- 3.8 Common submission responses include:
- A number of submissions are with regard to the proposed extent of the designation and seek to minimise the land required.
    - Response - While not specifically identifying landscape and visual effects, it is considered that any amendments to the designation extent will likely have an impact on this matter. Whether it is detrimental or positive is difficult to determine but would be a consideration particularly when it comes to landscape remediation works.
  - Concerns over the timing of conditions, requesting that these be bought forward to "*at the time the Outline Plan is applied for*" rather than prior to construction. Of note is reference to the Urban and Landscape Design Management Plan.
    - Response – this should be considered to enable more clarity and enable more informed decisions to be made by affected parties around proposed outcomes.
  - Lack of information on plans. Without information an informed response on potential effects is difficult.
    - Response - Given the scale of the proposals and the stage in the process this is difficult to achieve in a "bumper" proposal of 13 routes.
  - Lack of individual consultation
    - Response - This is difficult to achieve at concept stage.
  - The structure of the document was criticised.
    - Response – I concur with this and made a point of identifying this in the review process, noting it required reference to six different sections of the document to understand all the potential impacts of each NoR.
  - Loss of land, length of designation, compensation, loss of lifestyle. Loss of future development potential.
    - Response - These matters will be dealt with by others.

#### **Individual NoRs**

- 3.9 Each NoR route is described in brief, followed by review comments and then any submissions identified.

#### **NoR 1: Albany to Milldale Rapid Transit Corridor (RTC)**

- 16km long RTC corridor for public transport
- Active mode purposes between Bawden Road and Dairy Flat Highway.
- Overlap with existing SH1 designation between Albany and Bawden Road.
- Intersects or is adjacent to NoR 1, 2, 3, 4, 8, 11 and 12.

Review Comments:

- I concur with the description of the existing landscape character of the area. I acknowledge the three sections of the route identified as an appropriate method of assessment.
- I acknowledge the potential future uses based on the current zoning of the AUP-OP but recognise that although land has the potential for a revised use, in some locations this isn't likely to occur.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to range from Moderate to Moderate - High over the three sections without mitigation, reducing to Low - Moderate with mitigation during construction.
- I agree with the assessment findings that adverse effects on *natural character* are likely to range from Moderate to Moderate - High over the three sections without mitigation, reducing to Low - Moderate with mitigation during construction.
- I agree with the assessment findings that adverse *visual effects* are likely to range from Moderate to Moderate - High over the three sections without mitigation, reducing to Low - Moderate with mitigation during construction.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to range from Moderate to Moderate - High over the three sections without mitigation, reducing to Low - Moderate with mitigation in operation.
- I agree with the assessment findings that adverse effects on *natural character* are likely to range from Moderate to Moderate - High over the three sections without mitigation, reducing to Low - Moderate with mitigation in operation.
- I agree with the assessment findings that adverse *visual effects* are likely to range from Moderate to Moderate - High over the three sections without mitigation, reducing to Low - Moderate with mitigation in operation.
- I agree that viewshed analysis be required as part of the ULDMP to identify and address specific views.

General Comments on Submissions:

- While commentary on landscape and visual effects from submitters is not significant, I am of the opinion that there are potential effects arising from a route that have not been identified in the submissions due to the high level nature of the information provided. This must be considered as each route of

the project is detailed more fully. Just because an issue hasn't been identified by a submitter doesn't it imply that it does not need addressing.

- A number of submissions seek alternative routes for the RTC closer to the existing SH1 corridor which they consider would potentially have less effects. There have been previous routes identified in closer proximity to SH1 and I concur with submitters that the potential for effects on this route, including landscape and visual, could be of less significance to property owners.
- Submissions expressed an opinion that too much land is being taken for the route, and while not specifically mentioning landscape or visual effects this seems to be an inherent consideration, with smaller land takes potentially leading to a different landscape outcome, which could be either positive or negative.

#### Submissions Review:

- Submitter 22 – Wonchui Jang, 68 Clyde Road, Browns Bay
  - Concerns about the potential look of large walls and/ or fences and the impact on local character.
  - Response: I agree that there is potential for adverse effects to arise, particularly in rural areas before any urban development occurs. Treatment should be carefully considered to address this.
- Submitter 25 – Charles Capstick and Caroline Burrows, 1384/1374 East Coast Road, Albany
  - Express concerns over loss of “rural view”.
  - Response – I acknowledge this is possible. However, I note that the existing SH1 corridor is present and rural views are quite contained.
- Submitter 52 – Melida Gampell and Christopher Quilty, 410 Bawden Road, Dairy Flat
  - Significant adverse effects on the environment without specifying any particular matters.
  - Response – without any detail it is difficult to comment.
- Submitter 64 Eunju Kim, 68 Ringihina Road, Hobsonville
  - Identifies issues with regard to visual effects of concrete barriers and fences and the scale of the structure in a residential neighbourhood.
  - Response: I agree that there is potential for adverse effects to arise, particularly in rural areas before any urban development occurs. Treatment should be carefully considered to address this.
- Submission 85 is a combined response from Campbell and Leah McNee, 1595 Dairy Flat Highway, Anne and Roland Plank, 1591 Dairy Flat Highway and Jenny Forlong, 1599 Dairy Flat Highway - oppose
  - Broadly identify landscape and visual amenity effects including from

vegetation clearance, without any specific reference to the site.

- Response – it is acknowledged there may be a change brought about through vegetation clearance, but there are plans to reinstate for mitigation.

### **NoR 2: Milldale Station**

- New RTC station building and associated facilities, including
  - bus layover,
  - parking and drop off.

### **Review Comments:**

- I concur with the description of the existing landscape character of the area in Table 7.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Moderate- High without mitigation, reducing to Moderate with mitigation during construction.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Moderate without mitigation, reducing to Low with mitigation during construction.
- I agree with the assessment findings that adverse *visual effects* are likely to be Moderate without mitigation, reducing to Low with mitigation during construction.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Moderate without mitigation, reducing to Low with mitigation in operation.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Moderate without mitigation, reducing to Low- Moderate with mitigation in operation.
- I agree with the assessment findings that adverse *visual effects* are likely to be Moderate without mitigation, reducing to Low- Moderate with mitigation in operation.

### **Submissions Review**

- Submitter 4 - Timothy Matthewson, 100 Ahutoetoe Road, Milldale - oppose
  - Raises concerns regarding negative visual impact from the dwelling on the site.
  - Response – without detail of the station layout it is difficult to know what the effects might be. The landscape edge treatment of the station site will need to be well considered to address this potential effect for all the properties opposite on Ahutoetoe Road.
- Submitter 8 - QEII National Trust (QEII) PO Box 3341 Wellington - neutral

- Support the proposed landscape planting at 161 Ahutoetoe Road to minimise edge impacts and seek clarification around how this will be identified and protected through the construction period.
- Response – I would expect this level of detail to be provided at detailed design stage.
- Submitter 9 – Blanka Griffiths, Auckland Council Parks and Community Facilities - oppose
  - Identify concerns on potential effects on 161 Ahutoetoe Road with regard to effects on vegetation and bush area.
  - Response - I would expect this level of detail to be provided at detailed design stage.

### **NoR 3: Pine Valley East Station**

- New RTC station building on structure over Pine Valley Road, including stairs and lifts.
- Associated facilities including bus layover.
- Park and ride facility (500 cars).
- Taxi and ride share drop off.
- Upgrade to Old Pine Valley Road.
- Intersects or is adjacent to NoR 1.

### **Review Comments:**

- Generally I concur with the description of the existing landscape character of the area in Table 7. It is unclear as to whether changes and additions to the road network are anticipated.
- I do not agree with the assessment findings that adverse effects on *landscape character* are likely to be Low without mitigation, reducing to Very Low with mitigation during construction. The works include building over the road and the extent of works is large.
- I do not agree with the assessment findings that adverse effects on *natural character* are likely to be Low without mitigation, reducing to Very Low with mitigation during construction. The works include building over the road and the extent of works is large.
- I do not agree with the assessment findings that adverse *visual effects* are likely to be Low without mitigation, reducing to Very Low with mitigation during construction. There is also the added impact and effects of the RTC (NoR1).
- I do not agree with the assessment findings that adverse effects on *landscape character* are likely to be Low-Moderate without mitigation, reducing to Very Low with mitigation in operation.
- I do not agree with the assessment findings that adverse effects on *natural*

*character* are likely to be Low without mitigation, reducing to Very Low with mitigation in operation.

- I do not agree with the assessment findings that adverse *visual effects* are likely to be Low without mitigation, reducing to Very Low with mitigation in operation.
- I do not agree with the Very Low level of effects during operation or construction which Appendix B notes as “approximating no change.” The extent of works indicated is significant as illustrated on SGA-DRG-NTH-200-GE-2500. The area is FUZ with a potentially large viewing audience.
- There is no description of works to Pine Valley Road between Dairy Flat Highway and Argent Lane with the designation area shown on SGA-DRG-NTH-200-GE-2500 being extensive. It is unclear why the full extent is required. Of particular interest is the length between Dairy Flat Highway and NoR1.

#### Submissions Review:

- There are no submissions directly related to landscape and visual matters.

#### **NoR 4: SH1 Improvements – Albany to Orewa - including alterations to four designations**

- Widening SH1 carriageway from two to three lanes from Lonely Track Road over bridge to Silverdale interchange.
- Upgraded Redvale interchange.
- New Wilks Road interchange, south facing ramps only.
- Silverdale interchange upgrade.
- New 16km active mode corridor, one side of SH1 from Albany to Grand Drive (swaps sides of SH1).
- Silverdale to Highgate active mode connection.
- Wainui interchange upgrade to include active modes on new bridge over SH1.
- Three protected trees/ groups of trees within designation.
- Intersects or is adjacent to NoR 1, 5, 6, 8, 10, 11, 12 and 13.

#### Review Comments:

- I concur with the description of the existing landscape character of the area in Table 7. I acknowledge the four sections of the route identified as an appropriate method of assessment.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to range between Moderate and Moderate- High without mitigation, reducing to Low or Low -Moderate with mitigation during construction.
- I agree with the assessment findings that adverse effects on *natural character* are likely to range between Moderate and Moderate- High without mitigation,

reducing to Low to Low - Moderate with mitigation during construction.

- I agree with the assessment findings that adverse *visual effects* are likely to range between Moderate and Moderate - High without mitigation, reducing to Low to Low – Moderate with mitigation during construction.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Moderate to Moderate – High without mitigation, reducing to Low to Low – Moderate with mitigation in operation.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Moderate to Moderate – High without mitigation, reducing to Low to Low- Moderate with mitigation in operation.
- I agree with the assessment findings that adverse *visual effects* are likely to be Moderate to Moderate – High without mitigation, reducing to Low to Low- Moderate with mitigation in operation.
- While the SGA LNCVA acknowledges there is the potential for cumulative effects arising from the intersection of various NoR's, there doesn't appear to be any assessment or commentary. Each has been treated individually.

#### Submissions Review:

##### **General**

- A number of submissions are with regard to the proposed extent of the designation and seek to minimise the land required. While not specifically identifying landscape and visual effects, it is considered that any amendments to the designation extent will likely have an impact on this matter. Whether it is detrimental or positive is difficult to determine but this should be a consideration particularly when it comes to landscape remediation works.
- Concerns are raised over the timing of conditions, requesting that they be bought forward to “at the time the Outline Plan is applied for” rather than prior to construction. Of note is reference to the Urban and Landscape Design Management Plan.

##### **Submissions**

- Submitter 10 – Deborah Hoskin, 57 Godfrey Drive Orewa – neutral
  - Concerns over whether vegetation will be replaced following works.
  - Response - I would expect this level of detail to be provided at detailed design stage.
- Submitter 12 - Everylne Woolley, 2038 East Coast Road - oppose
  - Expressed an opinion that too much land is being taken for the route, and while not specifically mentioning landscape or visual effects this seems to be an inherent consideration, with smaller land takes potentially leading to a different landscape outcome, which could be either positive or negative.

- Response – agree, and this should be assessed on each route as design progresses to potentially minimise the extent which could have positive benefits with regard to landscape and visual effects.
- Submitter 18 - Paul Redman, 162 Lonely Track Road - oppose
  - Raises concerns over loss of regenerating native vegetation and requests that this be retained.
  - Response - I would expect this level of detail to be provided at detailed design stage.
- Submitter 24 - Robert Brown, 235 Wilks Road – oppose
  - Notes loss of native planting and an increase in visual pollution.
  - Response - I would expect this level of detail to be provided at detailed design stage.
- Submitter 35 - Auckland Council Parks and Community Facilities - oppose
  - Raises concerns with regard to several properties on the proposed route and the potential scale of effects on vegetation, bush area and streams.
  - Response - I would expect this level of detail to be provided at detailed design stage.
- Submitter 38 - Simon Lamain, 152 Lonely Track Road - neutral
  - Raises concerns about the impact on the environment, without specifically identifying any particular matter.
  - Response – the proposed landscape works are designed to mitigate any potential effects on landscape related matters.
- Submitter 39 - Brendan and Terry Lamain, 152 Lonely Track Road - neutral
  - Raises concerns about the environment, particularly flora and fauna.
  - Response – the proposed landscape works are designed to mitigate any potential effects on landscape related matters.

**NoR 5: New SH1 crossing at Huruhuru**

- New two lane urban arterial connection between Top Road and East Coast Road.
- Includes over bridge over six lanes of highway.
- Active mode facilities on both sides.
- Intersects or is adjacent to NoR 4 and 13.

**Review Comments:**

- I cConcur with the description of the existing landscape character of the area in Table 7.
- I generally agree with the assessment findings that adverse effects on



*landscape character* are likely to be Low - Moderate without mitigation, but I do not agree that this would reduce to Very Low with mitigation during construction.

- I generally agree with the assessment findings that adverse effects on *natural character* are likely to be Low - Moderate without mitigation, but I do not agree that this would reduce to Very Low with mitigation during construction.
- I generally agree with the assessment findings that adverse *visual effects* are likely to be Low - Moderate without mitigation, but I do not agree that this would reduce to Very Low with mitigation during construction.
- I generally agree with the assessment findings that adverse effects on *landscape character* are likely to be Low -Moderate without mitigation, reducing to Low with mitigation in operation.
- I generally agree with the assessment findings that adverse effects on *natural character* are likely to be Low -Moderate without mitigation, reducing to Low with mitigation in operation.
- I generally agree with the assessment findings that adverse *visual effects* are likely to be Low without mitigation, and remaining Low with mitigation in operation.
- While I generally agree with the level of effects, I am of the opinion that there is a noticeable change in character through the introduction of the new road placed on top of new batters, a change from the predominantly flat landscape. I acknowledge the zone is FUZ and change may be anticipated.

Submissions Review:

- There are no submissions related to landscape effects.

**NoR 6: New connection between Milldale and Grand Drive**

- New two lane urban arterial connection between Wainui Road and Ara Hills.
- Active mode facilities on both sides.
- Intersects or is adjacent to NoR 10.

Review Comments:

- I concur with the description of the existing landscape character of the area in Table 7. The route is considered in two sections, inside and outside the RUB.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to range between Moderate and Moderate- High without mitigation, reducing to Low or Low -Moderate with mitigation during construction.
- I agree with the assessment findings that adverse effects on *natural character* are likely to range between Moderate and Moderate- High without mitigation, reducing to Low or Low - Moderate with mitigation during construction.
- I agree with the assessment findings that adverse *visual effects* are likely to

range between Moderate and Moderate - High without mitigation, reducing to Low to Low – Moderate with mitigation during construction.

- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Moderate to Moderate – High without mitigation, reducing to Low or Low – Moderate with mitigation in operation.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Moderate to Moderate – High without mitigation, reducing to Low or Low- Moderate with mitigation in operation.
- I agree with the assessment findings that adverse *visual effects* are likely to be Moderate to Moderate – High without mitigation, reducing to Low or Low- Moderate with mitigation in operation.

Submissions Review:

### **General**

- A number of submissions are with regard to the proposed extent of the designation and seek to minimise the land required. While not specifically identifying landscape and visual effects, it is considered that any amendments to the designation extent will likely have an impact on this matter. Whether it is detrimental or positive is difficult to determine but this should be a consideration particularly when it comes to landscape remediation works.
- Concerns are also raised over how works will tie in with future surrounding land development identified for the area, particularly residential.

### **Submissions**

- Submitter 6 – AV Jennings, 47 Ara Hills Drive and 226 Grand Drive, Orewa – support (in part)
  - Concerns over how narrow land parcels will be landscaped and tied into existing land use.
  - Removal of existing covenanted vegetation
  - Response - I would expect this level of detail to be provided at detailed design stage.
- Submitter 7 – Cole McCallion, 22 and 24 Upper Orewa Road - oppose
  - Concerns over the removal of existing large trees which provide screening to the neighbouring golf course.
  - Response - Potential fence replacements and what that would look like.
  - Response - I agree that there is potential for adverse effects to arise, particularly in rural areas before any urban development occurs. Treatment should be carefully considered to address this.
- Submitter 8 – Mitchell Kivits, 2 Upper Orewa Road - oppose
  - Suggest moving the location of proposed stormwater pond across the

road.

- Concerns over wildlife and ecological values associated with it.
- Response – potential alternative locations for elements such as ponds, should be considered at detailed design stage, and only when there is no potential for additional or greater adverse landscape or visual effects.

#### **NoR 7: Upgrade to Pine Valley Road**

- Upgrade to two lane urban arterial between Poynter Lane and Argent Lane.
- Separated active mode facilities on both sides.
- Intersects or is adjacent to NoR 10.

#### **Review Comments:**

- I concur with the description of the existing landscape character of the area in Table 7. The route is considered in two sections, inside and outside the RUB.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Moderate- High without mitigation, I am less inclined to agree how it can reduce to Low with mitigation during construction.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Moderate- High without mitigation, I am less inclined to agree how it can reduce to Low with mitigation during construction.
- I agree with the assessment findings that adverse *visual effects* are likely to be Moderate without mitigation, I am less inclined to agree how it can reduce to Low with mitigation during construction.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Moderate to Moderate – High without mitigation, reducing to Low or Low – Moderate with mitigation in operation.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Moderate to Moderate – High without mitigation, reducing to Low or Low- Moderate with mitigation in operation.
- I agree with the assessment findings that adverse *visual effects* are likely to be Moderate to Moderate – High without mitigation, reducing to Low or Low- Moderate with mitigation in operation.

#### **Submissions Review:**

##### **General:**

- A number of submissions are with regard to the proposed extent of the designation and seek to minimise the land required. While not specifically identifying landscape and visual effects, it is considered that any amendments to the designation extent will likely have an impact on this matter. Whether it is detrimental or positive is difficult to determine but should be a consideration particularly when it comes to landscape remediation works.

## Submissions

- Submitter 4 – Clifford Tyler, 346 Old Pine Valley Road, Dairy Flat – oppose
  - Concerns over loss of large willow tree and effects on landscaping due to extent of designation.
  - Response - I would expect this level of detail to be provided at detailed design stage.
- Submitter 5 – Bryce Catchpole, 348 Pine Valley Road, Dairy Flat – oppose
  - Concerns over loss and effects on landscaping due to extent of designation.
  - Response - I would expect this level of detail to be considered and addressed as detailed design progresses.

## **NoR 8: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat**

- Upgrade to four lane urban arterial where FUZ is located on both sides, between Silverdale interchange and Wilks Road and between Richards Road and Durey Road.
- Separated Active mode facilities on both sides.
- Upgrade to two lane rural arterial between Wilks Road and Richards Road.
- Swale on west side.
- Active mode facilities on east.
- Upgrade bridge over Dairy Stream.
- Three protected trees/ groups of trees within designation.
- Intersects or is adjacent to NoR 1, 3, 4, 8, 9 and 11.

### Review Comments:

- I concur with the description of the existing landscape character of the area in Table 7. I acknowledge the four sections of the route identified as an appropriate method of assessment.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to range from Low to Moderate- High without mitigation, and range from Very Low to Low with mitigation during construction.
- I agree with the assessment findings that adverse effects on *natural character* are likely to range from Low to Moderate- High without mitigation, and range from Very Low to Low with mitigation during construction.
- I agree with the assessment findings that adverse *visual effects* are likely to range from Low to Moderate- High without mitigation, and range from Very Low to Low with mitigation during construction.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Low to Moderate – High without mitigation, reducing

to Very Low, Low or Low – Moderate with mitigation in operation.

- I agree with the assessment findings that adverse effects on *natural character* are likely to be Low Moderate, Moderate – High and High without mitigation, reducing to Low or Low- Moderate with mitigation in operation.
- I agree with the assessment findings that adverse *visual effects* are likely to be Low, Moderate and Moderate – High without mitigation, reducing to Very Low, Low and Low- Moderate with mitigation in operation.

#### Submissions Review:

##### **General:**

- A number of submissions are with regard to the proposed extent of the designation and seek to minimise the land required. While not specifically identifying landscape and visual effects, it is considered that any amendments to the designation extent will likely have an impact on this matter. Whether it is detrimental or positive is difficult to determine but this should be a consideration particularly when it comes to landscape remediation works.

##### **Submissions**

- Submitter 2 – Allen Chalmers and Michelle Koster Crockford, 2 Wilks Road West, Dairy Flat – oppose
  - Concerns over loss of existing large native and exotic trees and effects on birdlife due to the proposed location of the roundabout.
  - Response – I agree this is likely close to road corridor but potentially retaining a large stand north of the designation.
- Submitters 4 and 5 – Claudine and Richard Osborne, 22 Langford Place, Dairy Flat – oppose
  - Concerns over the loss of noise attenuation bund which serves as an aural and visual separation from the existing road corridor, as well as wastewater disposal.
  - Response – Agree, the visual separation should be retained and this should be incorporated into detailed design. All functions of the bund should be considered and addressed at detailed design stage including wastewater disposal. I acknowledge there is potential for a character change if the FUZ land is rezoned and this could influence the visual appearance of landscape solutions.
  - Opposed to a constructed noise attenuation fence as it would be out of character with the Goodlands development.
  - Response – I agree on current rural character, but I acknowledge the zone is FUZ and change from the current condition could be anticipated.
  - Response - Mitigation through planting to minimise the effects of any fence should be considered.

- Effects on rural character of the proposed four lane highway.
- Response – I agree on current rural character, but acknowledge the zone is FUZ and change from the current condition could be anticipated.
- Submitter 6 – Chris Simpson, 1487 Dairy Flat Highway, Dairy Flat – oppose
  - Concerns over loss of berm including established planting and orchard trees.
  - Response – The property is not part of the FUZ and is zoned Rural – Mixed Rural Zone, therefore there is an expectation that rural characteristics are retained and the road frontage planting should be considered at detailed design stage.
- Submitter 9 – Dine Yeoh Hoo, 86 Kingscliff Rise, Dairy Flat – oppose
  - Concerns over loss of noise attenuation bund which serves as an aural and visual separation from the existing road corridor.
  - Response – this property is approx. 820m north of the designation and is unlikely to have clear visibility of the works.
- Submitter 10 – Sylvia Choi, 78 Kingscliff Rise, Dairy Flat – oppose
  - Concerns over loss of noise attenuation bund which serves as an aural and visual separation from the existing road corridor.
  - Response – this property is approx. 820m north of the designation and is unlikely to have clear visibility of the works.
- Submitter 35 – AW Holdings, 1350 Dairy Flat Highway, Dairy Flat – oppose
  - Concerns over loss of mature vegetation along the western property boundary.
  - Response – This site is subject of a Fast Track consent application to establish a surf park and is likely to change and this should be considered as detailed design is completed. The mature vegetation appears to be large palm trees (pest species) and is not considered to be an extensive planted boundary condition.
- Submitter 36 – Helen Burt, Goodland Country Estate Trustee Company Limited, 48 Goodland Drive, Dairy Flat - oppose
  - Concerns over loss of noise attenuation bund which serves as an aural and visual separation from the existing road corridor, as well as wastewater disposal.
  - Opposed to a constructed noise attenuation fence as it would be out of character with the Goodlands development.
  - Effects on rural character of the proposed four lane highway.
  - Response - this property is approx. 320m north of the designation and is unlikely to have clear visibility of the works.

- Submission 49 - combined response from Campbell and Leah McNee, 1595 Dairy Flat Highway, Anne and Roland Plank, 1591 Dairy Flat Highway and Jenny Forlong, 1599 Dairy Flat Highway - oppose
  - Broadly identify landscape and visual amenity effects including from vegetation clearance, without any specific reference to the site.
  - Response – It is acknowledged that there may be a change brought about through vegetation clearance, but there are plans to reinstate vegetation for mitigation. These properties are approx. 300m west of Dairy Flat Highway. NoR 1 is likely to be closer in proximity.

**NoR 9: Upgrade to Dairy Flat Highway between Dairy Flat and Albany**

- Widened road corridor retains two lanes (one in each direction) and maintains crawler lane in existing location, includes central wire barrier.
- Cycle path added to west between Durey Road and Coatesville Riverhead Highway roundabout.
- Cycle path added to east between Coatesville Riverhead Highway roundabout and Albany.
- Seven protected trees/ groups of trees within designation.
- Intersects with NoR 8.

**Review Comments:**

- I concur with the description of the existing landscape character of the area in Table 7. I acknowledge the two sections of the route identified as an appropriate method of assessment.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to range between Moderate and High without mitigation, and reducing to Low - Moderate to Moderate with mitigation during construction.
- I agree with the assessment findings that adverse effects on *natural character* are likely to range between Moderate and High without mitigation, and reducing to Low - Moderate to Moderate with mitigation during construction.
- I agree with the assessment findings that adverse *visual effects* are likely to range between Moderate and High without mitigation, and reducing to Low - Moderate to Moderate with mitigation during construction.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to range between Moderate and High without mitigation, and reducing to Low - Moderate to Moderate with mitigation in operation.
- I agree with the assessment findings that adverse effects on *natural character* are likely to range between Moderate and High without mitigation, and reducing to Low - Moderate to Moderate with mitigation in operation.
- I agree with the assessment findings that adverse *visual effects* are likely to

range between Moderate and High without mitigation, and reducing to Low - Moderate to Moderate with mitigation in operation.

### Submissions Review

#### **General**

- A number of submissions are with regard to the proposed extent of the designation and seek to minimise the land required. While not specifically identifying landscape and visual effects, it is considered that any amendments to the designation extent will likely have an impact on this matter. Whether it is detrimental or positive is difficult to determine but this should be a consideration particularly when it comes to landscape remediation works.
- There is a common concern regarding lack of detail on plans and a **request for further information, often at individual property level.**

#### **Submissions**

- Submitter 9 – Blanka Griffiths, Auckland Council Parks and Community Facilities - oppose
  - Retention of natural and open space qualities. No individual property assessment.
  - Response - I would expect this level of detail to be provided at detailed design stage.

#### **NoR 10: Upgrade to Wainui Road**

- Upgrade to two lane urban arterial between Lysnar Road and new Argent Lane.
- Separated active mode facilities on both sides.
- Upgrade bridge over Waterloo Creek.
- Two protected trees/ groups of trees within designation.
- Intersects with NoR 6.

#### **Review Comments:**

- I concur with the description of the existing landscape character of the area in Table 7. I acknowledge the two sections of the route identified as an appropriate method of assessment.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Moderate without mitigation, and reducing to Low with mitigation during construction.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Moderate - High without mitigation, and reducing to Low - Moderate with mitigation during construction.
- I agree with the assessment findings that adverse *visual effects* are likely to be Moderate without mitigation, and reducing to Low with mitigation during construction.



- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Moderate without mitigation, and reducing to Low - Moderate with mitigation in operation.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Moderate without mitigation, and reducing to Low - Moderate with mitigation in operation.
- I agree with the assessment findings that adverse *visual effects* are likely to be Moderate without mitigation, and reducing to Low - Moderate with mitigation in operation.
- At this stage of the process all effects ratings are considered across the whole NoR route and there are likely to be individual sites where effects will be higher. In this instance the treatment of the boundary at 379 Wainui Road warrants further consideration.

#### Submissions Review:

- Submitter 2 - Simon Wu, Northridge 2018 Ltd, 379 Wainui Road, Wainui - oppose
  - Loss of amenity through removal of existing large boundary trees
  - Construction effects on landscape, natural character and visual and associative effects
  - Request retention of established amenity planting, minimise vegetation loss by reducing the construction footprint.
  - Request the UDLMP is identifies effects particular to this site.
  - Proposes alternative options to minimise effects on landscape and natural character and amenity.
  - Response – As the submission expresses, this is a significant land use, long associated with the area which relies on the park like grounds for the successful functioning of the business as a conference centre, accommodation and golf course. I consider that more careful consideration of the boundary edge condition is required to maintain the function of the site.
- Submitter 10 – Cole McCallion, 2 Upper Orewa Road, Silverdale - oppose
  - Concerns over the removal of existing large trees which provide screening to the neighbouring golf course.
  - Potential fence replacements and what that would look like.
  - Response – this will be detailed in the ULDMP. It is acknowledged that while the site is currently zoned rural any new fencing has the potential to result in a noticeable change in character. It is also acknowledged that the site is zoned FUZ and therefore has the potential to change to a more urban environment which would result in a different character to a rural

one and fencing would be a less obvious change.

**NoR 11: New connection between Dairy Flat Highway and Wilks Road**

- Kahikatea Flat Road to Postman Road two lane urban arterial with separated walking and cycling on both sides (segment 1).
- Postman Road to SH1 four lane urban arterial with separated walking and cycling on both sides (segment 2).
- Intersects or is adjacent to NoRs 1, 4 and 8.

**Review Comments:**

- I concur with the description of the existing landscape character of the area in Table 7. I acknowledge the two sections of the route identified as an appropriate method of assessment.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Low without mitigation and reducing to Very Low with mitigation during construction.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Low without mitigation and reducing to Very Low with mitigation during construction.
- I agree with the assessment findings that adverse *visual effects* are likely to be Low without mitigation and reducing to Very Low with mitigation during construction.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Low without mitigation and remaining Low with mitigation in operation.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Low without mitigation and remaining Low with mitigation in operation.
- I agree with the assessment findings that adverse *visual effects* are likely to be Low without mitigation and remaining Low with mitigation in operation.

**Submissions Review:**

- No submissions related to landscape effects.

**NoR 12: Upgrade and extension to Bawden Road**

- Four lane corridor with walking and cycling on both sides.
- Intersects or adjacent with NoRs 1, 4 and 8.

**Review Comments:**

- I concur with the description of the existing landscape character of the area in Table 7.
- I agree with the assessment findings that adverse effects on *landscape*

*character* are likely to be Moderate - High without mitigation and reducing to Low - Moderate with mitigation during construction.

- I agree with the assessment findings that adverse effects on *natural character* are likely to be Moderate without mitigation and reducing to Low with mitigation during construction.
- I agree with the assessment findings that adverse *visual effects* are likely to be Moderate - High without mitigation and reducing to Low – Moderate with mitigation during construction.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Moderate without mitigation and reducing to Low - Moderate with mitigation in operation.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Moderate without mitigation and reducing to Low - Moderate with mitigation in operation.
- I agree with the assessment findings that adverse *visual effects* are likely to be Moderate without mitigation and reducing to Low - Moderate with mitigation in operation.
- The eastern end of the designation route as shown on SGA-DRG-NTH-GE-400, has significant cuts to enable the development of a roundabout intersection. The scale of the cuts will likely have localised greater effects than identified in the **SGA LNCVA**. It is acknowledged that the FUZ zone anticipates change but in the current environment the change is out of character with the existing landscape, and it is recommended this interim condition is considered when detailing.

#### Submissions Review:

- Submitter 05 – Mr Sloan, 126 Bawden Road, Dairy Flat - oppose
  - Concerns over the impact on outlook and amenity of large pond within the property.
  - Response – there are two large ponds proposed in close proximity, is there a way to combine into one. Acknowledge that NoR 1 runs between the two ponds.

#### **NoR 13: Upgrade to East Coast Road**

- Hibiscus Coast Highway to Newman Road two lane urban arterial upgrade with separated walking and cycling on both sides.
- Newman Road to Jackson Way shared path on west only, no carriageway upgrades.
- Jackson Way to end of FUZ with separated walking and cycling on both sides.
- Five protected trees/ groups of trees within designation.
- Intersects or is adjacent to NoR 4, 5 4 and 8.

### Review Comments:

- I concur with the description of the existing landscape character of the area in Table 7. I acknowledge the three sections of the route identified as an appropriate method of assessment.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to range from Low – Moderate to Moderate and Moderate - High without mitigation and reducing to Low and Low - Moderate with mitigation during construction.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Low – Moderate and Moderate without mitigation and reducing to Low and Low – Moderate with mitigation during construction.
- I agree with the assessment findings that adverse *visual effects* are likely to be Moderate and Moderate-High without mitigation and reducing to Low and Low – Moderate with mitigation during construction.
- I agree with the assessment findings that adverse effects on *landscape character* are likely to be Moderate and Moderate – High without mitigation and reducing to Low and Low - Moderate with mitigation in operation.
- I agree with the assessment findings that adverse effects on *natural character* are likely to be Low – Moderate and Moderate without mitigation and remaining Low to Low - Moderate with mitigation in operation.
- I agree with the assessment findings that adverse *visual effects* are likely to be Moderate to Moderate – High without mitigation and reducing to Low to Low - Moderate with mitigation in operation.

### Submissions Review:

- Submitter 22 – Nigel Powell, Auckland Memorial Park and Cemetery Limited and The Hibiscus Trust, 2163 East Coast Road, Silverdale - oppose
  - Concerns over loss of ridgeline trees and effects on amenity of the cemetery
  - Response – The AUP-OP identifies this site as Special Purpose – Cemetery Zone and this should be considered in future design development.
  - Lack of consideration in the SGA LNCVA on potential construction and long-term effects with regard to the nature of the site and its sensitivity. Suggest avoiding “valuable” landscape features through reducing the construction area.
  - Response – Assessment of individual properties has not been undertaken at this time and given the significance of this site it is recommended more detailed consideration be given to this site.
- Submitter 23 – Maria Walker-Kinnell, 1959 East Coast Road, Silverdale – neutral

- Seeks clarity around vegetation removal within property.
- Response – this will be considered in developed design. Note that this section has no road upgrade works proposed, only a shared path on the western side of the corridor, this may influence outcomes for the submitter.

#### **4.0 Proposed Conditions**

- 4.1 I support the proposals in the NoR's to include conditions requiring the preparation and implementation of a ULDMMP for each of the designated corridors. Compliance with these management plan documents will assist with the ongoing avoidance, remediation and mitigation of adverse landscape and visual effects and ensure an integrated and positive outcome.
- 4.2 I note there are separate ULDMMP conditions for the NZTA and AT designations.
- 4.3 NZTA NoR 1-3 (new designations) ULDMMP condition 9; NZTA NoR 4 (expand existing designation) ULDMMP condition 8; and AT NoR 5-13 (new designations) ULDMMP condition 11.
- 4.4 As currently written the conditions are the same for each NoR and this may need further consideration for each individual NoR route to achieve bespoke outcomes for specific issues.

#### **5.0 Conclusions and Recommendations**

- 5.1 Following my review of the SGA LNCVA which accompanies the 13 NoR's and my review of the submissions that have been received, I confirm that I am generally in agreement with the conclusions reached by the SGA's landscape architect.

Where I disagree with their assessment rating, I have highlighted this within the relevant NoR review. I would note that while I disagree with level of effect identified, I am of the opinion that any change in effect rating is not considered to significantly alter the potential effect level.

- 5.2 I consider the following amendments to proposed conditions are necessary.

- All – proposed conditions 8, 9 and 11 (ULDMMP)  
Add the following text under (a)(ii):  
“to a quality urban *and rural environment*.” (to recognise that NoR 9 and 13 maintain a partial rural interface)
- All – proposed conditions 8, 9 and 11 (ULDMMP)  
Add the following text under after (c)(i):  
“*Where land has not been rezoned, the LNCVA must be reconsidered and the level of effects must be assessed against the underlying zone.*”
- NoR 2 and 3 – proposed condition 9 (ULDMMP)  
Add the following text under (d)(iii):  
(j) *Provision for extensive tree planting within areas of large car parking*

*spaces at proposed station.*

- NoR 2 and 3 – proposed condition 9 (ULDMP)  
Add the following text under (d)(iii) (f):  
*Add “to include carpark landscape.”*
- NoR 4 – proposed condition 8 (ULDMP)  
Add the following text under (a)(ii):  
*Add (iii) “Consult with the QEII Trust with regard to the edge treatment of Kathys Thicket.”*
- NoR 13 – proposed condition 11 (ULDMP)  
Add the following text under (d)(iii)  
*Add (j): Make provision to consider the boundary treatment of 2163 East Coast Road Special Purpose Zone – Cemetery.*
- NoR 10 – proposed condition 11 (ULDMP)  
Add the following text under (d)(iii)  
*Add (j): Make provision to consider the boundary treatment of 379 Wainui Road North Ridge Country Estate to minimise impacts on the current land use.*

5.3 Subject to resolution of the above, I confirm that adverse landscape and visual effects can be effectively avoided, remedied or mitigated, with positive landscape and visual effects also being facilitated through the NoRs and the associated ULDMP conditions for the following NoRs:

- NoR 1 – New RTC between Albany and Milldale
- NoR 2 – New Milldale Station
- NoR 4 – SH1 Improvements
- NoR 6 – New connection between Milldale and Grand Drive
- NoR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat
- NoR 9 - Upgrade to Dairy Flat Highway between Dairy Flat and Albany
- NoR 10 – Upgrade to Wainui Road
- NoR 11 – new connection between Dairy Flat Highway and Wilks Road
- NoR 12 – upgrade and extension to Bawden Road
- NoR 13 – Upgrade to East Coast Road between Silverdale and Redvale interchange

5.4 However, from the **SGA LNCVA** assessment and my review, the following NoRs (including the mitigation measures proposed) will likely result in more than minor adverse landscape effects that currently do not appear to be sufficiently avoided, remedied or mitigated by the proposed suite of conditions:

- NoR 3 – New Pine Valley Station East
- NoR 5 – New SH1 crossing at Huruhuru Creek
- NoR 7 – Upgrade to Pine Valley Road

5.5 Subject to the resolution of matters highlighted at 5.2 and 5.4 above, I confirm that adverse landscape and visual effects can be effectively avoided, remedied or mitigated with positive landscape and visual effects facilitated through the NoRs and the associated ULDMP conditions.

Paul Murphy

**Principal Landscape Architect – Registered NZILA**

**Auckland Council**

**Tamaki Makaurau Design Open (TMDO)**





# Technical Specialist Memo - Acoustics

**To:** Andrew Wilkinson, Reporting Planner  
**From:** Peter Runcie (Acoustics), SLR Consulting  
**Date:** 7 March 2024

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**Subject: Supporting Growth Alliance - NoRs 1-13 North  
Acoustics Assessment**

## 1 Introduction

- 1.1 I have undertaken a review, on behalf of Auckland Council, of the 13 Notices of Requirements (NoRs) lodged by the Requiring Authorities, Auckland Transport and Waka Kotahi NZ Transport Agency, through the Supporting Growth Alliance (SGA), in relation to acoustics (noise and vibration) effects.
- 1.2 In writing this memo, I have reviewed the following documents:
- Assessment of Construction Noise and Vibration Effects ('CNVE report'), Version 1.0 dated 31 August 2023.
  - Assessment of Operational Noise and Vibration Effects ('ONVE report'), Version 1.0 dated 31 August 2023.
  - Proposed Conditions of consent for all 13 NoRs.

### *Qualifications and Experience*

- 1.3 I am a Technical Director at SLR Consulting in Auckland, specialising in environmental and architectural acoustics. I hold the qualification of a Bachelor of Science Degree with Honours in Audio Technology from the University of Salford in the United Kingdom. I am a full member of both the Institute of Acoustics (UK) and the Acoustical Society of New Zealand, a member of the New Zealand Planning Institute and SLR's New Zealand representative for the Association of Australasian Acoustical Consultants.
- 1.4 I have over sixteen years' experience in the field of acoustic consultancy. In my career I have worked on a range of projects within the United Kingdom, Europe, Middle East, Australia, and New Zealand. My work has involved a wide range of acoustic assessments, including working on numerous assessments of environmental noise effects from projects across New Zealand. I have presented evidence at numerous council level hearings, and in the New Zealand Environment Court.

### *Involvement with North NOR's*

- 1.5 I was engaged by Auckland Council in May 2023 to review the 13 North NoR's to determine whether the information provided was sufficiently detailed and accurate to understand the noise and vibration effects of the proposal.
- 1.6 I visited the sites on 30 May and 10 August 2023.

### *Structure*

- 1.7 This document sets out the following:
- a) Identification of key noise and vibration issues (Section 2);

- b) Construction noise and vibration effects (Section 3);
- c) Traffic noise and vibration effects (Section 4);
- d) Noise and vibration matters raised in submissions (Section 5);
- e) Conclusions and recommendations (Section 6); and
- f) Recommended conditions (Section 7).

#### *Expert Witness Code of Conduct*

- 1.8 I confirm that the statements made within this memorandum are within my area of expertise and I am not aware of any material facts which might alter or detract from the opinions I express. Whilst acknowledging this consenting process is not before the Environment Court, I have read and agree to comply with the Code of Conduct for Expert Witnesses as set out in the Environment Court Consolidated Practice Note 2023. The opinions expressed in this memorandum, are based on my qualifications and experience, and are within my area of expertise. If I rely on the evidence or opinions of another, my statements will acknowledge that.

#### *Perceived Conflict of Interest*

- 1.9 I note that SLR Consulting recently acquired 4Sight Consulting and that members of the 4Sight (now SLR) planning team have been engaged by BP Oil Limited and Z Energy Limited to prepare submissions on their behalf. I can confirm that I have had no previous contact with people involved in the preparation of submissions in this regard and that I have been engaged to act on behalf of Auckland Council for the purpose of reviewing the notices of requirement as described below. I declare that I have no conflict of interest with the submitters.

## **2 Key Acoustics Issues**

- 2.1 The following potential effects have been identified and considered across all 13 NoRs:
- Construction noise and vibration; and
  - Traffic noise and vibration.
- 2.2 In my opinion the relevant potential effects have been identified.
- 2.3 The Requiring Authorities key assessment conclusions and my technical review of these findings are outlined below.

## **3 Construction Noise and Vibration**

#### *Criteria*

- 3.1 A consistent approach has been adopted across all 13 NoRs regarding construction noise and vibration.
- 3.2 Applicable construction noise criteria for the projects are based on the requirements of the Auckland Unitary Plan Operative in Part (AUP) –Standard E25.6.27, Waka Kotahi’s “State Highway Construction and Maintenance Noise and Vibration Guide” (Guide), v1.1, August 2019 and NZS 6803: 1999 *Acoustics – Construction Noise*. I consider the identified noise limits to be appropriate for the proposed construction activities.
- 3.3 The main objective of controlling construction vibration is identified as to avoid vibration-related damage to structures. I agree with this objective with regards to

daytime works, however, for night-time works where people are sleeping I would consider amenity impacts to also be a key concern.

- 3.4 Construction vibration criteria are based on a combination of the requirements of the AUP – Standard E25.6.30 and the Waka Kotahi approach regarding using two categories of vibration. If the Category A criteria cannot be practicably achieved, the focus shifts to avoiding building damage rather than avoiding annoyance by applying the Category B criteria. Building damage is unlikely to occur if the Category B criteria are complied with. I agree with the general approach regarding vibration criteria adopted, including use of a longer night-time period than that required under the Auckland Unitary Plan (**AUP**) to provide better outcomes for receivers. However, I do not agree with the proposal to use different criteria for designations sought by Auckland Transport as opposed to Waka Kotahi (noting that this has not been proposed for noise where one approach has been proposed). There is no material difference in the work being undertaken or the location of the works across the designations relative to vibration effects. The proposed approach could result in differing effects at receivers for what is essentially the same works; the CNVE report does not provide evidence to support the difference in effects. I recommend that a consistent approach is adopted for all designations and support the use of the Waka Kotahi approach across all designations as industry standard for such works across New Zealand. This would require amendment to the Construction Vibration Standards conditions for NoR 5 to 13, which I have discussed below.

#### *Assessment*

- 3.5 The future environment and specific details of type and location of receivers at the time of construction are not known, with an identified timeframe of 10-30+ years until construction may commence. The assessment therefore seeks to identify potential effects at existing receivers and a process to manage effects at the time the works take place. Potential effects associated with noise and vibration levels are identified in Table 6-1 and Table 6-2 of the CNVE report, I consider these to be reasonable. As a general comment, the assessment identifies that:
- a) Receivers within 76 m of unmitigated works could experience levels greater than the daytime noise criterion.
  - b) Receivers within approximately 40 m of works may be subject to vibration levels greater than the Waka Kotahi daytime vibration amenity criterion (1mm/s PPV).
- 3.6 The assessment of construction effects is based on works taking place up to the construction boundary, as illustrated in the General Arrangement Drawings. This is not a fixed boundary as the NoR proposes that the designation does not differentiate between construction areas and operational areas. Given the level of design information available I consider this approach to be reasonable. I note that there could be a difference in construction noise and vibration levels if the detailed design results in the construction works boundary moving closer to dwellings. However, this scenario is similar to one whereby future dwellings are constructed closer to the designation than currently exist, and so have not been assessed. The proposed conditions provide for this scenario and set out the performance criteria and the process which must be followed.

- 3.7 A list of existing properties where exceedance of the 70 dB LAeq daytime noise criterion is predicted is provided in Appendix A of the CNVE; however, the magnitude and duration of potential infringements have not been provided. Without this information it is only possible to provide high-level commentary around the potential effects for each NoR.
- 3.8 The proposed process to manage construction noise and vibration effects is set out in Section 6.3 of the CNVE, including creation of a CNVMP and Schedules to manage and mitigate noise and vibration when exceedance of the limits is identified. The process is required under the Construction Noise and Vibration Management Plan (CNVMP) and Schedule to a CNVMP conditions. I consider this approach to be reasonable.
- 3.9 I have provided comments on the key conclusions related to construction noise and vibration associated with individual NoRs in **Table 1** below. Where identified effects in different NoRs are similar (such as because the nearest existing receivers are similar distances from the works) I have combined the comments for brevity.

**Table 1 Construction Noise and Vibration**

Notice of Requirement	Review and Comment
NoR 3 - New Pine Valley East Station and Associated Facilities	<p>There are few existing dwellings near to works associated with this NoR.</p> <p>Construction noise and vibration is predicted to comply with the nominated daytime criteria with mitigation in place.</p> <p>If night works are required consultation and identification of specific mitigation measures are likely to be essential following the process required under the 'Schedule to a CNVMP' condition.</p> <p>The same process would apply to future receivers should these exist closer to the works at the time of construction.</p>
<p>NoR 5 – New SH1 crossing at Dairy Stream</p> <p>NoR 6 – New Connection between Milldale and Grand Drive</p> <p>NoR 7 – Upgrade to Pine Valley Road</p>	<p>The closest existing dwellings in these NoRs are located within 13-28m of the construction boundary.</p> <p>Construction noise and vibration levels are predicted to comply with the nominated daytime criteria with mitigation in place.</p> <p>Category A vibration amenity criteria could be exceeded at the closest receivers without vibration specific mitigation in place. Cosmetic damage would not be expected due to existing receivers being sufficiently set back from the works. Managing this amenity effect would likely require consultation with receivers.</p> <p>For works in these NoRs, exceedance of the noise and vibration criteria for night works is likely and so consultation and identification of specific mitigation measures are likely to</p>

Notice of Requirement	Review and Comment
	be essential following the process required under the 'Schedule to a CNVMP' condition.
<p>NoR 1 - New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path between Bawden Road and Dairy Flat Highway</p> <p>NoR 10 – Upgrade to Wainui Road</p> <p>NoR 12 – Upgrade and Extension to Bawden Road</p>	<p>The closest existing dwellings in these NoRs are located within 9m of the construction boundary.</p> <p>If works take place on the construction boundary, construction noise levels up to 75 dB LAeq<sup>1</sup> are predicted to occur intermittently at the closest receivers with mitigation in place. At this level, indoor effects would broadly fit in the following Table 6-1 description “Phone conversations would become difficult. Personal conversations would need slightly raised voices. Office work can generally continue, but 55 dB [internal noise level] is considered by the experts to be a tipping point for offices. For residential activity, TV and radio sound levels would need to be raised.”</p> <p>Category A vibration amenity criteria could be exceeded at the closest receivers without vibration specific mitigation in place. Cosmetic damage would not be expected due to existing receivers being sufficiently set back from the works. Managing this amenity effect would likely require consultation with receivers.</p> <p>For works in these NoRs, exceedance of the noise and vibration criteria for night works is likely and so consultation and identification of specific mitigation measures are likely to be essential following the process required under the 'Schedule to a CNVMP' condition. The same process would apply to future receivers should these exist closer to the works at the time of construction.</p>
<p>NoR 2 – New Milldale Station and Associated Facilities</p> <p>NoR 4 – SH1 Improvements</p> <p>NoR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat</p> <p>NoR 9 – Upgrade to Dairy Flat Highway</p>	<p>The closest existing dwellings in these NoRs are located within 2-7m (NoRs 2, 4, 8, 9, 11 and 13).</p> <p>If works take place on the construction boundary construction noise levels up to 80-85 dB LAeq are predicted to occur intermittently at the closest receivers with mitigation in place. At this level, indoor effects would broadly fit in the following Table 6-1 description “Untenable for both office and residential environments. Unlikely to be tolerated for any extent of time.” This would potentially result in needing the works to take place while the properties are unoccupied via arrangement with the occupants. The description of potential noise effects in 6.2.2.1, 6.2.4.1, 6.2.8.1, 6.2.9.1, 6.2.11.1 and 6.2.13.1 of the assessment somewhat underplays these effects.</p>

<sup>1</sup> Construction noise levels of up to 75 dB LAeq confirmed by Ms Wilkening via email dated 16 January 2024 – the level in the CNVE for NoR 1 is a typographical error.

Notice of Requirement	Review and Comment
between Dairy Flat and Albany  NoR 11 – New connection between Dairy Flat Highway and Wilks Road  NoR 13 – Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange	Without vibration specific mitigation, the possibility of cosmetic damage to buildings (such as plaster/paint cracking) is identified as a possibility at the closest receivers. Avoidance of this effect would likely require changes to methodology, such as use of non-vibratory or static compaction equipment.  For works in these NoRs, exceedance of the noise and vibration criteria is likely during daytime and night-time works (if night-time works required) and so consultation and identification of specific mitigation measures are likely to be essential following the process required under the ‘Schedule to a CNVMP’ condition. The same process would apply to future receivers should these exist closer to the works at the time of construction.

#### 4 Traffic Noise and Vibration

##### *Criteria*

- 4.1 Rule E25.6.33 of the AUP requires that new roads and altered roads which are within the scope of NZS 6806:2010 *Acoustics – Road-traffic noise – New and altered roads* (NZS 6806) comply with the requirements of that standard. The assessment has applied the requirements of NZS 6806. I consider this to be the appropriate standard.
- 4.2 In brief NZS 6806 sets out the process for managing noise effects from new and altered roads. It follows a process of identifying noise sensitive receptors along the route, predicting noise levels at those receptors, comparing the predicted noise levels against noise criteria in the standard (Categories A, B and C). The category criteria apply as follows:
- a) Where consistent with the best practicable option for the mitigation of road traffic noise, the criteria of Category A (the most stringent criteria) shall apply;
  - b) Where is it inconsistent with the adoption of the best practicable option to achieve the criteria of Category A, the criteria of Category B shall apply;
  - c) Where is it inconsistent with the adoption of the best practicable option to achieve the criteria of Category A or Category B and where the internal noise levels of any habitable space would be greater than 45 dB LAeq, the criteria of Category C shall apply;
  - d) Where it is it inconsistent with the adoption of the best practicable option to achieve the criteria of Category A, B or C, the internal noise levels of any habitable space shall be mitigated to the extent that it is practicable.
- 4.3 Noise from stations (e.g., public address systems) in NoR 2 and 3 have been considered based on the provisions of the AUP. Noise limits were identified using the applicable AUP limits for the receiving zones, being Standards E25.6.2 (Residential Zones), E25.6.3 (Future Urban Zone) and E25.6.15 (Future Urban and Residential Zones Interface). I consider these to be the appropriate noise limits.

- 4.4 Criteria for assessment of traffic vibration is identified in the ONVE report based on Norwegian Standard NS 8176:2017. Class C is the standard adopted by Waka Kotahi and I consider this to be appropriate for this project, however I note that performance requirements requiring meeting this criterion have not flowed through to the proposed conditions of consent.

*Assessment*

- 4.5 The assessment methodology is set out in Section 4 the ONVE report. I consider that the modelling approach, inputs and software are appropriate for this stage of the application.
- 4.6 Section 4.4.1 identifies that the modelling of existing road noise is within 2 dB decibels for those positions where traffic on existing roads is the controlling noise source. Further, the assessment notes that Section 5.3.4.2 of NZS 6806 states the difference between measured and predicted levels should not exceed  $\pm 2$ dB. The comparison between measured and predicted levels in Table 4-3 identifies slight overprediction of noise levels. I consider this to be a reasonable level of accuracy.
- 4.7 The predicted noise levels are provided in tables (within Section 7.2.1 for NoR 2 and Section 7.3.1 for NoR 3 and as appendices for the remaining NoRs) as well as noise contour graphics for NoRs 1 and 4 - 13.
- 4.8 General subjective perceptions to changes in noise level are provided in Table 3-3. I generally agree with those descriptions. Most relevant for the NoRs is that a change of 1-2 dB could be considered being subjectively insignificant, changes of 3-4 dB being just perceptible, and changes of 9-11 dB representing a halving or doubling in loudness.
- 4.9 I have summarised the key findings related to traffic noise and vibration associated with individual NoRs in **Table 2** below. The Do-minimum road surface identified for all NoRs is AC 14 or PA10 30 mm, lower noise road surfaces than chip seal.

**Table 2 Traffic Noise and Vibration**

Notice of Requirement	Review and Comment
NoR 1 – New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path between Bawden Road and Dairy Flat Highway	<p>The predicted road noise levels at existing PPFs<sup>2</sup> are identified as within Category A under the Do-minimum scenario. Category A is the most stringent external noise criteria set under NZS 6806.</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible to just noticeable margin (increases no greater than 4 dB) or else reduce by as much as 11 dB at existing PPFs. The reduction in noise levels is identified as a result of road design (e.g., reduced speed limit, road surface improvement).</p> <p>I consider these results and recommended mitigation to be reasonable based on the inputs and methodology.</p>

<sup>2</sup> Protected premises and facilities (PPFs) include existing houses, schools, marae and similar as defined in NZS 6806.

Notice of Requirement	Review and Comment
NoR 2 – New Milldale Station and Associated Facilities	<p>Section 7.2.1 of the assessment notes that predicted operational noise levels during peak hours, without mitigation, meet the daytime and night-time noise criteria at receiving zones.</p> <p>Recommendation is made for any public address systems and mechanical plant forming part of the station to be designed to ensure this outcome remains unchanged.</p> <p>I consider these results and recommendations to be reasonable, based on the inputs and methodology.</p>
NoR 3 – New Pine Valley East Station and Associated Facilities	<p>Section 7.3.1 of the assessment notes that predicted operational noise levels during peak hours, without mitigation, meet the daytime and night-time noise criteria at receiving zones.</p> <p>Recommendation is made for the public address system and mechanical plant to be designed to ensure this outcome remains unchanged.</p> <p>I consider these results and recommendations to be reasonable, based on the inputs and methodology.</p>
NoR 4 – SH1 Improvements (alteration to designations 6761, 6760, 6759, 6751)	<p>The predicted road noise levels at existing PPFs are identified as mostly within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806). Fifteen PPFs fall within Category B and 11 PPFs within Category C through a combination of EPA7 50 mm low noise surface and 2m barriers. For PPFs predicted to receive noise levels in Category C once the future BPO mitigation has been determined, building modification is recommended to be investigated at the implementation of the Project. Whilst not considered in the acoustic assessment, there is evidence to support use of dense vegetation as a noise reduction mechanism (noting that such planting would likely need to be greater than 10m deep and 2-3 m high). Given the predicted levels at Category C receivers are within 3 dB of Category B, an alternative to ‘at property treatment’ or other source noise mitigation measures may involve appropriately dense planting in some instances – noting that this may also provide greater than just acoustic benefits. The feasibility of this mitigation can be identified at the appropriate design stage.</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 4 dB) or else reduce by as much as 11 dB at existing PPFs.</p>



Notice of Requirement	Review and Comment
	<p>I consider these results to be reasonable, based on the inputs and methodology.</p>
<p>NoR 5 – New SH1 crossing at Dairy Stream</p>	<p>The new crossing at Dairy Stream does not require assessment under NZS 6806 because the average annual daily traffic volume using the crossing is predicted to be below 2000.</p> <p>Noise levels at PPFs within 200m of this NoR are predicted to be dominated by the surrounding road network, in particular from SH1. Therefore, traffic noise from the SH1 crossing is not predicted to change the noise environment of the surrounding area.</p> <p>I consider these findings to be reasonable.</p>
<p>NoR 6 – New Connection between Milldale and Grand Drive</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do-minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>Except for two existing PPFs where levels are predicted to increase by a noticeable 5-8 dB, noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at the existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
<p>NoR 7 – Upgrade to Pine Valley Road</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do-minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible to just noticeable margin (increases no greater than 4 dB) or else reduce by as much as 8 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface, lower speed limit and slight reduction in traffic flows.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>

Notice of Requirement	Review and Comment
<p>NoR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do-minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface and lower speed limit.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
<p>NoR 9 – Upgrade to Dairy Flat Highway between Dairy Flat and Albany</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do-minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface and lower speed limit.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
<p>NoR 10 – Upgrade to Wainui Road</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do-minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface and lower speed limit.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
<p>NoR 11 – New connection between</p>	<p>The predicted road noise levels at existing PPFs are identified as mostly within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806). Two PPFs fall</p>

Notice of Requirement	Review and Comment
Dairy Flat Highway and Wilks Road	<p>within Altered Road Category B under the Do Minimum scenario. Because the predicted noise levels do not increase by 3 dB or greater at these PPFs between the Do Nothing and Do Minimum scenarios, the road does not meet the definition of an Altered Road under NZS 6806. Therefore, the Standard does not apply, and mitigation options do not need to be considered under the Standard for these PPFs.</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 8 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface and lower speed limit.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
NoR 12 – Upgrade and Extension to Bawden Road	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do-minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface and lower speed limit.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
NoR 13 – Upgrade to East Coast Road between Silverdale and Redvale Interchange	<p>The predicted road noise levels at existing PPFs are identified as mostly within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806). Thirteen PPFs fall within Category B under the Do Minimum scenario. Because the predicted noise levels do not increase by 3 dB or greater at these PPFs between the Do Nothing and Do Minimum scenarios, the road does not meet the definition of an Altered Road under NZS 6806. Therefore, the Standard does not apply, and mitigation options do not need to be considered under the Standard.</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a</p>

Notice of Requirement	Review and Comment
	<p data-bbox="679 192 1436 380">negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at existing PPFs. The reduction in noise levels is identified as a result of road implementation of a low-noise road surface and lower speed limit.</p> <p data-bbox="679 407 1436 479">I consider these results to be reasonable, based on the inputs and methodology.</p>

4.10 The above predicted results and effects are based on asphaltic concrete (AC14) or porous asphalt (PA10 30 mm) road surfaces; a higher performing road surface in combination with acoustically effective barriers is recommended for NoR 4. The resultant noise effects as described in the ONVE report are in most cases dependent on road surfaces being implemented which achieve the same or better acoustic performances. This is broadly captured under the proposed Low Noise Road Surface conditions.

4.11 No detailed assessment of vibration effects is provided. The consideration of vibration is based on new or upgraded roads being designed to be smooth and even and avoiding vibration generated from passing traffic over uneven surfaces. I consider this to be a reasonable assumption but note that it is reliant on the road design being required to result in smooth and even surfaces and to be maintained as such for the duration of the road's life. For this to be the case I recommend that it is captured in a condition of consent, such as the Low Noise Road Surface condition as per my comments below.

*Future PPFs*

4.12 Future increased density of residential development is noted as expected near to the NoR alignments. As the extent and detail of future development is not yet known (i.e., with building consents issued) assessment at potential PPFs is not required to be considered under the guidance in NZS 6806. Therefore, mitigation has only been identified in the ONVE based on PPFs existing at the time of the assessment.

4.13 The ONVE assessment sets out an expectation that the design of new dwellings should take into account the existing and predicted noise environment. However, how this information would be provided and developers made aware is not clearly set out in the assessment. Consideration of traffic noise as part of new developments containing PPFs is not a requirement in the AUP, as it is in some District Plans, or the Building Consent process and so there is a chance that awareness and consideration of this potential effect could fall through the gaps as the area is developed.

4.14 It is my opinion that future dwellings (constructed prior to the designation detailed design) warrant consideration in terms of noise effects. However, I understand the Requiring Authority position that once the designation is in place making information available regarding the level of noise would assist developers in proactively factoring this into the design of their developments. To provide a balance of shared responsibility it is my opinion, based on the current framework of guidance, that consideration of barriers and the long-term use of low noise pavements (i.e., mitigation to control the

road noise at source) should consider the environment at the time the Best Practicable Option (BPO) assessment of noise mitigation takes place, potentially 10-30+ years in the future.

- 4.15 On this basis it is my recommendation that the conditions include a requirement for the future BPO noise mitigation assessment to determine the BPO for the environment that is present prior to construction starting. This would ensure the most appropriate source noise mitigation measures (road surfaces, barriers etc.) are identified and able to be incorporated into the design. I consider it pragmatic that the Requiring Authority is not responsible for acoustically treating dwellings that are constructed following the lodgement of the NoR so long as future road noise level information is made clearly and easily available to developers such that they are able to consider those effects in their designs (the intent of this has been captured in the 'Land Use Integration Process' condition on other SGA projects such as Airport to Botany). I recommend such a condition is included for all 13 NoRs.
- 4.16 An alternative option to including noise contour requirements in the Land Use Integration Process condition could be for the noise contours to be included as a layer on the Auckland Council GeoMaps GIS website such that it appears on property files directing people to the project website where they can find the detailed noise contour information. However, I acknowledge that how this may be achieved is beyond my expertise as an acoustic expert.

## 5 Submissions

- 5.1 Of the submissions received, a number raised noise and/or vibration as a concern. These can be broadly separated into the topics of construction effects and permanent effects. The details of the submissions relating to noise and vibration are discussed in **Table 3** below.

**Table 3 Submissions and Comments**

Notice of Requirement	Submitter	Submission and Comments
NoR 1	Lindsay Howitt (submission 2)	Concern was raised regarding increased noise due to traffic at 295 Postman Road.  <i>Comment: Traffic noise levels at this property are predicted to reduce by an imperceptible amount (1 dB) when comparing the existing levels to the future Do Minimum scenario. On the basis of the imperceptible change in noise levels I consider the proposed mitigation (low-noise road surface) to be appropriate to mitigate these effects.</i>
	Okura Park Estates Residents Association Inc (submission 44) Smitherman (Submission 33)	Concern was raised in these submissions regarding construction noise and vibration mitigation and effects.  <i>Comment: The proposal sets out the limits and how construction noise and vibration will be required to be managed (via a CNVMP) to mitigate</i>

NoR1 and submission 19 NoR 12)	<i>potential effects, I consider this to be a reasonable approach.</i>
Eunju Kim (submission 64)	<p>Concern was raised regarding the potential for noise along the bus corridor.</p> <p><i>Comment: Noise from the bus corridor has been predicted to be within Category A under the Dominimum scenario. Category A is the most stringent external noise criteria set under NZS 6806.</i></p>
AW Holdings 2021 Limited Partnership (submission 66 NoR 1 and submission 36 NoR 8)	<p>Concern was raised regarding the potential for noise and vibration effects on the submitters proposed development of the land at 1350 Dairy Flat Highway, particularly the data centre component identified as within 91 m of the proposed corridor.</p> <p><i>Comment: I have worked on many data centre projects and I am not aware of data centres having a particular operational sensitivity to noise (often being significant generators of noise in their own right). Whilst vibration could be an issue, I would not expect the vibration from operation of the RTC, proposed to be operated using buses, to generate significant levels of vibration at 60 m (which appears to be the approximate distance from the closest edge of the RTC to the data centre building as shown in the submission).</i></p> <p><i>However, I note that noise and vibration generated during construction would be greater than during operation and so would need to be mitigated accordingly to control effects. The proposal sets out the limits and how construction noise and vibration will be required to be managed (via a CNVMP) to mitigate potential effects (Conditions 19 and 20). Proposed Condition 19 also sets out the requirements for stakeholder engagement, part of which would enable understanding of particularly sensitivities should the data centre be operational at the time of the works. I consider this to be an appropriate approach.</i></p>
Campbell and Leah McNee, Anne and Roland Plank, and Jenny	Concern was raised regarding noise and vibration during construction and from increased traffic volumes once operational (properties of concern are 1591, 1595 and 1599 Dairy Flat Highway).

	Forlong (submission 85 Nor 1 and submission 49 NoR 8)	<p><i>Comment: 1591 and 1595 Dairy Flat Highway are identified as within the designation(s) and so effects at these properties have not been considered. The Requiring Authority would need to confirm whether these properties are part of the designation(s) and if they no longer form part of the designation provide specific predicted levels to confirm potential changes.</i></p> <p><i>The proposal sets out the limits and how construction noise and vibration will be required to be managed (via a CNVMP) to mitigate potential effects, I consider this to be a reasonable approach.</i></p> <p><i>Noise from the designation has been predicted to increase by 6 dB (a noticeable increase) at 1599 Dairy Flat Highway but to still be within Category A under the Do-minimum scenario. Category A is the most stringent external noise criteria set under NZS 6806 which does not require consideration of mitigation. I consider this reasonable.</i></p>
NoR 2	Petrus Liebenberg (submission 1)	<p>Concern was raised regarding the operational noise at 83 Ahutoetoe Road.</p> <p><i>Comment: Noise from bus traffic is predicted to be beneath the Residential zone night-time limit by a margin of more than 5 dB. Proposed Condition 28 ensures noise levels remain at levels reasonable for residential receivers. I consider this to be appropriate.</i></p>
	Timothy Mathewson (submission 4)	<p>Concern was raised regarding the operational noise at 100 Ahutoetoe Road.</p> <p><i>Comment: Noise from bus traffic is predicted to be beneath the Residential zone night-time limit by a margin of more than 5 dB. Proposed Condition 28 ensures noise levels remain at levels reasonable for residential receivers. I consider this to be appropriate.</i></p>
	Pouneh Zarifi (submission 5)	<p>Concern was raised regarding construction noise and vibration mitigation and effects.</p> <p><i>Comment: The proposal sets out the limits and how construction noise and vibration will be required to be managed (via a CNVMP) to mitigate potential effects, I consider this to be a reasonable approach.</i></p>

NoR 3	Leslie Hawken (submission 11)	<p>Concern was raised regarding the lack of noise mitigation details to control bus noise.</p> <p><i>Comment: Noise from bus traffic is predicted to be beneath the Residential zone night-time limit by a margin of approximately 5 dB. Proposed Condition 28 ensures noise levels remain at levels reasonable for residential receivers. I consider this to be appropriate, with more detailed mitigation measures to be identified during the appropriate design stage.</i></p>
NoR 4	Katrina de Witte (submission 4)	<p>Concern was raised regarding the lack of understanding or description of potential noise effects at 20a Harris Drive.</p> <p><i>Comment: The part of the designation close to this property relates to creation of active mode upgrades. The assessment notes that walking and cycling facilities do not cause any significant noise levels that would be consistently noticeable adjacent to the integrated major transport corridors that they are located at and therefore noise effects have not been further considered. I agree with this statement.</i></p> <p><i>There would be potential construction noise and vibration effects from the creation of the active mode upgrades and the proposal sets out the limits and how construction noise and vibration will be required to be managed (via a CNVMP) to mitigate potential effects, I consider this to be a reasonable approach.</i></p>
	Deborah Hoskin (submission 10)	<p>Concern was raised regarding construction noise and vibration mitigation and effects.</p> <p><i>Comment: The proposal sets out the limits and how construction noise and vibration will be required to be managed (via a CNVMP) to mitigate potential effects, I consider this to be a reasonable approach.</i></p>
	Okura Park Estates Residents Association Inc (submission 16)	
	Redman Family Trust (submission 18)	<p>Concern was raised regarding the potential increases in noise at 162 Lonely Track Road due to removal of vegetation as part of the designation.</p> <p><i>Comment: Removal of vegetation can change the level and character of road traffic noise. However, noise at this receiver is predicted to increase by an imperceptible 2 dB (comparing the Do-Nothing and Mitigation Option 3 scenarios), following</i></p>
	Paul Redman (submission 19)	



		<p><i>implementation of mitigation such as low road noise surfaces. I consider this to be reasonable. Notwithstanding, it may be possible for native dense vegetation to be reinstated after the works and if this is possible I would support this.</i></p>
	<p>Robert and Linda Brown (submission 24)</p>	<p>Concern was raised regarding the potential increases in noise at 213 Wilks Road due to traffic volume increases.</p> <p><i>Comment: As this property doesn't contain a PPF, noise at this receiver has not been predicted in the assessment. If a PPF does exist or has building consent then the Requiring Authority would need to confirm specific predicted levels to confirm potential changes associated with the designation.</i></p>
NoR 6	<p>Northridge 2018 Limited (submission 4 NoR 6 and submission 2 NoR 10)</p>	<p>Concern was raised regarding construction noise and vibration mitigation and effects.</p> <p><i>Comment: The proposal sets out the limits and how construction noise and vibration will be required to be managed (via a CNVMP) to mitigate potential effects, I consider this to be a reasonable approach.</i></p>
	<p>AV Jennings Limited (submission 6)</p>	<p>Concern was raised regarding construction noise and vibration mitigation and effects on future residents. Confirmation is also sought that noise mitigation will be provided for the dwellings within the Ara Hills development site, which has resource consent.</p> <p><i>Comment: The proposal sets out the limits and how construction noise and vibration will be required to be managed (via a CNVMP) to mitigate potential effects, including residents existing at the time construction starts even if not existing at present, I consider this to be a reasonable approach.</i></p> <p><i>As no dwellings have been constructed on the Ara Hills development site within 200 m of the designation, predicted noise levels have not been provided. To understand whether any mitigation may need to be considered the Requiring Authority would need to confirm specific predicted levels to confirm potential changes associated with the designation. Related to this topic I have recommended that the future BPO assessment should seek to determine the BPO for the</i></p>

		<i>environment that is present prior to construction starting.</i>
NoR 8	Claudine Osborne (submission 3) Richard Osborne (submission 4) Goodland Country Estate Trustee Company Limited (submission 36)	Concern was raised regarding the potential increases in noise at 22 Langford Place due to removal of an earth-bund which served in part as an acoustic barrier.  <i>Comment: Traffic noise levels at this property are predicted to reduce by a noticeable amount (up 8 dB) when comparing the future Do-Minimum scenario with the Do-Nothing scenario. Based on the reduction in noise levels I consider the proposed mitigation (low-noise road surface) to be appropriate.</i>
	Dine Yoeh Hoo (submission 8) Sylvia Choi (submission 9)	Concern was raised regarding noise effects of removal of a bund at 78 and 86 Kingscliff Rise.  <i>Comment: These properties are identified as within the designation and so effects at these properties have not been considered. The Requiring Authority would need to confirm whether these properties are part of the designation or not, and if outside the designation the provide specific predicted levels to confirm potential noise effects.</i>
	Waste Management NZ Limited (submission 27)	Concern was raised regarding construction and operational noise and vibration effects from the designation being associated with the operation of the Waste Management Redvale Landfill site on Landfill Access Road, Dairy Flat.  <i>Comment: If noise/vibration complaints are raised by surrounding landowners, the originator of the complaint would be identified through typical investigative channels (depending on who raises this complaint and where it is directed will depend on the specific process). I am satisfied that this would avoid, as far as practicable, incorrect association of the noise/vibration source.</i>
NoR 9	Chu- Ping Wu (submission 4)	Concern was raised regarding construction noise and vibration mitigation and effects.  <i>Comment: The proposal sets out the limits and how construction noise and vibration will be required to be managed (via a CNVMP) to mitigate potential effects, I consider this to be a reasonable approach.</i>

NoR 11	McLeod Investments Trust (submission 10)	<p>Concern was raised regarding construction noise and vibration mitigation and effects.</p> <p><i>Comment: The proposal sets out the limits and how construction noise and vibration will be required to be managed (via a CNVMP) to mitigate potential effects, I consider this to be a reasonable approach.</i></p>
NoR 12	Dean Crowle & Denise Pedersen (submission 21)	<p>Concern was raised regarding the potential increases in noise at 77 Bawden Road due to removal of an earth-bund which served in part as an acoustic barrier.</p> <p><i>Comment: Traffic noise levels at this property are predicted to reduce by a noticeable amount (up 7 dB) when comparing the future Do-Minimum scenario with the Do-Nothing scenario. On the basis of the reduction in noise levels I consider the proposed mitigation (low-noise road surface) to be appropriate.</i></p>
NoR 13	Yen Sung Chou (submission 11)	<p>Concern was raised regarding the potential increases in noise at 1853 East Coast Road due to being closer to the road.</p> <p><i>Comment: Traffic noise levels at this property are predicted to reduce by a noticeable amount (up 10 dB) when comparing the future Do-Minimum scenario with the Do-Nothing scenario. On the basis of the reduction in noise levels I consider the proposed mitigation (low-noise road surface) to be appropriate.</i></p>
	The Hibiscus Trust, and Auckland Memorial Park and Cemetery Limited (submission 22)	<p>Concern was raised regarding construction noise and vibration mitigation and effects.</p> <p><i>Comment: The proposal sets out the limits and how construction noise and vibration will be required to be managed (via a CNVMP) to mitigate potential effects, I consider this to be a reasonable approach.</i></p>
All NoRs	Ministry of Education (submission 83 NoR 1, submission 12 NoR 2, submission 12 NoR 3, submission 40)	<p>Concern was raised in these submissions regarding construction noise and vibration mitigation and effects.</p> <p><i>Comment: The proposal sets out the limits and how construction noise and vibration will be required to be managed (via a CNVMP) to mitigate potential effects, I consider this to be a reasonable approach.</i></p>

NoR	4,	
submission	17	
NoR	5,	
submission	9	
NoR	6,	
submission	14	
NoR	7,	
submission	46	
NoR	8,	
submission	25	
NoR	9,	
submission	12	
NoR	10,	
submission	17	
NoR	11,	
submission	32	
NoR	12,	
submission	33	
NoR 13)		

## 6 Conclusions and Recommendations

- 6.1 The assessment considered in this memo does not identify any reasons to withhold consent. The aspects of the proposal considered by this memo could therefore be approved, subject to the proposed conditions with suggested modifications as detailed below.

## 7 Recommended Conditions and Advice Notes

- 7.1 Should the NoR's be approved, the draft conditions provided by the Requiring Authorities are recommended to avoid, mitigate, or remedy environmental effects of the proposal and to implement mitigation proffered by the Requiring Authorities. I have made suggested changes to a small number of these draft conditions, based on my comments above.
- 7.2 Whilst the condition wording is generally consistent across all the NoRs, the numbering is not always the same for the same condition in each NoR. To avoid duplication, I have generally commented on the condition wording from NoR 1 which can then be adapted to the other NoRs as necessary.

*Traffic Noise Standards (Unnumbered condition before Condition 26 from NoR 4)*

- 7.3 Based on my paragraphs 4.12 to 4.16, I recommend the following wording is added at the end of this condition to capture the requirement to consider noise levels at future dwellings.

**Notwithstanding the above applying to the PPFs in Schedule 4, conditions 26 to 39 shall be read as also including a requirement for the future BPO assessment to determine the BPO for the environment that is present prior to construction starting (in terms of road surface, barriers, or other source noise mitigation), noting that the Requiring Authority is not responsible for**

**acoustically treating dwellings that are constructed following the lodgement of the NoR.**

- 7.4 Further, clause (j) of this condition refers to PPFs identified in green, orange or red in Schedule 4 of the conditions; however, the figures in Schedule 4 identify PPFs in beige. I recommend that this is corrected in the condition as follows.

(j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in ~~beige green, orange or red~~ in Schedule 4: PPFs Noise Criteria Categories;

*Traffic Noise Standards (Unnumbered condition before Condition 30 from NoR 5-13)*

- 7.5 Based on my paragraphs 4.12 to 4.16, I recommend the following wording is added at the end of this condition to capture the requirement to consider noise levels at future dwellings.

**Notwithstanding the above applying to the PPFs in Schedule 4, conditions 30 to 35 shall be read as also including a requirement for the future BPO assessment to determine the BPO for the environment that is present prior to construction starting (in terms of road surface, barriers, or other source noise mitigation), noting that the Requiring Authority is not responsible for acoustically treating dwellings that are constructed following the lodgement of the NoR.**

- 7.6 Further, clause (j) of this condition refers to PPFs identified in green, orange or red in Schedule 4 of the conditions; however, the figures in Schedule 4 identify PPFs in pink. I recommend that this is corrected in the condition as follows.

(j) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in ~~pink green, orange or red~~ in Schedule 4: PPFs Noise Criteria Categories;

*Construction Vibration Standards (Condition 18 from NoR 1)*

- 7.7 I recommend that the Construction Vibration Standards condition for NoR 5 to 13 are changed to reflect those in Condition 18 of NoR 1 to provide consistency of effects across the designations, as discussed in paragraph 3.4 above.

*Low Noise Road Surface (Condition 27 from NoR 1)*

- 7.8 I recommend the below changes to the Low Noise Road Surface Condition to reflect my comments regarding consistency between the acoustic effects of the as-built road and the effects assumed for the assessment. I note that there is inconsistency in this condition across the designations (notably the version in NoRs 5 to 13 is different to those in NoR 1 and 4). I recommend that the below modified condition wording (from NoR 1) is adopted across all relevant NoRs (1, 4 and 5 to 13).

- (a) Asphaltic mix surface **(or equivalent low noise road surface)** shall be implemented within twelve months of completion of construction of the Project.
- (b) The asphaltic mix surface **(or equivalent low noise road surface) shall be smooth and even and** maintained to retain the noise **and vibration** reduction performance ~~as far as practicable~~.

*Station Noise (Condition 28 from NoR 1)*

- 7.9 I recommend a minor addition to the Station Noise condition for NoRs 2 and 3 to provide clarity as to the standards to be used for the measurement and assessment of Station Noise.

All mechanical and electrical services (including the public address system) at the Milldale and Pine Valley East Stations shall be designed to comply with the following noise rating levels and maximum noise levels, as measured and assessed at any residential zone site boundary:

Time	Noise Level
Monday to Saturday 7am-10pm Sunday 9am-6pm	50dB L <sub>Aeq</sub>
All other times	40dB L <sub>Aeq</sub> 75dB L <sub>AFmax</sub>

**Noise shall be measured in accordance with New Zealand Standard NZS 6801:2008 “Acoustics – Measurement of environmental sound” and assessed in accordance with New Zealand Standard NZS 6802:2008 “Acoustics - Environmental Noise”.**

## **Technical Memorandum for North projects - 13 Notices of Requirement: Flooding Assessment**

**(March 2024)**

To: Andrew Wilkinson, Consultant Reporting Planner  
cc: Alison Pye, Senior Policy Planner  
From: Lee Te, Senior Healthy Waters Specialist  
Danny Curtis, Consultant Healthy Waters Specialist  
Subject: **North Projects Notices of Requirement for Auckland Transport and Waka Kotahi  
NZ Transport Agency**

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### **1. Introduction**

- 1.1 Auckland Transport (AT) and Waka Kotahi NZ Transport Agency (NZTA) as Requiring Authorities under the Resource Management Act 1991 (RMA) have lodged 13 Notices of Requirement (NoRs) for projects in the North area of Auckland. All are proposed as new NoRs, with the exception of NoR 4 – SH1 improvements, which comprises an alteration to Waka Kotahi's SH1 designations 6761, 6760, 6759 and 6751.
- 1.2 The notices are to designate land for future strategic transport corridors and stations as part of Te Tupu Ngātahi Supporting Growth Alliance (Te Tupu Ngātahi) to enable the future construction, operation and maintenance of transport infrastructure in the North area over the next 30 years or more. The North area extends from Albany to Ōrewa, covering the growth areas of Dairy Flat, Silverdale West, Wainui East and Redvale.
- 1.3 This technical memorandum provides a technical review of the assessment of flooding effects, addresses submissions and assists the preparation of the Council's reporting planner's s42A report under the Resource Management Act.

### **2. Qualifications and Relevant Experience**

- 2.1 My name is Lee Kong Te. I hold a Master of Urban Planning (Professional) and Urban Design (Hons) from the University of Auckland. I am an intermediate member of the New Zealand Planning Institute. I have worked as a planner since 2019. I am a Senior Healthy Waters Specialist in the resource management team of Auckland Council Healthy Waters.
- 2.2 This memorandum has been written by myself and Mr Danny Curtis. Mr Curtis holds a Bachelor of Civil Engineering (Hons) from Cardiff University (UK). Mr Curtis has worked as a civil engineer since 1999, as a Principal Catchment Planning at Auckland Council Healthy Waters since 2019 and is the Technical Director Stormwater at Harrison Grierson since 2023. Mr Curtis has had experience in water resource projects since graduating from university in 1999. Mr Curtis is a Project Management Professional.

### **3. Overview and Scope of Technical Memorandum**

- 3.1 The NoRs for the North area include 13 NoRs. Four NoRs are for Waka Kotahi, and nine NoRs are for Auckland Transport. All NoRs are proposed as new NoRs, except NoR 4 – SH1 improvements, which comprises an alteration to Waka Kotahi's SH1 designations 6761, 6760, 6759 and 6751. The 13 NoRs are listed below and shown in Figure 1.

- NoR 1: New Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path, Waka Kotahi
- NoR 2: New Milldale Station and Associated Facilities, Waka Kotahi
- NoR 3: New Pine Valley East Station and Associated Facilities, Waka Kotahi
- NoR 4: State Highway 1 Improvements, Waka Kotahi
- NoR 5: New State Highway 1 crossing at Dairy Stream, Auckland Transport
- NoR 6: New Connection between Milldale and Grand Drive, Auckland Transport
- NoR 7: Upgrade to Pine Valley Road, Auckland Transport
- NoR 8: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat, Auckland Transport
- NoR 9: Upgrade to Dairy Flat Highway between Dairy Flat and Albany, Auckland Transport
- NoR 10: Upgrade to Wainui Road, Auckland Transport
- NoR 11: New connection between Dairy Flat Highway and Wilks Road, Auckland Transport
- NoR 12: Upgrade and Extension to Bawden Road, Auckland Transport
- NoR 13: Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange, Auckland Transport



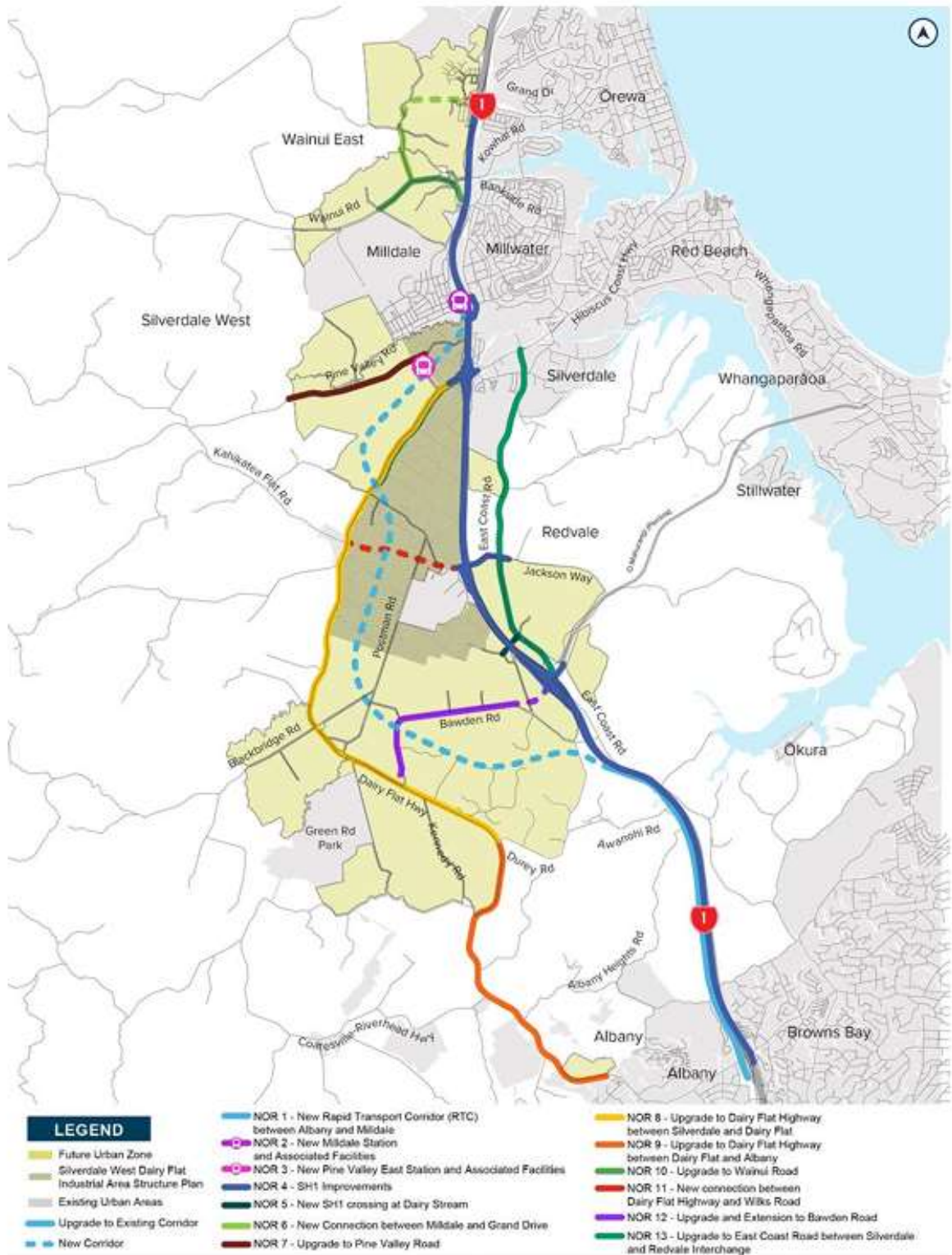


Figure 1-1: The North Projects/NoRs

Figure 1. The North Projects with 13 NoRs

3.2 In preparing this memorandum, we have reviewed the following documents:

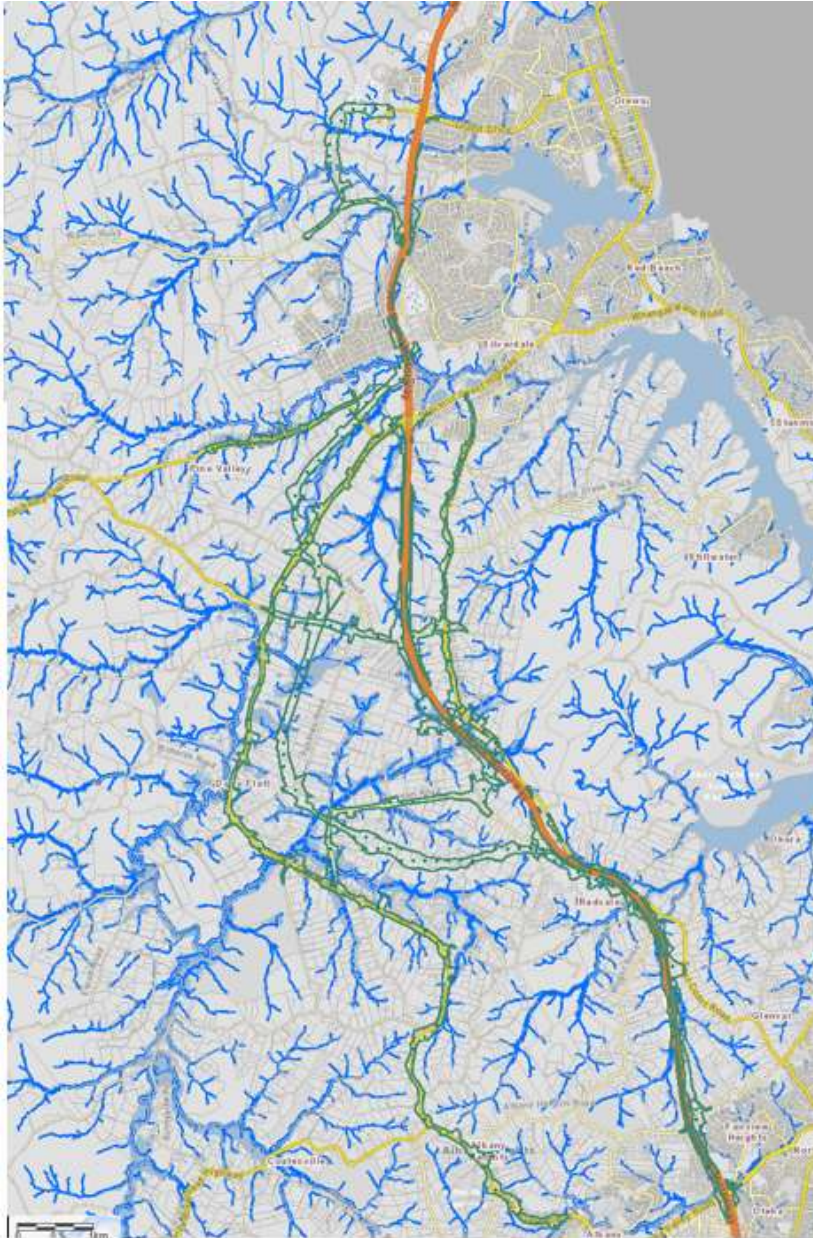
- Form 18 - NOR 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13;
- North Assessment of Effects on the Environment, Version 1.0, September 2023;

- AEE Appendix A - North Network Assessment of Alternatives, Version 1.0, 15 September 2023;
  - AEE Appendix B - Conditions of Designations, Version 1.0, September 2023;
  - AEE Appendix D - Statutory Assessment, Version 1.0, September 2023;
  - General Arrangement Plan Overall, Version C, 7 July 2023;
  - Appendix E – North Assessment of Flooding Effects, Version 1.0, August 2023;
  - Submissions received relating to flood matters; and
  - Te Tupu Ngātahi North – Response to s92 request – Flood Hazard
    - Attachment A – Flood Hazard section 92 response, Parts 1, 2, 3,
    - Attachment B – Supplementary Flood Assessment,
    - Attachment C – Treatment Device Catchment Map and device information.
- 3.3 The technical memorandum is based on the supplied information from Te Tupu Ngātahi and the available information to Healthy Waters as of February 2024. This memorandum is prepared to assist in the preparation of the Council’s reporting planner’s s42A report.
- 4. Supporting Growth Alliance Assessment of Flooding Effects**
- 4.1 In the Assessment of Effects on the Environment and in the Assessment of Flooding Effects Te Tupu Ngātahi outlined the following details related to flooding for the North Projects.
- 4.2 The North Projects are seeking a lapse period that ranges from 20 to 30 years. Due to the long term delivery of the project, the assessment provided has resulted in conceptual designs that have been used to inform the proposed designation boundary, and that the boundary will provide for operation and maintenance, construction, and areas for mitigation including areas for stormwater management infrastructure.
- 4.3 The conceptual design has relied on key guidance documents including Transport Design Manual by Auckland Transport, Austroads Guide to Road Design, NZTA 46 Stormwater Specification and Stormwater Management Devices in the Auckland Region (GDO1) (2017). The horizontal and vertical alignments are based on existing topography and future land use and the current levels of State Highway 1. For the vertical alignment the road finished surface levels are designed to be above the 1% AEP flood levels (where practicable) with appropriate minimum freeboard levels.
- 4.4 Stormwater management infrastructure/devices are located at or near the low points along the transport corridor and discharge to nearby natural watercourses. The stormwater management devices will provide for stormwater treatment, SMAF-1 requirements where discharging to a stream, and attenuation for 10% and 1% AEP. Freeboards for culverts and bridges will be in accordance with NZTA requirements. Stream crossings will be designed with consideration of upstream ponding, erosion and fish passage protection, and will be assessed for regional resource consent.
- 4.5 Although the assessment is limited to matters in the District Plan, relevant national and regional resource consent matters have been considered in the conceptual designs, such as the area required for stormwater wetlands for stormwater quantity and quality management. The stormwater wetlands have been designed to provide attenuation for a 1% AEP event using 10% of the total impervious road catchment area.

- 4.6 Te Tupu Ngātahi outlines that the assessment of effects has been carried out on the existing environment and the likely future environment. Highlighting that the land use in the North Project areas is likely to change significantly in 30 years or more times, the future environment is based on the Maximum Probable Development (MPD) which is the maximum impervious coverage based on zoning in the Auckland Unitary Plan Operative in Part (AUP-OP). Te Tupu Ngātahi identified the catchments and streams for the North Projects areas.
- 4.7 The assessment of flooding effects included reviewing Auckland Council and Te Tupu Ngātahi GIS and flood model, NZTA and Auckland Transport asset data, reviewing flooding information from the community feedback, and flood modelling of the pre-development (base case) and post-development. The pre-development criteria used include the 2016 LiDAR, large pipes and existing bridges within the 1% AEP return period for future storms including a climate change temperature increase of 2.1 and 3.8 degrees. The post-development criteria used included the conceptual design. Post-development assessment was carried out for NoRs 4, 7, 8 and 12 only as they were identified to be the proposed NoRs that have the greater flood hazard risk.
- 4.8 The assessment of each NoR has identified the catchment details associated with existing watercourses along the designation where works may influence flooding either upstream or downstream of the designation. The assessment has also identified general positive effects (provision of water quality management of road runoff), construction effects, and operational effects associated with the North Projects. The management of flooding effects will be provided by the proposed conditions for the designation and ensuring there is sufficient area within the designation boundary for mitigation.
- 4.9 The flood effects of the proposed North Projects identified include effects on habitable floors, access to properties, effects on infrastructure, blockages of drainage, effects on overland flow paths and flood plains, flood effects upstream and downstream of structures, and increases in impervious areas. Te Tupu Ngātahi North – Response to s92 request – Flood Hazard provided further information, such as clarification of the flood assessment for each proposed NoR and their related catchment details/issues, information on the effects and proposed mitigation to address the effects, and also changes to the draft conditions for the proposed designations. Site visits were also carried out to assess flood effects on freeboards of existing buildings that are close to the proposed NoRs and to identify where flood effects could occur.
- 4.10 Overall, the conceptual design was used to assess the flood effects of the North Projects and provide information to ensure there is sufficient space within the proposed designation boundary for mitigation (drains, bridges, culverts and stormwater wetlands). Detailed design and flood modelling of the transport corridor and station will occur around the time of construction and outline plan application, and regional resource consent will be applied for where required with associated assessment and mitigation. The detailed design and flood modelling will aim to achieve the proposed conditions of the designation to manage flood effects.

## **5. Technical Assessment of each NoRs**

- 5.1 The North Projects include 13 NoRs that transverse over several catchments, rivers and streams, flood plains and overland flow paths, draining to the Hibiscus Coast to the east and the Waitemata Harbour to the West, see Figure 2 below.



Flood Plains

Figure 2. Overland flow paths, flood plains, and proposed NoRs boundaries, Auckland Council GeoMaps, February 2024

5.2 The details of the flood modelling of the pre-development (base case) and post-development comparison were unclear in the Assessment of Flooding Effects. Te Tupu Ngātahi North – Response to s92 request provided further information, and confirmed that post-development was carried out for NoRs 7, 8, and 12 (there was no mention of NoR 4)

and not for the other NoRs. The post-development for the other NoRs will be carried out at the detailed design stage, as the flood effects for these NoRs can be assessed “*qualitatively*” to identify the potential effects and proposed mitigation. The response stated that “*For NoR 7, 8 and 12, the post development scenario was modelled because the area had flatter hydraulic grades and it was more difficult to determine the extent of likely effects.*” It is appropriate that detailed design and flood modelling for all the NoRs will be carried out at a later stage closer to the time of construction, this will ensure accurate information and information reflective of the environment at the time of the development of the North Projects are included and current technical design guide and regulatory requirements are met. Clarification of flood modelling of pre-development and post-development details can be discussed if consultation with Healthy Waters occurs during the development of the detailed design and flood modelling.

- 5.3 The proposed boundary for the designation includes areas for drains, bridges, culverts and stormwater wetlands that will be used for flood management to mitigate the flood effects of the North Projects. However, this is based on conceptual designs, there are no detailed designs with information on the vertical alignments of the transport corridors, this makes it difficult to assess whether the proposed location, size and design of the stormwater wetland, culverts, and bridges are appropriate. It is difficult to be certain of what the flood effects are outside of the proposed boundary for the designation and, in turn, whether the proposed flood management will be appropriate, However, Te Tupu Ngātahi North – Response to s92 request documents provided further information and assessment (Attachments A, B and C). In Attachment A, it appears that each stormwater wetland/device will provide water quality treatment and 100-year attenuation management of stormwater runoff. This is considered acceptable at a conceptual level as it will provide a worst case scenario for device sizing. The approach can be refined through the detailed design process. Overall, the proposed conditions for flood hazards must address the identified potential effects and the detailed design must comply with the conditions to ensure flood effects are managed appropriately. As a result, recommendations have been made to the proposed flood hazard conditions.
- 5.4 Te Tupu Ngātahi in the response to the section 92 request stated that to manage “very small effects” or have a “nil effects”, the proposed boundary would need to be bigger if the effects are to be contained within the proposed boundary. And stated that “*The allowable 50mm change at the boundary proposed as part of the Flood Hazard condition is set based on our knowledge of hydraulics and experience of working with similar consent/NoR conditions. It is considered that 50mm is the minimum change that is generally achievable.*” This is understood to mean at the upstream and downstream boundary of the proposed designation there may be a maximum of 50mm increase in flood levels for a 1% AEP with climate change. In the absence of any detailed design, a maximum of 50mm increase in flood levels at the boundary is an acceptable approach. However, it is understood the 50mm change is only for flood levels adjacent to the boundary and not for the surrounding environment.
- 5.5 To manage flood effects further from the boundary of the designation, Te Tupu Ngātahi stated that flood performance standards/outcomes in the proposed conditions will be used, and that an important condition is the condition that relates to freeboards to ensure no reduction in freeboards to habitable floors that already flood or have limited freeboard, this will manage flood effects on properties while allowing for some flexibility in the detail design stage. However, properties that currently flood do not have sufficient freeboards. The

proposed condition would be effective if it states no increase in habitable floor flooding. It is important that the freeboards of habitable floors are protected, and no new properties are subject to an increased risk of flooding because of a reduction in freeboard as a result of the North Projects.

- 5.6 The proposed purpose of the designations is for the construction, operation and maintenance of an arterial transport corridor and associated facilities, the designations authorise these works under the District Plan. Te Tupu Ngātahi state that E36 Natural Hazards and flooding are a district matter and are assessed for the North Projects and that stormwater discharge and diversion and works in streams are regional matters and regional consent will be sought in the future, and that this will provide another opportunity to assess flood effects. However, it is important to note that E36 Natural hazard and flooding of the AUP-OP, is the primary chapter to address flooding as a natural hazard. It focuses on protecting the function of flood plains and overland flow paths, these are the most common source of flooding, and are not assessed in the same way in regional consent assessments. It is also a primary chapter that addresses the effects of climate change and the risk of flood hazards to people. It is important flood effects are assessed sufficiently and flood effects are managed appropriately during the assessment of the NoRs.
- 5.7 It is outlined by Te Tupu Ngātahi that Healthy Waters will be consulted during the development of the detailed design and flood modelling of each of the North Projects. This will allow for discussion about the details of the proposed flood mitigation prior to flood modelling. It is assumed consultation will occur as Healthy Waters is a network utility provider and there is the 'Stakeholder and Communication and Engagement Management Plan', Land use Integration Process", "Network Utility Management Plan", and the "Network Integration Management Plan (NIMP)" condition for the proposed designation to ensure the public and stakeholders are engaged before the start of construction, to coordinate works with network utilities operators and protect existing network utility assets. However, the NIMP does not apply to Healthy Water as it applies to other "relevant road controlling authorities".
- 5.8 There is no certainty that consultation with Heathy Waters will occur during the development of the detail designs. Healthy Waters is often asked to assess information at the time of the application/resource consent when detailed design and flood modelling have already occurred. It is important that consultation with Healthy Waters occur during the development of the detail designs and flood modelling to ensure that the flood assessment includes information and methodology that is agreed upon and there is accurate catchment information. As a result, recommendations have been made to the proposed flood hazard conditions to include consultation with Healthy Waters.
- 5.9 Overall, it is difficult to assess the flood effects without detailed design and flood modelling, however, the information and assessment provided by Te Tupu Ngātahi is acceptable at this stage as the North Projects might not occur for 30 years or more. It is important conditions can manage the flood effects while accounting for the future environment and climate. Detailed design and flood modelling of the transport corridors, stations and associated infrastructures will need to achieve the outcomes sought by the conditions to ensure flood effects are managed appropriately.

## 6 Flood Hazard and CEMP Conditions

- 6.1 In Te Tupu Ngātahi North – Response to s92 request documents, changes have been made to the proposed Flood Hazard conditions following a review in December 2023 and reasons have been provided. The changes are made to the amended conditions in the Te Tupu Ngātahi North – Response to s92 request, dated 25 January 2024, Attachment A Section 92 Response, parts 1, 2, 3. We have reviewed the changes and have made amendments, and provided our explanations. Added text is underlined, deleted text is ~~strikethrough~~, and our reasoning is *italicised*.
- 6.2 The amendments are consistent with the requirements of AUP-OP Chapters B10 Environmental risk and E36 Natural hazards and flooding. B10 Environmental risk requires that there is no increase in flood hazard risk or creation of new risk to people, property and infrastructure, the functions of floodplains are protected from inappropriate use and development, and the conveyance function of overland flow paths is maintained. E36 Natural hazards and flooding require flood effects on other people, property, and the environment are avoided or otherwise mitigated to the extent practicable, development in floodplains does not increase flood hazard, and the function of overland flow paths is maintained.
- 6.3 No changes are recommended to the definitions under ***Flood Hazard For the purpose of Condition 10:***

### 10. Flood Hazard

- (a) The Project shall be designed to achieve the following flood risk outcomes:
- (i) no increase in flood levels in a 1% AEP event for existing authorised habitable floors, community, commercial, industrial, and network utility building floors. ~~that are already subject to flooding or have a freeboard less than 500mm;~~
- 6.4 It is recommended that the words *“that are already subject to flooding or have a freeboard less than 500mm”* be removed from condition (i).
- 6.5 Based on Te Tupu Ngātahi North – Response to s92 request documents no properties were identified to have risk of increased flood levels in the 1% AEP that were close to the proposed designation boundary. It was stated by Te Tupu Ngātahi that *“The pre and post Project flood flows will not be changed upstream or downstream of the designations in the pre and post project flood modelling scenarios.”*
- 6.6 The sentence with *“500mm”* freeboard is recommended to be removed. If the condition includes 500mm it means properties with a freeboard over 500mm could have their freeboards reduced, this may create new flood hazards for some properties.
- 6.7 B10 Environmental risk requires that there is no increase in flood hazard risk or creation of new risk to people, property and infrastructure.
- 6.8 The amendments recommended to condition (i) mean condition (ii) is not required and should be deleted.
- (ii) ~~no increase in 1% AEP flood levels for existing authorised community, commercial, industrial and network utility building floors that are already subject to flooding or have a freeboard of less than 300mm;~~

- 6.9 The freeboard of 500mm in condition (i) and 300mm in condition (ii) were recommended to be removed from conditions as they are based on the Stormwater Code of Practice requirements at this point in time. Freeboard requirements can change in the future, and the most up to date version should be used in any assessment.
- (iii) no loss in conveyance capacity or change in alignment of existing overland flow paths, unless provided by other means;
  - (iv) new overland flow paths shall be diverted away from habitable floors and discharge to a suitable location with no increase in flood levels in a 1% AEP event downstream;
- 6.10 Based on the flood assessments it was identified that there is potential diversion of overland flow paths, but no details were provided about how this would be managed. Condition (iii) and (iv) are new and ensure that changes to overland flow paths do not affect the function of overland flow paths and that private properties are protected.
- 6.11 Overland flow paths, flood prone areas, and flood plains are different, and are defined and identified separately in the AUP-OP/GeoMaps.
- 6.12 The conveyance function of the overland flow paths could be affected through the vertical alignment of the transport corridors, and damming of overland flow paths can result in flood effects.
- 6.13 E36 Natural hazards and flooding requires that the function of overland flow paths to convey stormwater runoff safely from a site is maintained and if there are changes to the overland flow paths their capacity to pass stormwater flows safely without causing damage to property is retained.
- (v) maximum of 50mm increase in water level in a 1% AEP event ~~outside and~~ adjacent to the designation boundaries between the pre and post Project scenarios;
- 6.14 The removal of “*on land zoned for urban or future urban development where there are no existing dwelling changes*” and replaced with “*outside and adjacent to the designation boundaries*”, to condition (v) by Te Tupu Ngātahi is to localise the 50mm increase at the boundaries.
- 6.15 Te Tupu Ngātahi stated that “*With a maximum of 50mm increase at the designation boundary the flood effects will be limited to within a very short distance upstream and downstream of the designation boundary before returning to pre-Project flood levels.*”
- 6.16 Condition (v) is considered acceptable as it is in conjunction with the other conditions, however, it is recommended that ‘*outside*’ be removed from condition (v) as this could be interpreted to include the surrounding environment.
- (vi) no new flood prone areas; and
  - (vii) No increase of flood hazard classification for main vehicle and pedestrian access to authorised habitable dwellings existing at time the Outline Plan is submitted. The assessment shall be undertaken for the 10% and 1% AEP rainfall event. ~~Where Flood Hazard is:~~
    - ~~Velocity x depth >= 0.6 or~~
    - ~~depth > 0.5m, or~~



- velocity >2m/s.

- 6.17 It is recommended to include the following words in condition (vii), 'classification' as this captures how flood hazards are assessed; 'and pedestrian' as the flood hazard classification for vehicles and pedestrians are different; and '10% and' will ensure effects on the access is assessed for more frequent events.
- 6.18 The inclusion of the flood hazard definition in terms of velocity X depth, depth, and velocity limits the definition of flood hazard classification to this point in time. Healthy Waters seeks this definition is removed from the condition as the definition of flood hazard classification can change in the future, and Healthy Waters considers that the most up to date version should be used in any assessment.
- 6.19 The proposed condition alteration relates to changes to the hazard classification, meaning that if residents are able to access their property on foot at the moment, then they will be able to continue to access their property on foot in the future.
- 6.20 Otherwise, the changes to condition (vii) by Te Tupu Ngātahi are positive as it is consistent with E36 Natural hazards and flooding which requires provision for safe evacuation routes for people from buildings and sites.
- (b) Compliance with this condition shall be demonstrated in the Outline Plan and developed in consultation with Auckland Council Healthy Waters (or its equivalent), which shall include flood modelling of the pre- Project and post-Project 10% and 1% AEP flood levels (for Maximum Probable Development land use and including climate change).
- 6.21 It is recommended in condition (b) to include consultation with Healthy Waters during the development of the detailed design and flood modelling, as often Healthy Waters is consulted after detailed design and flood modelling has been carried out. Making it more difficult to have meaningful discussions about the details of the design and flood modelling. There may be differences in methodology and expectations of what is useful.
- 6.22 There is nothing in all the conditions sets that will give certainty that Healthy Waters will be consulted before the detailed design is carried out.
- 6.23 It is recommended to include assessments using '10%' AEP flood levels to account for the performance of the primary network and the effects of more frequent events.
- (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.

## 7. Response to Submissions related to Stormwater and Flooding

- 7.1 There were 46 submissions that raised issues related to flood effects. A list of the submissions and the responses from Healthy Waters are listed in Appendix 1.
- 7.2 The key issues raised in the submission include:
- Location of the Dairy Flat Centre and High Density Residential area in the Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban;

- Increase in flood effects due to future developments in Dairy Flat;
  - Location and extent of the proposed designation boundary for stormwater wetlands;
  - Effects on existing/future private stormwater management devices and associated structures;
  - Increase in flood effects upstream and downstream of the proposed designation boundary;
  - Effects on already existing flood prone areas, flood plains, overland flow paths, and effects on the performance of existing culverts;
  - Alignment of the proposed transport corridor in flood plains and adjacent to water bodies; and
  - Management of stormwater runoff from increased impervious areas.
- 7.3 Twenty submissions raised concerns about the location of the Dairy Flat Centre and High Density Residential in the Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban, and the increase in flood effects due to future developments in Dairy Flat in already flooded areas.
- 7.4 Healthy Waters has provided input into the Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban Zones and agrees with the approach and the location of the centre to avoid flood plains. The Centre and High Density Residential activity will not be located “within” flood plains but will adjoin the flood plains.
- 7.5 Further flood effects assessment was carried out by Healthy Waters following the January and February 2023 flood events. Initial investigations of the floods across Auckland appear to show that the flood levels were likely to have been within the wider floodplains predicted from flood modelling using a temperature increase of 3.8 degrees. The proposed Centre avoids extending into the floodplains. Further assessment will be carried out at the structure plan and catchment management plan stage.
- 7.6 The Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban was presented to the Rodney Local Board on 21 February 2024 with Healthy Waters staff in attendance. It was adopted by the Planning, Environment and Parks Committee on 14 March 2024. Additionally, the Auckland Future Development Strategy 2023-2053 has not identified Dairy Flat as an area for removal due to natural hazards or a red flagged area where urban development would increase existing flood risk, and Dairy Flat proposed timing for development is 2050+.
- 7.7 Several submissions raised concerns about the potential increase in flood effects on their property and in the surrounding environment. This will be addressed in the detailed design and flood modelling stage. The Requiring Authority will need to design the transport corridors, stations and associated infrastructures to achieve the outcomes sought by the Flood Hazard conditions to ensure flood effects are managed appropriately. This will include assessing the existing environment at the time of detailed design including the built environment and natural hazards, the existing stormwater infrastructures in the area, and modelling the proposed mitigation to ensure the Flood Hazard conditions are addressed.
- 7.8 Amendments have been recommended by Healthy Waters to the Flood Hazard conditions to ensure there is no increase in flood hazard risk to the surrounding environment.

7.9 Other concerns such as the proposed location of the transport corridor alignment, the proposed location of stormwater wetlands, and the effects of the proposed designation boundary on stormwater management devices on private sites will require discussion between the submitter and the Requiring Authority.

## **8. Statutory Considerations**

8.1 Te Tupu Ngātahi have addressed the relevant statutory provisions relating to flooding. The North Project NoRs are consistent with the National Policy Statement for Urban Development (NPS-UD) as the proposal will contribute to a well-functioning urban environment by providing people and communities with access to public transport and walking and cycling opportunities, this provides for social, economic, cultural well-being, and health and safety, now and into the future.

8.2 Te Tupu Ngātahi have also addressed the National Policy Statement for Freshwater Management (NPS-FM). The North Project NoRs are consistent with the NPS-FM as the proposal will prioritise first the health and well-being of water bodies and freshwater ecosystems followed by the health needs of people and then the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future. The North Projects NoRs have sought to avoid or minimise impacts on high value natural wetlands and streams unless there is a functional requirement for such impacts. Additionally, stormwater wetlands are proposed to provide treatment of stormwater runoff from the transport corridors, stations, and associated infrastructures before discharging into the nearby water bodies. This, as well as works in or near water bodies, will be addressed in the regional consent stage.

8.3 The relevant flood hazard matters in the AUP-OP have been appropriately identified and addressed by Te Tupu Ngātahi. The objectives and policies of Chapter B10 Environmental risk of the AUP-OP have been addressed as the proposed location and design of the transport corridors, stations, and associated infrastructure have taken into consideration the effects of natural hazards and climate change, to ensure the functions of flood plains and overland flow paths are maintained. Additionally, conditions for the proposed designations will also be used to ensure flood risks are managed. Flood modelling at the detailed design stage will ensure updated information is used and the design of the transport corridors, stations, and associated infrastructures will be designed appropriately to ensure that the flooding risks to people, property, and infrastructure are not increased.

8.4 The objectives and policies of Chapter E36 Natural hazards and flooding of the AUP-OP have been addressed as the risk of adverse effects from flooding to people, buildings, infrastructure and the environment from the proposed transport corridors, stations, and associated infrastructure development will not be increased overall and where infrastructure has a functional or operational need to locate in a flood hazard area, the risk of adverse effects to other people, property, and the environment will be mitigated to the extent practicable subject to the designation conditions. The Flood Hazard and CEMP conditions subject to the recommended amendments will ensure flooding effects of the North Project NoRs will be avoided or mitigated to the extent practicable.

8.5 Te Rautaki Wai ki Tāmaki Makaurau, Auckland Water Strategy is Auckland Council's strategy that seeks to protect and enhance Te Mauri o te Wai, the life-sustaining capacity of water. The North Projects NoRs will include stormwater wetlands to provide treatment of stormwater runoff from the proposed transport corridors, stations, and associated

infrastructure, which will be addressed in the regional consent phase. This will ensure any discharges into the nearby water bodies are of a quality that will protect Te Mauri o te Wai. Also, the proposed transport corridors, stations, and associated infrastructure will be designed to not increase flooding hazard risk and have included the impacts of climate change, which is consistent with the Auckland Water Strategy.

## **9. Recommendations and Conclusions**

- 9.1 The flood effects assessments and proposed methods to manage and mitigate the flood effects of the North Projects NoRs are considered appropriate at this stage. Detailed design and flood modelling of the transport corridor and station will occur around the time of construction and outline plan application, and regional resource consents will be applied for where required with associated assessment and mitigation where required. Consultation with Healthy Waters is required during the development of the detailed design to ensure that the flood assessment includes information and methodology that is agreed upon and there is accurate catchment information
- 9.2 The detailed design and flood modelling will aim to achieve the proposed Flood Hazard conditions. Amendments to the Flood Hazard conditions have been recommended to ensure flooding effects are appropriately managed and to address concerns from the submitters. Overall, the potential adverse effects of flooding can be avoided, remedied, or mitigated, subject to the adoption of the proposed amended conditions for the proposed North Project NoRs,

## Appendix 1

The Table below highlights the key issues raised by submitters and response from Healthy Waters. Only details relevant to flooding in the submission are included.

NoRs	Submission Details and Relevant Flood Issue	Healthy Waters Specialist Comments
1	<p>NoR 1 #02 295 Postman Road, Dairy Flat</p> <p><i>Flooding in the area from creeks that will flood more often with urbanisation and subsequent increased run off of water.</i></p>	<p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p>
1	<p>NoR 1 #05 262 Bawden Road, Dairy Flat</p> <p>3. <i>Furthermore, Auckland Council has recently recognized that Dairy Flat's suitability for urbanisation needs to be reassessed, given concerns about flooding risks.</i></p>	<p>Healthy Waters has provided input into the Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban Zones and agrees with the approach and the relocation of the centre to avoid flood plains. The centre and high density residential activity will not be located "within" flood plains but will adjoin the flood plains.</p>
1	<p>NoR 1 #17 88 Grace Hill Drive, Dairy Flat</p> <p>3. <i>It is simply impractical to build high density housing on a flood plain</i></p> <p><i>By moving the proposed town centre to the high ground around Grace Hill Estate the economic burden of building on a flood plain has been removed and shifted to developers. The proposed roads and RTC through Dairy Flat corridor have all been raised above existing levels to mitigate local road flooding which means all the surrounding areas if they are to be developed will have to be raised to the same or higher level. This approach is not consistent with the Spatial Plan Act requirements nor AT's own rules.</i></p>	<p>Healthy Waters has provided input into the Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban Zones and agrees with the approach and the relocation of the centre to avoid flood plains. The centre and high density residential activity will not be located "within" flood plains but will adjoin the flood plains.</p>

	<p><i>Developers of this land will be required to provide at grade access to new lots and the floor levels for dwellings then have building code minimum requirements meaning floor levels above the overland flow path heights, probably 200mm or more. In addition developers will be unlikely to be able to secure finance or insurance given these areas are designated flood plains. There is also the issue of wetland management and riparian strips around intermittent streams. This will make any development in the area completely uneconomic.</i></p>	
1	<p>NoR1 #18 NoR1 #19 NoR1 #24 NoR1 #23 NoR1 #26 NoR1 #54 NoR1 #55 NoR1 #61 NoR1 #62 NoR1 #63 NoR1 #67 NoR1 #69 NoR1 #70 NoR1 #73 NoR1 #74 NoR1 #83</p> <p>3. <i>There is no safety assessment regarding the Civil Emergency impact of building in known flood zones for surrounding development that can cause the Centre to become isolated.</i></p> <p>5. <i>The road network surrounding the Metro Centre indicates substantial inundation under the updated climate change assumptions, which were experienced</i></p>	<p>Healthy Waters has provided input into the Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban Zones and agrees with the approach and the relocation of the centre to avoid flood plains. The centre and high density residential activity will not be located “within” flood plains but will adjoin the flood plains. Further assessment will be carried out at the structure plan and catchment management plan stage.</p> <p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p>

	<i>twice already this year, up to or exceeding the 1 in 100 year predictions.</i>	
1	NoR1 #35 77 Bawden Road, Dairy Flat <i>a) The NoR designated area predominately covers two large ponds we had to put in to satisfy council of our water catchment prior to residue discharging into a stream. A hydrological neutrality report was prepared by Hutchinson Consulting at our expense to mitigate water run-off and management...</i>	This needs to be further discussed between the submitter and the Requiring Authority.  It is important that the proposed NoR 1 does not affect existing stormwater management for the site, if so then the Requiring Authority will need to find an alternative solution that addresses the stormwater management for the site and the requirements of the NoR 1.
1	NoR1 #49 65 Grace Hill Drive, Dairy Flat <i>The proposed route goes through land that always floods in extreme weather events. This is another reason the route beside the motorway is by far the most ideal.</i>	Detailed design and flood modelling will be used by the Requiring Authority to ensure flood effects are managed appropriately.  The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.
1	NoR1 #66 1350 Dairy Flat Highway, Dairy Flat <i>(i) The location of the stormwater treatment / attenuation device associated with the designation will sanitise the strip of land between the RTC and the site boundary.  (ii) The designation will create a physical divide between the eastern and western portions of the site. Wastewater and stormwater servicing has been considered on a site wide basis. The designation will intercept features associated with servicing (i.e stormwater wetlands, wastewater disposal field etc). Servicing difficulties will arise.  We recommend that the design team consider flipping the location of the stormwater treatment devices (to be on the western side of the RTC) in order to push the corridor east, providing more space for development.</i>	The site has flood plains and overland flow paths, flood effects from the proposed development by AW Holding would have been required to be addressed.  This needs to be further discussed between the submitter and the Requiring Authority. The Requiring Authority and the submitter will need to find a solution that addresses the stormwater management for the site and the requirements of the NoR 1.  The location of the stormwater management devices and associated structures will need to be confirmed and justified by the Requiring Authority, as the location and design will need to address the Flood Hazard conditions to ensure flood effects are managed appropriately.

	<p><i>Just south of the solar farm is a “stormwater treatment/attenuation device” according to the lodged RTC plan, shown in blue. Consideration to this device will need to be given if the RTC alignment is shifted. More efficient use of land may occur if the treatment device is located to the western side of the corridor.</i></p> <p><i>The RTC, including area within the designation boundary will remove a significant amount of space available for the wetland which is intended to service the data centre and adjacent property. Although the wetland may be able to be reconfigured to allow for the RTC designation area; the physical barrier created by the RTC embankment may cause issues when creating drainage links from properties to wetland. There will also be further issues with the current design option of an open channel located along the eastern boundary of the</i></p> <p><i>RTC designation area. The RTC embankment west of the DC will create a restriction point on ( post development) overland flow traveling down the stream and have an impact on the flow path footprint and flooding depths adjacent to the DC.</i></p>	
1	<p>NoR1 #85 1595, 1591, and 1599 Dairy Flat Highway, Dairy Flat</p> <p><i>(v) stormwater and flooding effects, in particular stormwater discharges to surrounding land and disruption of surface flow conveyance as a result of both increases in impervious surface area from the development of the Rapid Transit Corridor; and recontouring of land within the Properties as a result of the extensive cut and fill earthworks. These impacts have not been adequately addressed through the proposed drainage and other stormwater infrastructure upgrades; and...</i></p>	<p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p>



2	No flood related matters were raised by submitters.	
3	No flood related matters were raised by submitters.	
4	<p>NoR4 #23 Sec 6 SO 308591, Dairy Flat Highway, Silverdale</p> <p>NoR4 #26 1744 and 1748 Dairy Flat Highway, Silverdale</p> <p><i>(d) Stormwater: With the increased impervious area associated with the road works, there is the potential for increased stormwater run-off leaving the road and discharging onto the submitter's property. Stormwater is already an issue at the submitter's property, and this should be improved, or not increased. Additional stormwater has the potential to result in new or larger wetlands on the site, which has significant planning implications due to the NPS:FW and NES:FW. All stormwater needs to be captured and managed without impact on the submitter's property. Failure to do so will have negative impacts on the submitter and the land through reduced future development potential and land value.</i></p> <p><i>(e) Flooding: Like that above, the increased impervious area and differing contours, has the potential to increase the impacts of flooding and overland flows at the submitters site. This will have negative impacts for the property's current and future use, as well as its value and needs to be avoided. It is obvious that the assessment and control of natural hazards will be more and more onerous as time goes on. Any increased flooding or overland flows (location, area, depth) should be avoided and managed within the designation area.</i></p>	<p>This needs to be further discussed between the submitter and the Requiring Authority.</p> <p>Sec 6 SO 308591, Dairy Flat Highway is located in a flood plain and has two private stormwater ponds, and the edge of a NZTA stormwater pond, there is also an overland flow path, and a permanent stream (John Creek).</p> <p>1744 Dairy Flat Highway has a public stormwater pond and flood plains by the northern boundary. 1748 Dairy Flat Highway has a flood plain and overland flow paths in the south-eastern section of the site.</p> <p>It is important that the proposed NoR 4 does not affect existing stormwater management for the site, if so then the Requiring Authority will need to find an alternative solution that addresses the stormwater management for the site and the requirements of the NoR 4.</p> <p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p> <p>Amendments have been recommended by Healthy Waters to the Flood Hazard conditions to ensure there is no increase in flood hazard risk to the surrounding environment.</p>

	<i>(vii) ...Therefore, there is a need to avoid increasing flood hazards outside the designation area...</i>	
4	NoR4 #24 235 Wilks Road, Dairy Flat  <i>potential increased flooding due to motorway culvert restrictions. Council planning maps show flood plains on 213 Wilks Rd are caused solely by current motorway culverts.</i>	Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.  The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.
4	NoR4 #29 BP Oil New Zealand Limited, 21 Aeropark Drive, Dairy Flat  <i>25. The proposed designation alignment follows the existing alignment where it protrudes into the northwestern corner of the site (Figure 3). Auckland Councils GeoMaps shows a stormwater pipe located between this area and Wainui Road. The Submitter anticipates that stormwater from Wainui Road discharges road through this pipe and then sheet flows into the grassed area towards the SH1. However, this cannot be confirmed without further information. The Submitter is therefore unclear on the purpose of this protrusion for the existing and proposed designation and seeks that it either be clarified or rectified as part of this NOR.</i>	This needs to be further discussed between the submitter and the Requiring Authority.
4	NoR4 #32 Snowplanet Limited, 91 Small Road, Silverdale  <i>2 ...The proposed designation encompasses the site's stormwater treatment and retention pond (coloured blue in Figure 1 below) and an area NOR4 #32 Page 3 of 5 reserved for an extension to the existing car park (outlined in yellow)...</i>	This needs to be further discussed between the submitter and the Requiring Authority.  It is important that the proposed NoR 4 does not affect existing stormwater management for the site, if so then the Requiring Authority will need to find an alternative solution that addresses the stormwater management for the site and the requirements of the NoR 4.  Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and

	<p><i>Relief Sought:</i></p> <p>4. <i>With regard to the site's stormwater management system and pond, Snowplanet seeks that:</i></p> <p>a. <i>the use of the pond for treatment and attenuation of stormwater from their site is maintained: and..</i></p> <p>7. <i>In addition to the above, we recommend that the sizing of the existing 600mmø culvert conveying stormwater from the pond beneath State Highway 1 to the creek to the west be confirmed, given the additional load from the improvements to State Highway 1, and taking into account the Future Urban zoning of the land to the south.</i></p>	<p>culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p>
5	<p>No flood related matters were raised by submitters</p>	
6	<p>NoR6 #4 379 Wainui Road, Upper Orewa</p> <p><i>(h) Stormwater: The proposed stormwater pond shown on 379 Wainui Road will have significant permanent adverse effects on the business and the amenity and function of the property as a golf resort. This effectively cuts the 9-hole golf course down to a 7-hole golf course. There have not been any considerations of alternative locations for this pond, which is disappointing. This is not reasonably required to achieve the outcomes of the proposal. The pond location should be directly opposite on the northern side of Wainui Road, where the small residential property is being fully acquired. This would require a small re-design, but the site is equally down hill and close to the stream for appropriate discharge of stormwater.</i></p> <p><i>(i) Flooding: Like that above, the increased impervious area and differing contours, has the potential to increase the impacts of flooding and overland flows at the submitters site.</i></p>	<p>This needs to be further discussed between the submitter and the Requiring Authority.</p> <p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The location of the stormwater management devices and associated structures will need to be confirmed and justified by the Requiring Authority, as the location and design will need to address the Flood Hazard conditions to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p> <p>Amendments have been recommended by Healthy Waters to the Flood Hazard conditions to ensure there is no increase in</p>

<p><i>This will have negative impacts for the property's current and future use, as well as its value and needs to be avoided. As illustrated on the maps in attachment C, the surrounding area is highly affected by flooding. It is obvious that the assessment and control of natural hazards will be more and more onerous as time goes on. Any increased flooding or overland flows (location, area, depth) should be avoided and managed within the designation area. This may lead to the creation of new wetland areas onsite which will limit the ability to use the site and evolve the business/develop.</i></p> <p><i>(vii) ...Therefore, there is a need to avoid increasing flood hazards outside the designation area...</i></p> <p><i>5.6.5 The stormwater pond identified at 379 Wainui Road will have significant and permanent detrimental effects on the Northridge Country Lodge. The location is not required to be here, and the alternative location on the adjacent side of the road should be explored. The adjacent site at 348 Wainui Road is being taken for construction area, and that site is of a similar size and location (relative to contours, levels, and proximity to the stream). This alternative would:</i></p> <p><i>(a) Not permanently impact a successful business which is unique in the context of</i></p> <p><i>NOR10 area</i></p> <p><i>(b) Avoid the removal of areas of SEA and riparian planting</i></p> <p><i>(c) Avoid the removal of mature boundary treatment; and</i></p> <p><i>(d) Still achieve the required area and volume and discharge proximal to the Orewa River.</i></p>	<p>flood hazard risk to the surrounding environment.</p>
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6	<p>NoR6 #8 22 and 22 Upper Orewa Road, Upper Orewa</p> <p><i>We oppose this the plan for 24 Upper Orewa Road in its entirety would like to suggest that you find another location on Upper Orewa Road for the storm water pond you have planned for this site. For example across the road, Upper Orewa border of 406 Wainui Road, on the school land which has been purchased by the ministry of education...</i></p>	<p>This needs to be further discussed between the submitter and the Requiring Authority.</p> <p>The location of the stormwater management devices and associated structures will need to be confirmed and justified by the Requiring Authority, as the location and design will need to address the Flood Hazard conditions to ensure flood effects are managed appropriately.</p>
7	<p>NoR7 #13 227 Pine Valley Road, Dairy Flat</p> <p><i>I also note that the stormwater connection shown on Lodgement Drawing SGA-DRG-NTH-100-GE7000 Rev C completely ignores 3 existing overland flow paths and their existing culvert connection to Weiti Stream (refer to Figure 1 above).</i></p>	<p>There is an overland flow path at the entrance of the accessway to the site</p> <p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of culverts and associated structures to ensure flood effects are managed appropriately.</p> <p>Amendments have been recommended by Healthy Waters to the Flood Hazard conditions, including two conditions that address effects on overland flow paths, and a condition to protect accessways, to ensure flood effects are managed appropriately.</p>
8	<p>NoR8 #32 1744 and 1748 Dairy Flat Highway, Silverdale</p> <p>NoR8 #33 Sec 6 SO 308591, Dairy Flat Highway, Silverdale</p> <p><i>(d) Stormwater: With the increased impervious area associated with the road works, there is the potential for increased stormwater run-off leaving the road and discharging onto the submitter's property. Stormwater is already an issue at the submitter's property, and this should be improved, or not increased. Additional stormwater has the potential to result in new or larger wetlands on the site, which has significant planning implications due to the NPS:FW and NES:FW. All stormwater needs to be captured and managed without impact on the submitter's property. Failure to do so will have negative impacts on the</i></p>	<p>This needs to be further discussed between the submitter and the Requiring Authority</p> <p>1744 Dairy Flat Highway has a public stormwater pond and flood plains by the northern boundary. 1748 Dairy Flat Highway has a flood plain and overland flow paths in the southeastern section of the site.</p> <p>Sec 6 SO 308591, Dairy Flat Highway is located in a flood plain and has two private stormwater ponds, and the edge of a NZTA stormwater pond, there is also an overland flow path, and a permanent stream (John Creek).</p> <p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p>

	<p><i>submitter and the land through reduced future development potential and land value.</i></p> <p><i>(e) Flooding: Like that above, the increased impervious area and differing contours, has the potential to increase the impacts of flooding and overland flows at the submitters site. This will have negative impacts for the property's current and future use, as well as its value and needs to be avoided. It is obvious that the assessment and control of natural hazards will be more and more onerous as time goes on. Any increased flooding or overland flows (location, area, depth) should be avoided and managed within the designation area.</i></p> <p><i>(viii) ...Therefore, there is a need to avoid increasing flood hazards outside the designation area...</i></p>	<p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p> <p>Amendments have been recommended by Healthy Waters to the Flood Hazard conditions to ensure there is no increase in flood hazard risk to the surrounding environment.</p>
8	<p>NoR8 #46 Ministry of Education, Dairy Flat School, 1220 Dairy Flat Highway, Dairy Flat</p> <p><i>Drainage works are proposed including a new culvert crossing the highway that has an outlet terminating adjacent to the school frontage, and a stormwater pond discharging to the stream adjacent to the school. The Ministry wishes to ensure the design properly takes mitigates any flood risks to the school.</i></p>	<p>The site has a flood plain, overland flow paths, and a stream. The site adjoins the proposed NoR 8.</p> <p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p> <p>Amendments have been recommended by Healthy Waters to the Flood Hazard conditions to ensure there is no increase in flood hazard risk to the surrounding environment.</p>
8	<p>NoR8 #49 1595, 1591, and 1599 Dairy Flat Highway, Dairy Flat</p>	<p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will</p>

	<p>(v) <i>stormwater and flooding effects, in particular stormwater discharges to surrounding land and disruption of surface flow conveyance as a result of both increases in impervious surface area from the development of the Rapid Transit Corridor; and recontouring of land within the Properties as a result of the extensive cut and fill earthworks. These impacts have not been adequately addressed through the proposed drainage and other stormwater infrastructure upgrades; and...</i></p>	<p>provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p>
9	<p>NoR9 #6 1 Green Road, Dairy Flat</p> <p><i>Attachment to Submission on "North: (NoR 1) New Rapid Transit Corridor, NoR 8 and NoR 9 Dairy Flat Highway • RTC through Dairy Flat countryside - south of Postman's Road, through lower part Dairy Stream Road and Bawden Road, the area is low-lying, flat and a flood plain. Floods with heavy rain... • Understand that the Dairy Flat town centre is now going to be around Grace Hill Drive.</i></p> <p><i>While this area is higher up and doesn't flood, unfortunately the access road is Bawden Road which at this end definitely does flood. Therefore the town centre could be cut off by flooding on a regular basis. The town centre would be better sited around the current Dairy Flat shops where Kahikatea Road meets the Dairy Flat Highway. This area is high up and flat and not as prone to flooding...</i></p>	<p>Healthy Waters has provided input into the Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban Zones and agrees with the approach and the relocation of the centre to avoid flood plains. The centre and high density residential activity will not be located "within" flood plains but will adjoin the flood plains. Further assessment will be carried out at the structure plan and catchment management plan stage.</p> <p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p>
9	<p>NoR9 #9 530 Dairy Flat Highway, Albany Heights</p> <p><i>...we are concerned about the potential impact of stormwater runoff..</i></p>	<p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard</p>

		conditions to ensure flood effects are appropriately managed.
9	<p>NoR9 #21 738 Dairy Flat Highway, Dairy Flat</p> <p><i>The experience alone of the 27 Jan event in the region should be enough to advise caution when proposed development beside a watercourse. My pond takes on inundation from western side state highway via AT wide pipe under the highway. This excess water has created a tomo at my entry bridge and eroded the bank. Dangerous.</i></p>	<p>The site has a flood plain by the boundary adjoining the proposed NoR9, also there are overland flow paths and a stream.</p> <p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p> <p>Amendments have been recommended by Healthy Waters to the Flood Hazard conditions to ensure there is no increase in flood hazard risk to the surrounding environment.</p>
10	<p>NoR6 #4 379 Wainui Road, Upper Orewa</p> <p><i>(h) Stormwater: The proposed stormwater pond shown on 379 Wainui Road will have significant permanent adverse effects on the business and the amenity and function of the property as a golf resort. This effectively cuts the 9-hole golf course down to a 7-hole golf course. There have not been any considerations of alternative locations for this pond, which is disappointing. This is not reasonably required to achieve the outcomes of the proposal. The pond location should be directly opposite on the northern side of Wainui Road, where the small residential property is being fully acquired. This would require a small re-design, but the site is equally down hill and close to the stream for appropriate discharge of stormwater.</i></p> <p><i>(i) Flooding: Like that above, the increased impervious area and differing contours, has the potential to</i></p>	<p>This needs to be further discussed between the submitter and the Requiring Authority.</p> <p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The location of the stormwater management devices and associated structures will need to be confirmed and justified by the Requiring Authority, as the location and design will need to address the Flood Hazard conditions to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p> <p>Amendments have been recommended by Healthy Waters to the Flood Hazard conditions to ensure there is no increase in</p>



<p><i>increase the impacts of flooding and overland flows at the submitters site. This will have negative impacts for the property's current and future use, as well as its value and needs to be avoided. As illustrated on the maps in attachment C, the surrounding area is highly affected by flooding. It is obvious that the assessment and control of natural hazards will be more and more onerous as time goes on. Any increased flooding or overland flows (location, area, depth) should be avoided and managed within the designation area. This may lead to the creation of new wetland areas onsite which will limit the ability to use the site and evolve the business/develop.</i></p> <p><i>(vii) ...Therefore, there is a need to avoid increasing flood hazards outside the designation area...</i></p> <p><i>5.6.5 The stormwater pond identified at 379 Wainui Road will have significant and permanent detrimental effects on the Northridge Country Lodge. The location is not required to be here, and the alternative location on the adjacent side of the road should be explored. The adjacent site at 348 Wainui Road is being taken for construction area, and that site is of a similar size and location (relative to contours, levels, and proximity to the stream). This alternative would:</i></p> <p><i>(a) Not permanently impact a successful business which is unique in the context of</i></p> <p><i>NOR10 area</i></p> <p><i>(b) Avoid the removal of areas of SEA and riparian planting</i></p> <p><i>(c) Avoid the removal of mature boundary treatment; and</i></p>	<p>flood hazard risk to the surrounding environment.</p>
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	<p>(d) <i>Still achieve the required area and volume and discharge proximal to the Orewa River.</i></p>	
11	<p>NoR11 #10 132 Wilks Road, Dairy Flat</p> <p>(d) <i>Stormwater: With the increased impervious area and differing contours, there is the potential for increased stormwater run-off leaving the road and discharging onto the submitter's property. This has the potential to result in wetlands on the site, which has significant planning implications due to the NPS:FW and NES:FW. All stormwater needs to be captured and managed without impact on the submitter's property. Failure to do so will have negative impacts on the submitter and the land through reduced future development potential and land value.</i></p> <p>(e) <i>Flooding: Like that above, the increased impervious area and differing contours, has the potential to increase the impacts of flooding and overland flows at the submitters site. This will have negative impacts for the property's current and future use, as well as its value and needs to be avoided. It is obvious that the assessment and control of natural hazards will be more and more onerous as time goes on. Any increased flooding or overland flows (location, area, depth) should be avoided and managed within the designation area. Failure to do so will impact the submitter's ability for insurance, , land value, ability to obtain a mortgage, and reduce future development potential.</i></p>	<p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p> <p>Amendments have been recommended by Healthy Waters to the Flood Hazard conditions to ensure there is no increase of flood hazard risk to the surrounding environment.</p>
12	<p>NoR12 #4 132 Bawden Road, Dairy Flat</p> <p><i>The encroachment into our property and our neighbour's property to construct a stormwater pond is unnecessary. The impact all on property owners can be</i></p>	<p>The site has a flood plain and overland flow paths. The site adjoins the proposed NoR 12.</p> <p>The location of the stormwater management devices and associated structures will need</p>

	<i>minimised by relocating the pond to lie within the proposed designation at 120 Bawden Rd.</i>	to be confirmed and justified by the Requiring Authority, as the location and design will need to address the Flood Hazard conditions to ensure flood effects are managed appropriately.
12	NoR12 #5 126 Bawden Road, Dairy Flat  <i>(d) The presence of a large stormwater pond is likely to attract water-borne nuisances such as mosquitos.</i>	The location of the stormwater management devices and associated structures will need to be confirmed and justified by the Requiring Authority.
12	NoR12 #10 25 Oregon Park, Dairy Flat  <i>Of further note is storm water management which is a major issue for the Dairy Stream catchment. There is an open farm ditch through our property that channels stormwater through our property to Dairy Stream. On 18th November 1996 the owner of 35 Oregon Park was issued a resource consent (consent number 9511309 attached) to raise the level of the property for the purpose of filling within a flood plain to build a horse arena and tennis. One of the resource consent conditions was that:  The Consent holder shall not fill within ten metres of the centre line of Dairy Stream or the tributary entering the property from Bawden Rd, and shall not undertake any works in the stream bed without further consent from the Auckland Regional Council.  When these earthworks were undertaken the tributary entering the property from Bawden Rd (what I refer to as the open farm ditch) was filled with an undersize drainage culvert inserted to connect the drainage from 25 Oregon Park to Dairy Stream. This culvert was buried and the tributary was filled in creating an earth dam. Once the works were completed, instead of building a horse arena and tennis court the land was sold to the owner's daughter and a house was built.  Obviously, this damming of the tributary was in violation of a specific condition of Consent 9511309. But despite raising the</i>	The site has a flood plain, overland flow paths and a stream. The site adjoins the proposed NoR 12.  This needs to be further discussed between the submitter and the Requiring Authority.  Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.  The location of the stormwater management devices and associated structures will need to be confirmed and justified by the Requiring Authority, as the location and design will need to address the Flood Hazard conditions to ensure flood effects are managed appropriately.  The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.  Amendments have been recommended by Healthy Waters to the Flood Hazard conditions to ensure there is no increase in flood hazard risk to the surrounding environment.

	<p><i>issue with Auckland Regional Council and Auckland Council – and despite numerous site visits and correspondence from back in the early 2,000’s (correspondence available upon request) the consent violation was never remediated and continues to be a storm water dam and choke point to this day. The storm water management plan must address this damming to ensure the adequate flow during heavy downpours, otherwise the valley will continue to flood.</i></p>	
12	<p>NoR12 #21 77 Bawden Road, Dairy Flat</p> <p><i>It is not funded, and extensive work is still to be carried out to see if a transport corridor or high density building in Dairy Flat is feasible given low-lying areas which are subject to flooding and alternative options are available. Regardless of any runoff ponds or detention areas as indicated in the proposal, all water run off must eventually connect to the local streams which in turn connect to the sea. We have noted over the 16 years of residing here that when flooding and high tides align there is simply nowhere for storm water to run to.</i></p> <p>a) <i>The NoR designated area predominately covers two large ponds we had to put in to satisfy council of our water catchment prior to residue discharging into a stream. A hydrological neutrality report was prepared by Hutchinson Consulting at our expense to mitigate water run-off and management.</i></p>	<p>This needs to be further discussed between the submitter and the Requiring Authority.</p> <p>It is important that the proposed NoR 12 does not affect existing stormwater management for the site, if so then the Requiring Authority will need to find an alternative solution that addresses the stormwater management for the site and the requirements of the NoR 12.</p> <p>Healthy Waters has provided input into the Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban Zones and agrees with the approach and the relocation of the centre to avoid flood plains. The centre and high density residential activity will not be located “within” flood plains but will adjoin the flood plains. Further assessment will be carried out at the structure plan and catchment management plan stage.</p> <p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p>
13	<p>NoR13 #11 1853 East Coast Road, Dairy Flat</p>	<p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and</p>

	<p><i>Most of the houses along the road are lower than the East Coast Road especially my property is much lower than others. After this project, East Coast Road will be 3-4 times wilder, the drainage is a serious issue as we can see the recent Auckland flood and most of the drain system can not cope with it. We are very worried that life and property will be harmed during heavy rains after this construction. If any future flood damage occurs after this project, AT takes full responsibility for the damage</i></p>	<p>culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p> <p>Amendments have been recommended by Healthy Waters to the Flood Hazard conditions to ensure there is no increase in flood hazard risk to the surrounding environment.</p>
13	<p>NoR13 #22 2163 East Coast Road, Stillwater</p> <p><i>(c) Flooding and Stormwater: Given the topography there is the potential for adverse stormwater and flooding impacts at the cemetery, which needs to be avoided. Any increase in flooding or stormwater discharge onto the site will have grave impacts on the property and its function as a cemetery.</i></p> <p><i>(vi) Condition 12: Flood Hazard: The intent is supported. However, natural hazards are having an increasingly negative impact on properties. I anticipate this will only get worse in the future. Climate change will increase the frequency and severity of flooding in the future, and this designation is proposed to have a 30-year lapse date. Therefore, there is a need to avoid increasing flood hazards outside the designation area. Affected owners should be consulted early about changes to flood hazards and have the ability for early input. The feedback from affected landowners / stakeholders should be summarised, along with a summary of where comments have been incorporated or not and why. Information about this should be published on the project website.</i></p>	<p>Detailed design and flood modelling will be used by the Requiring Authority to ensure appropriate sizing of associated bridges and culverts, and stormwater wetland will provide detention/attenuation of impervious areas, to ensure flood effects are managed appropriately.</p> <p>The design of the North Projects will need to meet the requirements of the Flood Hazard conditions to ensure flood effects are appropriately managed.</p> <p>Amendments have been recommended by Healthy Waters to the Flood Hazard conditions to ensure there is no increase in flood hazard risk to the surrounding environment.</p>



## **Memo (technical specialist report to contribute towards Council's section 42A)**

**Date:** 22/3/2024

**To:** Andrew Wilkinson - Reporting Planner  
Alison Pye – Senior Policy Planner

**From:** Mark Lowe, Principal Environmental Scientist, Consultant to Auckland Council

**Subject: Supporting Growth Alliance North Notice of Requirements: Ecology Review**

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### **1.0 Introduction**

1.1 My name is Mark Lowe, and I am a Principal Environmental Scientist at Morphum Environmental Limited. I hold the qualifications of Bachelor of Science – Ecology (2007) and Masters in Science – Conservation Biology (2011) from Massey University.

1.2 I have undertaken a review of the Supporting Growth Alliance North Notices of Requirements (**NoRs**) on behalf of Auckland Council (As Regulator) in relation to ecological effects.

1.3 I have over 15 years' experience as a professional ecologist and environmental scientist. My work experience includes undertaking ecological assessments; preparing and peer reviewing ecological impact assessments and ecological restoration plans; providing technical advice to support district and regional plan changes; the development of non-statutory guidance documents and practice notes; the development of technical ecological tools to support ecological assessments and management decisions; and, providing strategic advice to councils and government on ecological matters.

1.4 In my current role I regularly provide advice to Auckland Council, as well as, several other district and regional councils, in relation to ecology (both freshwater and terrestrial).

1.5 I am a Certified Environmental Practitioner (CEnvP) and have completed the 'Making Good Decisions Course'.

### **2.0 Overview and Scope of Technical Memorandum**

2.1 The Applicants, Waka Kotahi and Auckland Transport, as requiring authorities, seek 13 NoRs for roading projects. All are proposed as new NoRs, with the exception of NoR 4 – SH1 improvements, which comprises an alteration to Waka Kotahi's SH1 designations

2.2 I have reviewed the NoRs and supporting information (**Application**).

2.3 My technical memorandum assesses the ecological effects associated with the Application and covers the following matters:

- The current ecological values of the site and receiving environment.
- The actual and potential environmental effects of the proposal.
- The adequacy of the effects management proposed.

- Summary and comment on the submissions received.
  - Conclusions and recommendations.
- 2.4 The assessment in this technical memorandum does not cover:
- Stormwater or flooding matters.
  - Arboriculture matters.
  - Freshwater ecology (which will be assessed during subsequent resource consenting phases).
  - Vegetation removal effects associated with regional plan provisions (which will be assessed during subsequent resource consenting phases).
- 2.5 At the date of preparing this memorandum, I have not taken part in formal expert witness conferencing.

### **3 Expert Witness Code of Conduct**

- 3.1 I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and have complied with it in preparing this evidence. Other than where I state that I am relying on the advice of another person, this evidence is within my area(s) of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.
- 3.2 I have qualified my evidence where I consider that any part of it may be incomplete or inaccurate, and identified any information or knowledge gaps, or uncertainties in any scientific information or mathematical models and analyses that I am aware of, and their potential implications. I have stated in my evidence where my opinion is not firm or concluded because of insufficient research or data or for any other reason, and have provided an assessment of my level of confidence, and the likelihood of any outcomes specified, in my conclusion.

### **4 Key Ecology Issues**

#### Deferred Vegetation Assessment

- 4.1 The EclA identifies six groups of 'District Plan' trees that are located in areas of Open Space or Road Reserve and also intersect with Significant Ecological Areas (SEA). The Applicant considers it appropriate to defer the assessment of ecological effects with the potential removal of these groups of trees to the regional resource consenting phase, as regional consent would be required for the removal of any SEA vegetation.
- 4.2 In principle I support the deferral of this assessment as it has merit in efficiency and cohesion of assessment.

#### Pre-Construction Ecological Survey

- 4.3 As written, condition 22 (pre-construction ecological survey) is interpreted as only requiring a future survey of the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule 2.
- 4.4 While some areas may have a reduction in ecological value and/or utilisation by at risk or threatened species, other areas, including those not currently



identified as 'Identified Biodiversity Areas' may increase in value and/or utilisation by at risk or threatened species – particularly if they are displaced from other areas of habitat.

- 4.5 While the cl.23 response notes that potential future improvements in ecological value have been considered in the assessment and drafting of conditions; it would, in my opinion, be appropriate and precautionary to not limit the future pre-construction ecological survey to the 'Identified Biodiversity Areas' but rather retain flexibility to assess additional areas as required closer to the future construction phase.

#### Terrestrial Offset Quantum

- 4.6 The Ecology Report has not considered vegetation outside SEAs in regard to any effects management for vegetation loss (other than fauna effects), including in any offsetting calculations. Furthermore, as the offset calculations for vegetation loss provided in the Ecology Report relate to the SEA vegetation removal, this has not been considered in this assessment as that will be considered as part of a regional consent application.
- 4.7 The Ecology Report describes effected 'District Plan' vegetation, located in NoRs 1, 3, 4, 9 and 13, as possibly providing low quality habitat for bats, lizards as well as non-Threatened and At Risk birds. Yet the Ecology Report also describes this vegetation as being of Moderate ecological value; but does not describe the magnitude of effect. No remediation, offsetting or compensation is proposed in the Ecology Report for the loss of this vegetation (except for fauna management).
- 4.8 The Arborist Report recommends a 1:1 area replacement for the loss of (mass planting) vegetation (with 10:1 ratio of climax species within the planting mix) . However, it does not appear that this quantum of effects management is supported or justified with the use a transparent biodiversity offsetting tool.
- 4.9 It is recommended that further assessment is required to understand the magnitude of effect for the loss of the effected 'District Plan' vegetation, located in NoRs 1, 3, 4, 9 and 13. Additionally, further justification for the 1:1 area replacement is considered necessary. Therefore, it is recommended that the magnitude of effect is confirmed following detailed design and the final replacement ratio is confirmed though the use of a transparent biodiversity offsetting tool prior to construction. It is recommended that these measures are covered by the designation conditions.

#### Conditions

- 4.10 In my opinion there are several conditions that could be improved with modification to the proposed wording. These are detailed further in section 6.

### **5 Assessment of Ecology Effects and Management Methods**

#### **Effects Assessment**

- 5.1 I consider that the:
- Methodologies, standards and guidelines used to assess the relevant ecological values are appropriate and conform to industry best practice.

- Effort expended in the site investigations is appropriate for the scale of proposed works and potential effects.
  - Reported results are transparent, accurate and a fair representation of the ecological values.
- 5.2 I concur with the Applicant's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial ecology.
- 5.3 In my opinion, I generally consider that sufficient evidence has been provided to demonstrate that the proposed effects management measures would appropriately manage the identified effects on ecological values that may arise from the proposal – in particular the management of effects on fauna from construction activities and operation. However, as noted above, in my opinion, it would be appropriate and precautionary to not limit the future pre-construction ecological survey to the 'Identified Biodiversity Areas'. Additionally, the justification for the 1:1 area replacement of loss of mass vegetation does not appear to be well supported and it is recommended that further justification is provided to ensure effects management measures achieve a no net loss outcome at the time of construction. Recommendations to address these matters through amendments to the draft conditions have been suggested below.
- 5.4 In the Application the starting point for avoiding adverse effects on ecological values are the Assessment of Alternatives. As it relates to ecological matters, I consider:
- the methodology appropriate, to have been transparently applied, and to have given due consideration of potential ecological impacts; and
  - that, recognising the functional and operational needs of infrastructure, avoidance to have been demonstrated to the extent practicable.
- 5.5 The ecological effects are separated into construction and operational phases.
- 5.6 Across all of the EclA's, potential construction effects are recognised as:
- Loss of foraging and roosting habitat (for birds and bats).
  - Potential for native lizards, birds and bats to be killed/injured.
  - Disturbance and displacement of native birds, bats and lizards due to construction activities (noise, light and dust).
- 5.7 Across all of the EclA's, potential operational effects are recognised as:
- Loss of connectivity for indigenous fauna.
  - Disturbance and displacement of native birds and bats due to construction activities (noise, light and dust).
- 5.8 I consider that the EclA has identified the likely actual and the potential ecological effects that would result from the proposed activities.

### **Effects Management**

- 5.9 The Ecology Report provides specific mitigation measures proposed by the Applicant for the actual and potential ecological effects identified, including:

- A pre-construction ecological survey to confirm the ecological values and species presence.
- As required, based on the pre-construction ecological survey and the specific NoR condition set; the preparation and implementation of a series of Ecological Management Plans.
- The content of the Ecological Management Plans, as specified by the proposed conditions, includes the details that would typically be expected in such management plans (with the exceptions noted in the comments on the conditions below).

## 6 Conditions

- 6.1 Condition 23 (as numbered in NoRs 1, 2 and 3) states the objective of the Ecological Management Plan as 'to minimise the effects of the project'. In my opinion, it would be preferable to expand this objective to include remediation and offset or compensation actions as necessary.
- 6.2 Condition 22 (as numbered in NoR 1, 2, and 3) requires a pre-construction ecological survey. However, as noted above, in my opinion, it would be appropriate and precautionary to not limit the future pre-construction ecological survey to the 'Identified Biodiversity Areas' but rather retain flexibility to assess additional areas as required closer to the future construction phase. Furthermore, it is recommended that the magnitude of effects of any vegetation loss is confirmed following detailed design and prior to construction and the condition is updated to reflect this.
- 6.3 I note that the '*district plan trees in NoR 1, 2, 4, 9 and 13*' are required to be covered by the proposed tree protection plan in condition 24 (as numbered in NoRs 1, 2 and 3). However, the arborist report recommendation that '*A detailed landscape plan with replacement planting at a minimum ratio of 2:1 for individual trees and like for like (in m<sup>2</sup>) for mass vegetation is to be prepared as part of the Urban Landscape Design Management Plan (ULDMP)*' does not seem to be explicitly covered by this condition (or the ULDMP condition (condition 9 of NoR 1, 2, 3)). It is also recommended that the condition is updated to ensure that the effects management measure is confirmed to achieve a no net loss outcome using a transparent biodiversity offsetting tool prior to construction.
- 6.4 The Ecology Report notes that kauri snails are potentially present in the proposed designation boundaries (NoR 4 and NoR 9) and notes that pre-clearance inspections should be undertaken prior to vegetation removal. This recommendation is not currently covered in the draft conditions and therefore, it is recommended to include a condition to ensure this outcome.
- 6.5 The requirements for an Ecological Management Plan to address the effects on Threatened or At Risk wetland birds makes reference to various setback widths, including undertaking surveys if works occur within 50 m of an identified wetland and suggested 20 m setback for vegetation clearance and construction works if nesting birds are found. It does not appear that the justification for these setback distances have been provided in the Ecological Report. In my opinion, an appropriate setback distance to avoid abandonment of a nest from

construction activities is dependent on the specific construction activity (including intensity and duration) and species of wetland bird. Regardless, the distance is likely to be greater than 20 m. Following a precautionary principle, it is recommended that the specification or recommendation of setback distances in the condition are removed (and can be developed as part of the Management Plan based on the specific activity and species) and the survey requirement trigger is also increased.

6.6 It is recommended that the Tree Management Plan condition is updated to include provision of kauri dieback management measures as required.

6.7 Suggested modified and additional conditions are provided in Appendix 1.

## **7 Submissions**

7.1 A total of 13 submissions were received that cover ecological matters. Most of the submission points relate to effects that are to be addressed at the time of any regional resource consent application.

7.2 A submission received from QEII covering several NoRs (NoR 1 submission 36, NoR 2 submission 8, NoR 4 submission 14, NoR 9 submission 14) is concerned with two QEII covenant areas. These areas are subject to an SEA overlay and therefore any ecological effects and management of those effects will be considered at the time of any regional resource consent application.

7.3 The QEII submission also makes reference to the need to consider kauri dieback protocols. Given the presence of kauri is noted within the Arborist Report, this suggestion by QEII is supported and it is recommended that the Tree Management Plan condition is updated to include provision of kauri dieback management measures as required.

7.4 Submission received from Okura Park Estates Residents Association Inc (NoR 1 submission 44 and NoR 4 submission 16) and Auckland Council Parks and Facilities (NoR 9 submission 19) also relate to the effects of the activity on areas of SEA. Again, any ecological effects and management of those effects will need to be considered at the time of any regional resource consent application.

7.5 A submission from Mark De La Roche (NoR 7 submission 7) references the ecological value of the watercourse on the property 257 Pine Valley Road. Any ecological effects and management of those effects on the watercourse will be considered at the time of any regional resource consent application.

7.6 Submissions from the Redman Family Trust and Paul Redman (No R4 submissions 18 and 19) notes that the cycleway will remove regenerating native bush, which provides sanctuary for native birds on the property 162 Lonely Track Road. The submission seeks the protection of the bush to enhance the environment. The vegetation is not within the rural zone, open space zone or within the road, nor is the vegetation subject to a relevant overlay or within proximity to a watercourse. Therefore, my understanding is there are no AUP provisions that protect this vegetation from removal.

## **8 Conclusions and Recommendations**

8.1 I have reviewed the Application to assist the preparation of the Council's reporting planner's report from an ecology perspective.

- 8.2 I consider that the:
- Methodologies, standards and guidelines used to assess the terrestrial and freshwater values are appropriate and conform to industry best practice.
  - Effort expended in the site investigations is appropriate for the scale of proposed works and potential effects.
  - Reported results are transparent, accurate and a fair representation of the on-site values.
- 8.3 I concur with the Applicant's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial and aquatic ecology.
- 8.4 Concern has been expressed with the conditions relating to Pre-Construction Ecological Surveys. I find there no reason to limit this survey to just the Identified Biodiversity Areas, given the lapse time on the duration habitat for native species could be formed that would not be captured by the existing assessment. Additionally, the 1:1 area replacement for the loss of vegetation (mass vegetation) does not appear to be well justified. It is recommended that the magnitude of effect of this vegetation loss is assessed following detailed design and the quantum of effects management confirmed prior to construction using a transparent biodiversity offsetting tool.
- 8.5 Several amendments to the proposed conditions have been recommended. Refer to appendix 1.
- 8.6 Overall, I am able to support the NoRs, with modifications to the conditions as recommended.

## Appendix 1: Suggested Modified and Additional Conditions

9.1 Where modifications to conditions have been suggested the numbering and draft condition from NoRs 1, 2 and 3 have been used. Additions are shown in **blue text** and deletions in struck through **red text**.

9.2 Suggested modification to condition 23(a):

An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition 22) prior to the Start of Construction for a Stage of Work. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable, **and to remedy, offset or compensation any residual adverse effects**. The EMP shall set out the methods that will be used to achieve the objective which may include:

9.3 Suggested modification to condition 22:

(a) At the start of detailed design for a Stage of Work, an updated ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of the ecological management plan by:

(i) Confirming whether the species of value within the Identified Biodiversity Areas recorded in the Identified Biodiversity Area Schedule [2] are still present, **or if species of value are present within any other areas of suitable habitat that may have established prior to construction works and which may be impacted**.

(ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.

(b) If the ecological survey confirms the presence of ecological features of value in accordance with condition 22(a)(i) and that effects are likely in accordance with condition 22(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition 23 for these areas (Confirmed Biodiversity Areas).

9.4 Suggested modification to condition 24:

(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared. The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 3.

(b) The Tree Management Plan shall:

- (i) confirm that the trees listed in Schedule 3 still exist; and
- (ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 3, **and offset any residual effects**. This may include:
  - a. Any opportunities to relocate listed trees where practicable;
  - b. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 9). **The quantum of planting required must be calculated using a best practice offset accounting method, or other such method approved by Council, to achieve a no net loss of ecological value outcome. The planting to replace removed mass planting trees shall be no less than a 1:1 area ratio (including a 10:1 ratio of climax species in the species mix). The planting to replace removed individual trees shall be no less than 2:1.**
  - c. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and
  - d. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards, **including provision of kauri dieback management measures where required (in line with relevant guidelines published by the Ministry for Primary Industries Kauri Dieback Management Programme).**
- (iii) demonstrate how the tree management measures (outlined in a. – d. above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

9.5 Suggested modification to condition 23(d):

- (d) If an EMP is required in accordance with (a) for the presence of threatened or at risk wetland birds:
  - (i) How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable.
  - (ii) Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds
  - (iii) Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a ~~50m~~ 200m radius of any identified Wetlands (including establishment of construction areas adjacent to Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;

(iv) What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within ~~50m~~ 200m of any construction area (including laydown areas). Measures **must consider the type, intensity and duration of the construction activity and species of wetland bird affected.** ~~could include:~~

~~(v) A 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;~~

~~(vi) Monitoring of the nesting Threatened or At-Risk wetland birds. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging); and~~

~~(vii) Minimising the disturbance from the works if construction works are required within 50 m of a nest;~~

~~(viii) Adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area).~~

~~(ix) Minimising light spill from construction areas into Wetlands (x) Details of measures to minimise any operational disturbance from light spill.~~

#### 9.6 Suggested additional condition for NoRs 4 and 9:

If an EMP is required in accordance with (a) for the presence of kauri snail

(i) Timing and duration of the works;

(ii) A description of salvaging methods; and

(iii) A description of relocation methods, including transfer methods, relocation site(s) selection and pest control



# Technical Specialist Memo

**To:** Andrew Wilkinson, Reporting Planner  
**From:** Rhys Caldwell – Auckland Council Specialist Arborist  
**Date:** 25 March 2024

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**Subject: Supporting Growth Alliance – NoR's 1-13 North  
Arboricultural Assessment**

## 1.0 Introduction

1.1 I have undertaken a review, on behalf of Auckland Council, of the thirteen Notices of Requirements (**NoRs**) lodged by the Requiring Authorities, Waka Kothai NZ Transport Agency and Auckland Transport, through the Supporting Growth Alliance (**SGA**), in relation to arboricultural effects.

In writing this memo, I have reviewed the North Assessment of Arboricultural Effects dated August 2023 – Version 1.0.

### *Qualifications and Experience*

1.2 My name is Rhys Edward Caldwell, and I am a Specialist Arborist in the Earth, Streams and Trees Specialist Unit at Auckland Council. My qualifications include a Trade Certificate in Amenity Horticulture (1993) and an Advanced Certificate in Arboricultural (2014).

1.3 My current role at Auckland Council is to provide reports and recommendations to Council Planners for land use applications that involve protected trees, peer review and determine resource consent applications that solely concern protected trees, provide specialist advice on major infrastructure projects, outline plans of works, and notices of requirement, and to prepare reports and technical memoranda as an arboricultural expert.

### *Involvement with North NoR's*

1.4 I was engaged by Auckland Council on 15<sup>th</sup> of May 2023 to review the thirteen North NoR's to determine whether the information provided was sufficiently detailed and accurate to understand the arboricultural effects of the proposal.

### *Expert Witness Code of Conduct*

1.5 I have read the Code of Conduct for Expert Witnesses, contained in the Environment Court Consolidated Practice Note (2014) and I agree to comply with it. I can confirm that the issues addressed in this Memo are within my area of expertise and that in preparing this Memo I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

## 2.0 Key Arboricultural Issues

2.1 The thirteen Notice of Requirements referred to in the arboricultural effects assessment will require the removal of a total of eleven individual trees and fourteen groups of trees.

2.2 Removal of trees has been identified in only seven of the Notice of Requirements, these being NoR 1, NoR 2, NoR 4, NoR 8, NoR 9, NoR 10 and NoR 13.

<b>Notice of Requirement</b>	<b>Issue</b>
<b>NoR 1 – RTC between Albany and Milldale</b>	Two groups of trees proposed for removal.
<b>NoR 2 – New Milldale Station</b>	Two groups of trees proposed for removal.
<b>NoR 3 – New Pine Valley Station</b>	No trees or groups of trees being removed.
<b>NoR 4 – SH1 Improvements</b>	Three groups of trees proposed for removal.
<b>NoR 5 – New SH1 crossing at Dairy Stream</b>	No trees or groups of trees being removed.
<b>NoR 6 – New connection between Milldale and Grand Drive</b>	No trees or groups of trees being removed.
<b>NoR 7 – Upgrade to Pine Valley Road</b>	No trees or groups of trees being removed.
<b>NoR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat</b>	One tree and two groups of trees proposed for removal.
<b>NoR 9 – Upgrade to Dairy Flat Highway between Dairy Flat and Albany</b>	One tree and two groups of trees proposed for removal.
<b>NoR 10 – Upgrade to Wainui Road</b>	Two trees proposed for removal.
<b>NoR 11 – New connection between Dairy Flat highway and Wilks Road</b>	No trees or groups of trees being removed.
<b>NoR 12 – Upgrade and extension to Bawden Road</b>	No trees or groups of trees being removed.
<b>NoR 13 – Upgrade to East Coast Road</b>	Seven trees and three groups of trees proposed for removal.

### 3.0 Supporting Growth Alliance Assessment

3.1 A Tree Management Plan (TMP) is proposed for the relevant NoRs, which will identify any protected trees, confirm the construction methods and impacts on each tree, and detail methods for all work within the root zone of trees that are to be retained. This TMP will be limited to the identification of trees protected under the District Plan only, as trees protected under Regional Plan provisions will be addressed as part of a future resource consent process.

- 3.2 The Applicant has offered to undertake replanting as mitigation for the proposed tree removals, through the development of an Urban and Landscape Design Management Plan (**ULDMP**) and this is proposed by the applicant as a condition.
- 3.3 For the seven NoRs, being NoR 1, NoR 2, NoR 4, NoR 8, NoR 9, NoR 10, and NoR 13, that contain trees, there are recommended conditions for an Urban and Landscape Design Management Plan and a Tree Management Plan to address the protection of the trees being retained and for the replacement of trees proposed for removal. The implementation of these plans will provide an avenue for trees to be protected and for the replacement of the trees being removed.

#### **4.0 Submissions Relevant to Arboriculture**

- 4.1 Three submissions have been identified in relation to the NoR's relevant to arboricultural matters.
- 4.2 The submissions regarding trees have been summarized as:

**NoR 4 & NoR 9** – Two submissions concerning impact upon vegetation covered by a QEII covenant. The removal of any vegetation that is located in a Significant Ecological Area would be assessed as part of any regional consent application. The impact upon the QEII covenant is beyond my area of expertise.

**NoR 13** – One submission concerning the loss of mature ridgeline trees. While the NoR 13 boundary covers an area of trees located outside 2163 East Coast Road, the arboricultural assessment has not identified these trees as requiring removal.

#### **5.0 Conclusions and Recommendations**

- 5.1 I agree that where possible the removal of trees should be kept to a minimum. The preparation of a Tree Management Plan, once there is a detailed design for the specific to an NoR would confirm which trees could be retained and protected. It is recommended that a Tree Management Plan is prepared for all NoR's to identify if there are any new trees worthy of being retained at the time the project is to be progressed.
- 5.2 Furthermore, at this stage, Condition 24 – Tree Management Plan only refers to being specific to NoR's 1 and 2 and specific to the trees identified in Schedule 3. While the arboricultural assessment provided by SGA identifies that a TMP should include all trees identified in Appendix A. The trees listed in Schedule 3 do not match the trees listed in Appendix A.
- 5.3 I recommend that Condition 24 be amended to be applicable and included in all 13 of the NoR's and that Appendix A and Schedule 3 be updated so that they align and contain the same information, including maps identifying the location of all individual or groups of trees.
- 5.4 With regard to replacement tree planting, I recommend that there should be a minimum baseline for the number of trees proposed to be planted to replace the trees being removed. Section 5.3.1.2 of the arboricultural assessment provides a ratio of 10:1 for replacement planting of climax species for areas of mass planting. There doesn't appear to be any minimum replacement ratio for the individual trees being removed in Section 5.3.

- 5.5 The impacts upon any tree located within a riparian area or significant ecological area will require a regional consent that will need to be applied for. At this time an assessment would be undertaken and appropriate mitigation imposed.
- 5.6 I am able to support the proposal provided that the trees to be retained are protected in accordance with the proposed Tree Management Plan. I recommend that the conditions for replacement planting within the proposed Urban and Landscape Design Management Plan condition or the Tree Management Plan condition have a minimum number of replacement trees of 2:1 as baseline for individual trees and a like for like in m<sup>2</sup> for mass planting that must include climax species at a minimum ratio of 10:1.



Rhys Caldwell

Specialist – Arborist

Earth, Streams and Trees Specialist Unit

Regulatory Engineering and Resource Consents Department

Auckland Council

25 March 2024

To: Andrew Wilkinson, Auckland Council Consultant Planner

From: Gerard McCarten, Auckland Council Consultant Parks Planner, on behalf of Parks Planning, Parks & Community Facilities

Subject: **Supporting Growth Notices of Requirement North (x13)  
Parks Planning Assessment**

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## 1.0 Summary

- I have reviewed the 13 notices of requirement (**NORs**) for impacts on parks, reserves and open space zoned land.
- Six NORs will together extend over 14 parks, reserves or open space zoned land, and abut seven other parks and reserves, as tabled below:

<b>NOR extends over</b>	<b>NOR adjoins</b>
Hooton Reserve	Highgate Parkway Stormwater Pond
Redvale Marginal Strip	Green Road Park
Kathy’s Thicket	14R Agnew Place
97 Ahutoetoe Road	29R Agnew Place
Fairview Esplanade Reserve	Three Streams Reserve
Baker Street Reserve	O’Brien Reserve
380 Millwater Parkway	O’Brien Reserve North
Millwater Park Bush Reserve	
Weiti Stream Pine Valley Esplanade Reserve	
Dairy Flat Reserve	
Serenity Reserve	
Albany Heights West Reserve	
Hosking Reserve	
Albany Heights Reserve	

- Route protection, construction effects, and long-term loss of open space land may result in cumulative adverse effects from incremental loss of public open space which may be significant if not recognised and mitigated appropriately.
- The assessment provided with the NORs finds that the effects on parks, reserves and open spaces varies, but that generally they are managed through the various management plans, in particular, the Urban and Landscape Design Management Plan (ULDMP) and Stakeholder and Community Engagement Plan (SCEMP).
- The assessment recognises that relocation of the Dairy Flat Tennis Club current located in Dairy Flat Reserve will be necessary and will need to occur before construction begins.
- My assessment recommends that the extent of four NORs are reviewed and tightened where possible, with respect to nine parks and reserves.

- I consider the loss of the majority of Baker Street Reserve to permanent works associated with NOR 4 would be significant and will need to be addressed.
- I accept that various management plans will otherwise appropriately manage construction and permanent effects, but recommend changes to the UDLMP, SCEMP conditions along with a condition regarding the need to obtain section 176 approvals for work within affected parks and reserves.

## 2.0 Introduction

- 2.1 My name is Gerard McCarten. I hold a Bachelor of Planning (hons) from the University of Auckland. I am a full member of the New Zealand Planning Institute. I have 23 years' professional planning experience from both public and private sectors of New Zealand and the United Kingdom. I am currently Planning Manager at Sentinel Planning Limited. I have been providing consultant planning services to the council's Parks Planning team since September 2022.
- 2.2 I have undertaken a review, on behalf of Auckland Council's Parks Planning team, in relation to the 13 notices of requirement (the **NORs**) for route protection by Waka Kotahi New Zealand Transport Agency (**NZTA**) and Auckland Transport (**AT**).
- 2.3 This report focuses on:
- the impacts of NORs 1 – NOR 13 on parks, reserves and open space zoned land.
  - proposed mitigation; and
  - recommendations to manage impacts more effectively via changes to NOR boundaries, and amendments to proposed conditions.
- 2.4 In writing this memo, I have reviewed the submitted information but focussed on the following documents all prepared by Te Tupu Ngātahi Supporting Growth Alliance (**SGA**)
- Assessment of Effects on the Environment (**AEE**), version 1.0, September 2023
  - AEE Appendix A - Assessment of Alternatives, version 1.0, September 2023
  - AEE Appendix B – Conditions of Designation, September 2023
  - AEE Appendix C – Construction Area Requirements, version 1.0, September 2023
  - Appendix D – Statutory Assessment, version 1.0, September 2023
  - Appendix G – Assessment of Social Impacts (**ASI**), version 1.0, August 2023
  - Appendix J – Urban Design Evaluation Report (**UDE**), version 1.0, May 2023
  - Designation plans for each NOR
  - General arrangement plans for each NOR
  - Property boundary schedules for each NOR
- 2.5 To avoid unnecessary repetition, I defer to the council's reporting planner to provide a detailed description of the NORs beyond that already contained with the submitted NOR documents. But to confirm, I am aware that NORs 1-3 and 5-13 are for new designations whereas NOR4 is to modify existing designations (and change their extent).

- 2.6 I have not undertaken a site visit prior to preparing my report, and have relied on my knowledge of the area, digital mapping, and the application material to understand the environment at present.
- 2.7 I have reviewed the NORs and their impacts on parks, reserves and open space zones against the following documents, where applicable:
- Auckland Unitary Plan Operative in Part (**Unitary Plan**)
  - Rodney Local Parks Management Plan, 2020 (**Rodney LPMP**)
  - Upper Harbour Local Parks Management Plan, 2019 (**Upper Harbour LPMP**)
  - Upper Harbour Greenways Plan, 2019 (**Upper Harbour Greenways Plan**)
  - Hibiscus & Bays Greenways Local Paths Plan, 2016 (**Hibiscus Greenways Plan**)

### 3.0 Key issues

- 3.1 The lodged AEE, Statutory Assessment and Assessment of Social Impacts and other supporting documents identify parks, reserve or areas of parks, reserves and open space zoned land affected by the designations and consider the effects on them.
- 3.2 The key impacts on parks, reserves and opens spaces are:
- the loss of public open space and to permanent works and during construction
  - the impact on the use of open spaces (by both the general public and council staff)
  - the implications for future plans for the open spaces
- 3.3 The extent or need of designation encroachments into open space relative to the submitted general arrangement plans is questioned in nine instances.
- 3.4 Pre-construction route protection halts council’s ability to undertake improvements or upgrades to affected areas of open spaces for up to 30 years (or in the case of NOR4 indefinitely). Relief by way of amended conditions is sought to enable council to reasonably maintain and upgrade existing parks facilities within the designated areas.
- 3.5 Improvements to pre-construction conditions are recommend (the ULDMP and SCEMP) to ensure the council has a key stakeholder is involved in the design and implementation of the new transport routes roads and mitigation as they affect parks, reserve and open-space zoned land.
- 3.6 My views do not necessarily reflect the views of the landowner (Auckland Council Parks and Community Facilities) and there may be outstanding concerns from the landowners in that regard.

### 4.0 Open space affected by the NORs

- 4.1 The following parks, reserves or open space-zoned land are potentially affected by the NORs. In most cases these properties are owned by the council but there is also some Crown-owned land and two privately owned properties.

Address	legal description	Name	Open Space Zone	Land status	NOR Property ID	Area affected
<b>NOR 1: New Rapid Transit Corridor between Albany and Milldale</b>						
	Lot 103 198079	Hooton Reserve	Conservation		414192	1,185 m <sup>2</sup>

R 259 Oteha Valley Road	Lot 3 DP 103 198079		Informal Recreation	Recreation reserve	414186	1,376 m <sup>2</sup>
-	Crown Land Survey Office Plan 904	Redvale Marginal Strip	Conservation	Crown Land	402262	2,129 m <sup>2</sup>
					402255	2,155 m <sup>2</sup>
97 Ahutoetoe Road	LOT 9005 DP 555742	-	Conservation	Private land	414794	5,698 m <sup>2</sup>
<b>NOR 2: New Milldale Station and Associated Facilities</b>						
97 Ahutoetoe Road	LOT 9005 DP 555742	-	Conservation	Private land	414794	6,589 m <sup>2</sup>
<b>NOR 3: New Pine Valley Station and Associated Facilities</b>						
-		-	-	-	-	-
<b>NOR 4: SH1 Improvements</b>						
R 21 Fairview Avenue	LOT 2 DP 451338	Fairview Esplanade Reserve	Conservation	Vesting on Deposit for Local Purpose (Esplanade) Reserve	402696	747 m <sup>2</sup>
R 6 Baker Street	Lot 302 DP 411252	Baker Street Reserve	Informal Recreation	Local Purpose (Access) Reserve	414124	115 m <sup>2</sup>
	Lot 304 DP 411252			Local Purpose (Esplanade) Reserve	402588	2,776 m <sup>2</sup>
-	Crown Land Survey Office Plan 904	Redvale Marginal Strip	Conservation	Crown land	402244	684 m <sup>2</sup>
					402237	262 m <sup>2</sup>
					402262	551 m <sup>2</sup>
					402255	527 m <sup>2</sup>
161 Ahutoetoe Road	Lot 7011 DP551096	Kathy's Thicket	Conservation	Vesting on deposit in lieu of reserve	-	~3,970 m <sup>2</sup>
380 Millwater Parkway	Section 16 SO 503979		Informal Recreation & Conservation	Moveable Marginal Strip (not within area of NOR)	400486	22,596 m <sup>2</sup>
Lot 501 DP 426913 Bankside Road	LOT 501 DP 426913	Millwater Park Bush Reserve	Conservation	Local Purpose (Esplanade) Reserve	407565	1,045 m <sup>2</sup>
<b>NOR 5: New SH1 Crossing at Dairy Stream</b>						
-		-	-	-	-	-
<b>NOR 6: New Connection between Milldale and Grand Drive</b>						
-		-	-	-	-	-
<b>NOR 7: Upgrade to Pine Valley Road</b>						
Lot 4 DP 106350 Pine Valley Road	Lot 4 DP 106350	Weiti Stream Pine Valley Road Esplanade Reserve	Conservation	Local Purpose (Esplanade) Reserve	401102	2,655 m <sup>2</sup>
Lot 17 DP 110442 Pine Valley Road	Lot 17 DP 110442		Conservation	Local Purpose (Esplanade) Reserve	412728	420 m <sup>2</sup>
<b>NOR 8: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat</b>						
4 Postman Road	Lot 1 DP 192798	Dairy Flat Reserve	Sport and Active recreation	Recreation Reserve	402020	2,268 m <sup>2</sup>
<b>NOR 9: Upgrade to Dairy Flat Highway between Dairy Flat and Albany</b>						
R 20 Twin Court	Lot 27 DP 337348	Serenity Reserve	Conservation	Scenic Reserve	402786	80 m <sup>2</sup>
R 357 Dairy Flat Highway	Lot 23 DP 98738	Albany Heights West Reserve	Conservation	Scenic Reserve	402779	966 m <sup>2</sup>
463 Dairy Flat Highway	Lot 6 DP 64568	Hosking Reserve	Informal Recreation	Recreation Reserve	402716	2,288 m <sup>2</sup>
	Part Lot 5 DP 64568				402697	12,980 m <sup>2</sup>
	Section 1 SO 64453				402707	828 m <sup>2</sup>



	Lot 2 DP 370210, Lot 1 DP 64568, & Lot 4 DP 64568				-	-
R 38 Albany Heights Road	Lot 1 DP 206485	Albany Heights Reserve	Conservation	Scenic Reserve	402664	28 m <sup>2</sup>
<b>NOR 10: Upgrade to Wainui Road</b>						
-		-	-	-	-	-
<b>NOR 11: New Connection between Dairy Flat Highway and Wilks Road</b>						
-		-	-	-	-	-
<b>NOR 12: Upgrade and Extension to Bawden Road</b>						
-		-	-	-	-	-
<b>NOR 13: Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange</b>						
-		-	-	-	-	-

4.2 The NORs will also adjoining but not extend into the following parks, reserves or open space zoned land (all owned by the council):

Address	legal description	Name	Open Space Zone	Land status
<b>NOR 1: New Rapid Transit Corridor between Albany and Milldale</b>				
161 Ahutoetoe Road	LOT 9005 DP 555742	Kathy's Thicket	Conservation	Vesting on deposit in lieu of reserve (i.e., a park)
<b>NOR 2: Upgrade to Dairy Flat Highway between Dairy Flat and Albany</b>				
161 Ahutoetoe Road	LOT 9005 DP 555742	Kathy's Thicket	Conservation	Vesting on deposit in lieu of reserve (i.e., a park)
<b>NOR 4: SH1 Improvements</b>				
Waterloo Road	Lot 100 DP 501398	Highgate Parkway Stormwater Pond	Informal Recreation	Vesting on deposit for local purpose reserve
<b>NOR 8: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat</b>				
124 Green Road	Part Allotment 282 Parish of Pukeatua SO 904	Green Road Park / Rangitopuni	Sport and Active recreation	Recreation Reserve
<b>NOR 9: Upgrade to Dairy Flat Highway between Dairy Flat and Albany</b>				
14R Agnew Place	Lot 52 DP 498337	-	-	Vesting on Deposit for Recreation Reserve
29R Agnew Place	Lot 53 DP 498337	-	-	Vesting on Deposit for Recreation Reserve
R 335 Dairy Flat Highway	Lot 2 DP 67843	Three Streams Reserve	Conservation	Vesting on deposit in lieu of reserve (i.e., a park)
R 497 Dairy Flat Highway	Lot 2 19-819	O'Brien Reserve	Conservation	Scenic Reserve
R 17 Coatesville Riverhead Highway	Lot 1 DP 55147	O'Brien Reserve North	Conservation	Scenic Reserve

## 5.0 Applicant's assessment

5.1 Building on supporting assessment in the SIA, section 20.5.2 of the AEE provides an assessment overall of the impact on parks, reserves and open space:

- It recognises that NOR8 may potentially result in the permanent loss of a court for the Dairy Flat Tennis Club, which could necessitate relocating the club prior to construction, a process that would be facilitated through the Public Works Act.
- It makes no specific assessment of impacts on the rest of the reserve or adjoining Dairy Flat Community Hall.
- It notes that several smaller reserves and recreational facilities adjoin or are partially within the proposed designation areas and that while the projects will improve access to these areas some reserves may experience permanent impacts from the proposed works.

- It identifies Green Road Park as being a significant future asset for the area as it is developed, notes that NOR8 would most likely improve access to it.

5.2 The NORs rely on a combination of various management plans to avoid, mitigate and manage impacts on the various public open spaces. These plans are:

- Stakeholder and Community Engagement Management Plan (**SCEMP**)
- Urban and Landscape Design Management Plan (**ULDMP**)
- Construction Environmental Management Plan (**CEMP**)
- Construction Noise and Vibration Management Plan (**CNVMP**)
- Ecological Management Plan (**EMP**)

5.3 The Statutory Assessment concludes that the NORs contribute to achieving the objectives and policies of the open space zones, as set out in Chapter H7, noting that this is achieved through a general approach of avoidance for new NORs such as NOR1, management plans. I generally agree with this.

5.4 However, with regard to Baker Street Reserve and NOR4, I disagree with the following statement in the Statutory Assessment regarding the open space zones (page 25), because a substantial area of the reserve will be lost and so it cannot be said its values are preserved.

The objectives and policies seek the preservation of natural character, existing areas of vegetation among other values and it is considered the North Projects will not adversely impact the preservation of these values.

5.5 The Urban Design Evaluation also acknowledges that there are implications for areas of open space and that this is part of its consideration of social cohesion element.

## **6.0 Assessment of effects, management methods and alternatives - General**

### Alternatives

6.1 I acknowledge that, given the NORs 1, 4, 7, 8, 9 and 13 relate to existing strategic transport routes between Albany and Silverdale, the general location of the work, position adjoining parks and reserves, and the need to cross rivers/streams are inevitable and largely unavoidable.

6.2 I acknowledge that the general position of NORs 1, 2 and 4 are subject to the need to tie-in with the existing location of SH1, which makes work over 97 Ahutoetoe Road and alongside 161 Ahutoetoe Road largely unavoidable.

6.3 The Assessment of Alternatives indicates that appropriate routes have been identified for each NOR following an iterative process.

6.4 The extent of land set aside for route protection, relative to the general arrangement plans provided for each NOR does appear generous in places, however, and is elaborated for each NOR in section 7 below as relevant.

6.5 I recommended that the extent of the designations for NORs 1, 4, 7 and 9 are reviewed and tightened where possible to avoid unnecessary encroachments. The details of each are contained within the site-by-site assessment in section 7.

## Route protection

- 6.6 The route protection phase of the project occurs from notification of the NORs until the design and construction phase. This phase may be up to 30 years in duration (or in the case of NOR4 indefinitely).
- 6.7 Section 176 of the RMA requires permission from the Requiring Authority to do anything in relation to the land that is subject to the designation that would prevent or hinder a public work or project or work to which the designation relates, including—
- undertaking any use of the land; and
  - subdividing the land; and
  - changing the character, intensity, or scale of the use of the land.
- 6.8 The effect of the NORs and designations is that the council will not be able to upgrade or develop parks, reserves and open spaces within the designations without the prior written consent of the requiring authority.
- 6.9 Route protection for up to 30 years is a significant amount of time to restrict maintenance, minor renewal and/or upgrades of the council's public open spaces to provide for the needs of communities both for active and passive recreation as well as for conservation purposes. Uncertainty about the degree to which any permission may be withheld or granted with respect to these works is a significant concern, particularly with growth in demand and need of recreational open space resulting from intensification.
- 6.10 The existing level of built infrastructure within the affected open spaces is, at present, relatively minimal with the exception of Dairy Flat Reserve, but it would be appropriate to extend the same scope for maintenance and minor renewal to the council as is proposed for network utility operators especially given the 30-year timeframe.
- 6.11 It is recommended that condition 5 of the NORs is modified to accommodate the council's parks and community facility functions. This also aligns with the corresponding condition set out by the requiring authorities during the hearing of the Warkworth NORs in November 2023.

## Construction

- 6.12 Unmitigated, construction activities located near and within the open spaces identified above may result in restricted or no access for periods of time. This would impact upon people's ability to access and enjoy these open spaces, and less obviously, essential ability of council as a network operator to maintain and service assets to an appropriate level of service/standard.
- 6.13 Construction phases are expected to occur over a 4-to-5-year period. The primary methods proposed to mitigate construction effects are conditions, notably:
- Stakeholder Communication and Engagement Management Plan (SCEMP)
  - Construction Noise and Vibration Management Plan (CNVMP)
  - Urban and Landscape Design Management Plan (ULDMP)
  - Construction Traffic Management Plan (CTMP)
  - Construction Environmental Management Plan (CEMP)

- 6.14 I recommend amendments be made to the SCEMP and UDLMP require council involvement and to improve management of construction effects.

### Reserves Act 1977

- 6.15 The Reserves Act was established to acquire, preserve and manage areas for the conservation, public recreational and educational values.
- 6.16 The relationship of the Reserves Act to the Resource Management Act (RMA) is a complementary one. Together the Acts operate a dual mechanism for the protection and management of land classified as reserve land under the Reserves Act. Whilst the RMA can be considered to effectively override the Reserves Act in terms of designations, the classification and intended purpose of the land is relevant to consider in RMA decision making.
- 6.17 The AEE does not provide an analysis of the Projects in terms of how the project would be consistent, or not, with land status classified under the Reserves Act 1977.
- 6.18 To ensure Auckland Council is appropriately informed and involved in design outcomes at affected open spaces, amendments to the SCEMP and ULDMP conditions are recommended.

### Public Works Act 1981

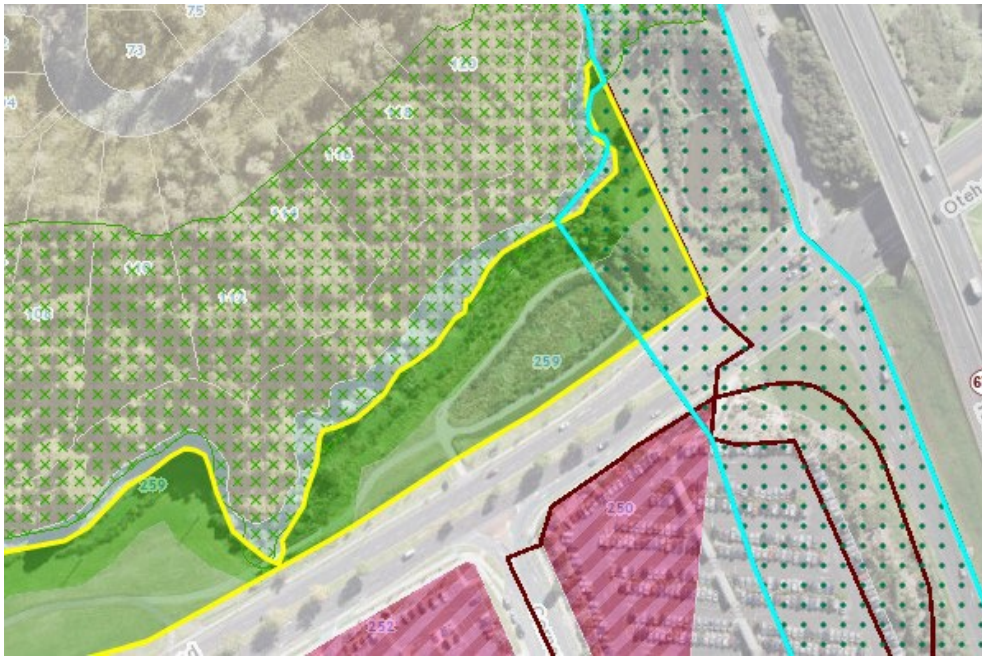
- 6.19 Land acquired for the project entitles landowners to receive compensation under the PWA. The assessment provided suggests this process with respect to affected land (which would include council-owned parks, reserves and open space) and is one of the reasons why it considers long term designations to be the preferred method for the projects.
- 6.20 Monetary compensation for loss of open space is problematic for the council because acquiring equivalent land that is contiguous with existing open space can be difficult.
- 6.21 Reserves are designed in the whole with supporting integrated infrastructure but in this instance, there are none. Esplanade reserves alongside streams are location-specific and so irreplaceable. If land can be purchased that is connected to existing open space it may not be able to provide equivalent function due to its location or configuration.
- 6.22 Open space land has existing policy requirements, metrics size, location and dimension requirements which might not be able to be replicated elsewhere.
- 6.23 The challenge of finding suitable land to purchase in a suitable location with a willing seller, also makes monetary compensation an ineffective way to mitigate loss of existing active recreation land. Replacement of land lost is the only operational practical way to minimise loss of space. The timing of compensation also affects the ability to acquire and develop the replacement land prior to the loss incurred. If compensation is provided without sufficient time to purchase replacement land, then there would be lag experienced between the loss and replacement land coming into service.

## 7.0 Assessment of effects, management methods and alternatives – site-by-site

### NOR1 New Rapid Transit Corridor between Albany and Silverdale

#### *Hooton Reserve*

- 7.1 These two parcels of land are part of the eastern end of the larger Hooton Reserve at R 259 Oteha Valley Road, Albany. The southernmost parcel adjoins Oteha Valley Road is zoned Open Space – Informal Recreation Zone. It contains a stormwater rain garden with a circular concrete path around it. The northern parcel adjoins Lucas Creek and is generally given over to riparian bush.



**Figure 1:** Unitary Plan map. Hooton Reserve outline yellow. NOR1 outlined cyan and with green dots. Existing SH1 and busway designations outlined dark red.

- 7.2 The GA plans for the NOR show that the western portion of this reserve would be taken to accommodate a relocated stormwater pond within the existing designation for State Highway 1 that would be removed due to the new bridge being constructed in that location. The GA plans indicate that the new pond and batters would not extend over the existing loop pathway or council-owned raingarden, but that extent of the NOR's construction buffer would do so. It is therefore unclear if there would be long-term damage or loss of the loop pathway.

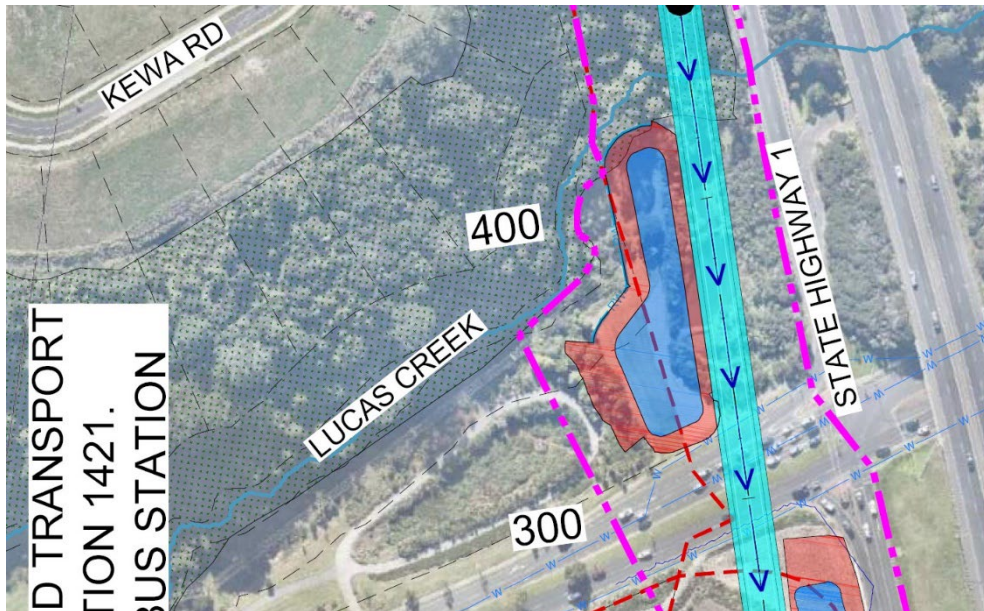


Figure 2: Extract from NOR1 GA plan. Stormwater pond shown in dark blue.

7.3 The Upper Harbour LPMP does not provide any specific intentions for this part of the reserve, although it does provide for, but the Upper Harbour Greenways Plan indicates that it is part of a local path network of open space and the Northern Corridor Network. There are no connections indicated for along the esplanade/riparian areas and the designation would not appear to interfere with this any more than the current designation for State Highway 1 and existing structures.

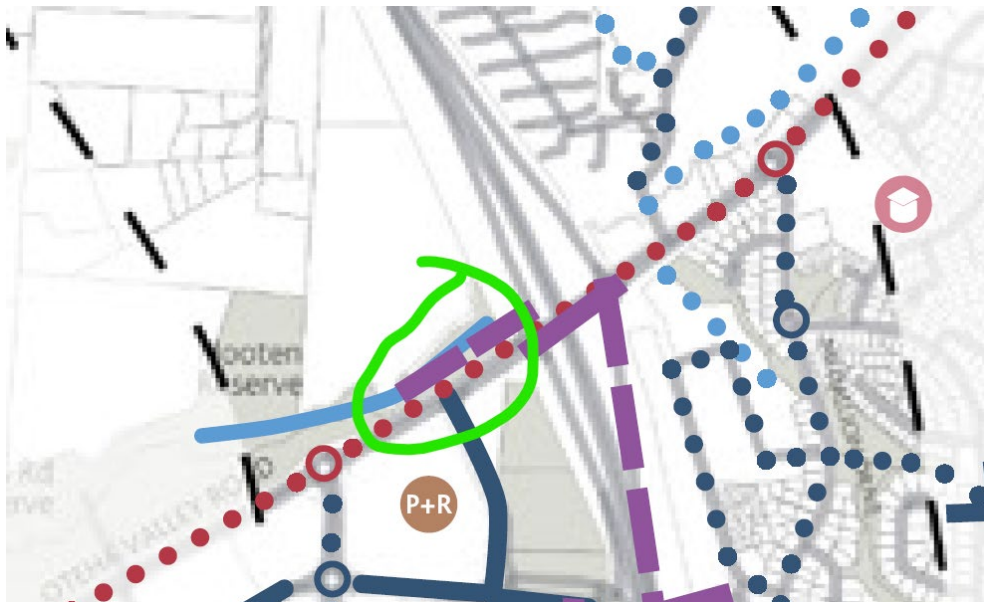
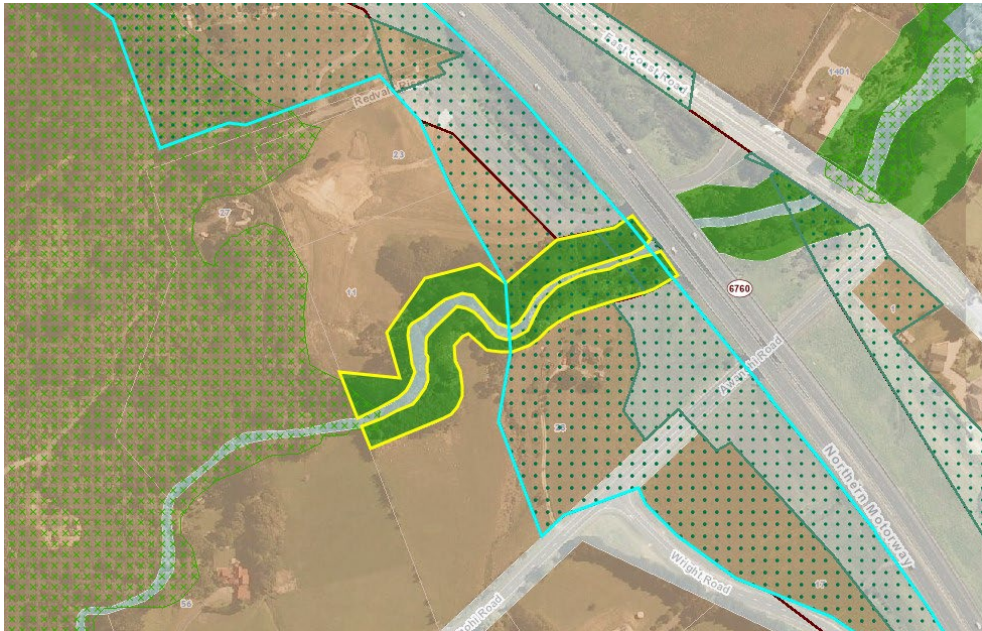


Figure 3: Extract from Greenways Plan with Hooton Reserve circled green. Local network of open space in blue, Northern Corridor Network in purple.

7.4 The extent of the designation appears reasonable relative to the indicative extent of works that will be necessary for the designation's purpose, but for the potential impact on the existing pathway. It is recommended that the extent of NOR within the esplanade reserve is reviewed and removed where it overlaps with the existing loop pathway. The SCEMP, CEMP and ULDMMP conditions are expected to appropriately manage detailed design and landscaping issues, and potential construction effects.

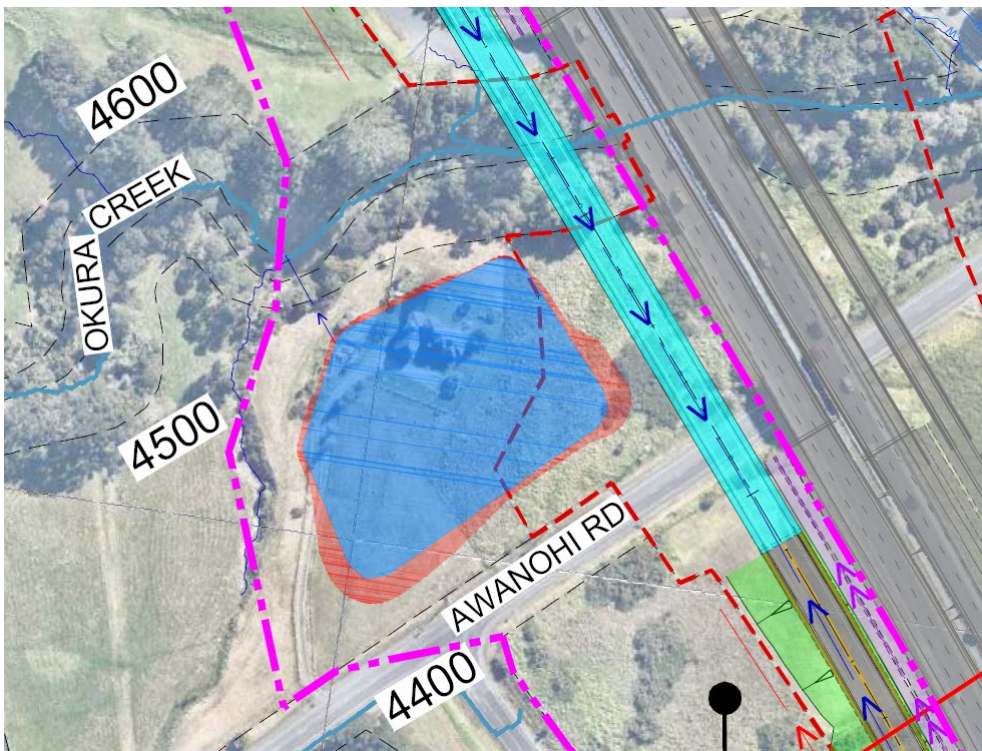
*Redvale Marginal Strip (Western side of SH1)*

- 7.5 The land affected by NOR1 consists of two parcels of land on the western side of SH1 on both banks of the Okura River. The land is zoned Opens Space – Conservation.



**Figure 4:** Unitary Plan map. Marginal strip outlined yellow. NOR1 extent outlined cyan.

- 7.6 The General Arrangement Plans for the NOR indicate that these areas of open space would be traversed by a bridge for the new rapid transit corridor, and the southern parcel would provide for a stormwater pipe through it, to connect a new stormwater pond to the south with the Okura River to the north.

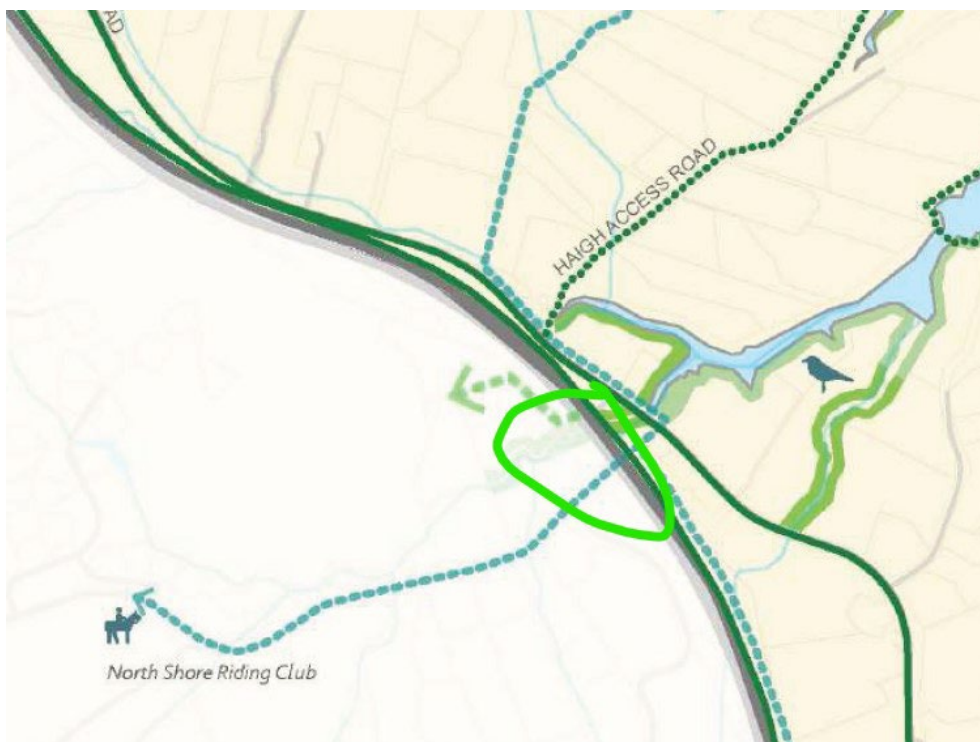


**Figure 5:** Extract from NOR1 GA plan. Stormwater pond shown in dark blue. Marginal strip to north of pond. NOR1 extent outlined in dashed magenta.

- 7.7 The Rodney Greenways Plan shows Awanohi Road (to the south) to be part of a local path network along streets. The Hibiscus Greenway Plan shows a proposed brideway south of this location, and a possible connection into the Rodney local board area along the Okura River.



**Figure 6:** Extract from Rodney Local Paths (Greenways) Plan with the area around the marginal strip circled green. Local paths along streets marked in blue.



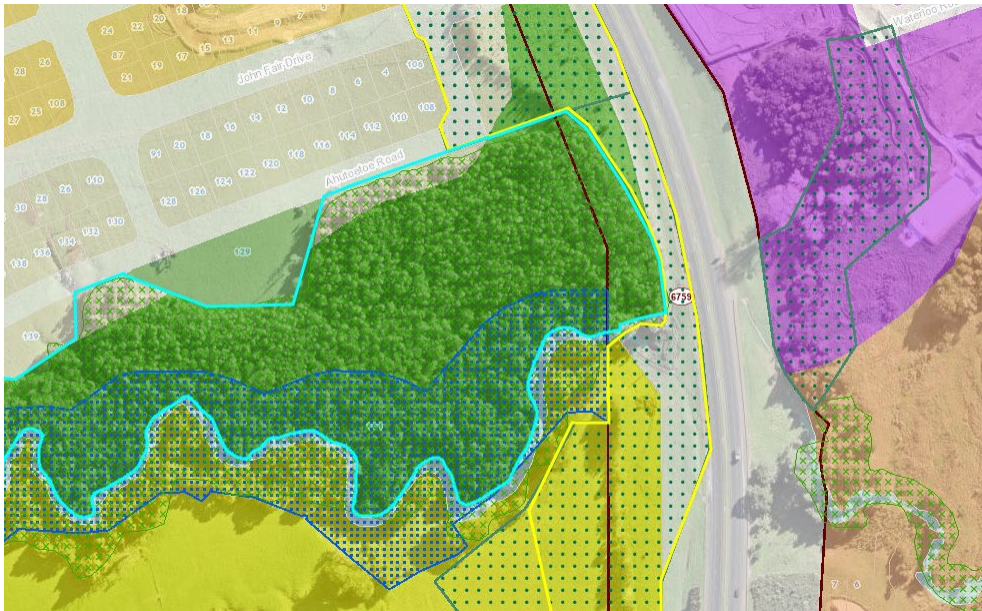
**Figure 7:** Extract from Hibiscus Greenways Plan with the area around the marginal strip circled green. Possible connection in green dashed line. Bridleway shown in blue dashed line.

*Kathy's Thicket*

- 7.8 This park at 161 Ahutoetoe Road is zoned Open Space – Conservation and subject to an SEA overlay and a Natural Stream Management Area. It is vested as land in lieu of reserves (i.e., a park managed under the Location Government Act, rather than a reserve managed under the Reserves Act 1977)

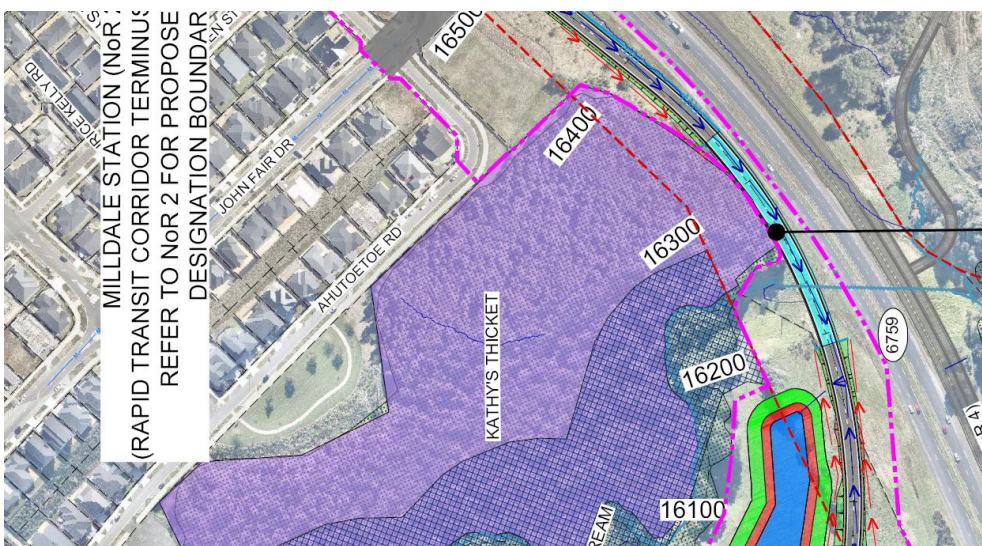


and it subject to a QEII Trust covenant. The existing designation for Stage Highway 1 (reference 6759) extends into this land parcel by ~10-38 m, covering ~3,970 m<sup>2</sup>. No change is proposed to its extent under NOR4.



**Figure 8:** Unitary Plan map. Kathy's Thicket outlined in cyan. NOR1 outlined yellow. Existing designation outlined dark red.

7.9 The extent of NOR1 does not encroach into Kathy's Thicket but runs alongside it. It is maintained and managed as a stretch of native bush in accordance with its QEII Trust covenant. The General Arrangement plan shows a rapid transit corridor would abut edge of Kathy's Thicket, including a viaduct.



**Figure 9:** Extract from NOR1 GA plan. Kathy's Thicket shaded purple. Viaduct shown as cyan. Existing SH1 dashed red. NOR1 dashed magenta.

7.10 Based on the information provided in the NORs for required construction areas, it is not clear how this part of the RTC could be constructed within the constrained space that NOR1 provides alongside Kathy's Thicket. There is zero construction margin on the western side of the RTC. Without further clarification, it should be assumed that construction activity will stray into Kathy's Thicket, the effects of which are uncertain but could be managed by conditions requiring information to be supplied in

an outline plan of works that demonstrates how construction will not stray beyond the extent of the NOR2 boundary and how effects on vegetation and habitat within Kathy's Thicket can be avoided and mitigated. The proposed CEMP and SCEMP conditions will be critical here.

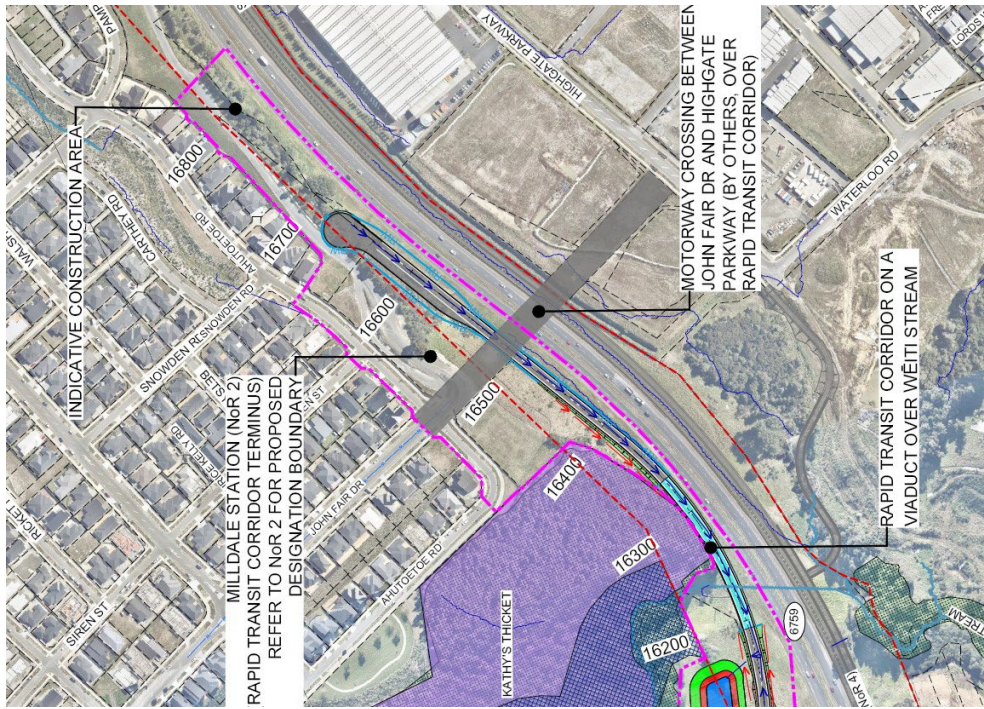
### 97 Ahutoetoe Road

- 7.11 This land parcel is privately owned, and a mix of zones extend over it. A substantial portion is zoned Open Space – Conservation Zone. It is already subject to the existing designation for State Highway 1 and NOR1 does not propose. Although it was originally a grassed bank on the side of the Northern Motorway, it is currently given over to a construction site for the Milldale to Highgate Parkway motorway overbridge. There were and are no public uses of this open space land.



**Figure 10:** Unitary Plan map. 97 Ahutoetoe Rd outlined cyan. NOR1 outlined yellow. Existing designation outlined dark red.

- 7.12 The general arrangement plan shows the rapid transit corridor passing over the area of open space zone within the site. This land is not accessible to the public and does not contain any notable vegetation. The SCEMP, CEMP and ULDMP conditions are expected to appropriately manage detailed design issues and potential construction effects.



**Figure 11:** Extract from NOR1 GA plan.

**NOR2 New Milldale Station and Associated Facilities**

***97 Ahutoetoe Road***

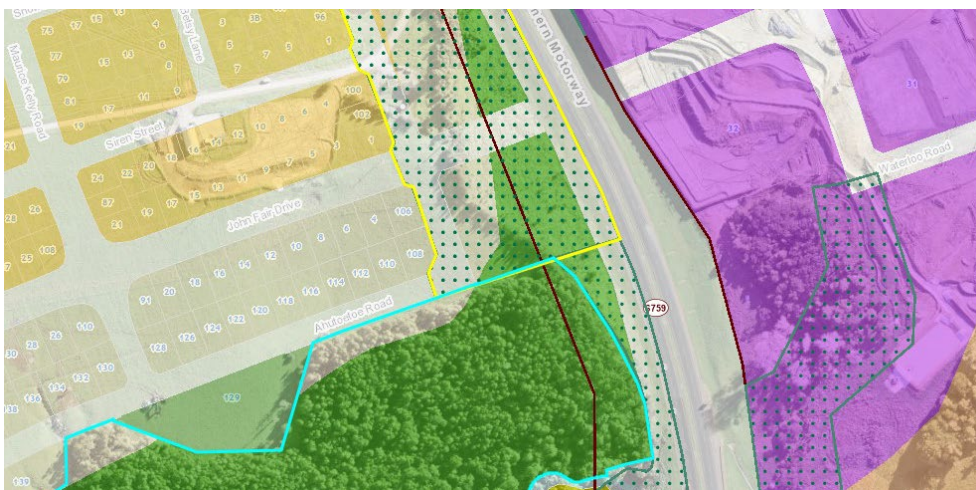
7.13 This NOR affects the same piece of open space zoned land, and to the same spatial extent, same as NOR1: the privately-owned 97 Ahutoetoe Road. The effects of NOR2 on public open space matters are the same as those discussed above.



**Figure 12:** Unitary Plan map. 97 Ahutoetoe Rd outlined cyan. NOR2 outlined yellow. Existing designation outlined dark red.

### *Kathy's Thicket*

- 7.14 As with NOR1 above, NOR2 will not encroach into Kathy's Thicket and so therefore will have no effect on it. The proposed SCEMP and CEMP will be critical here to ensure works and effects do not stray over the boundary.

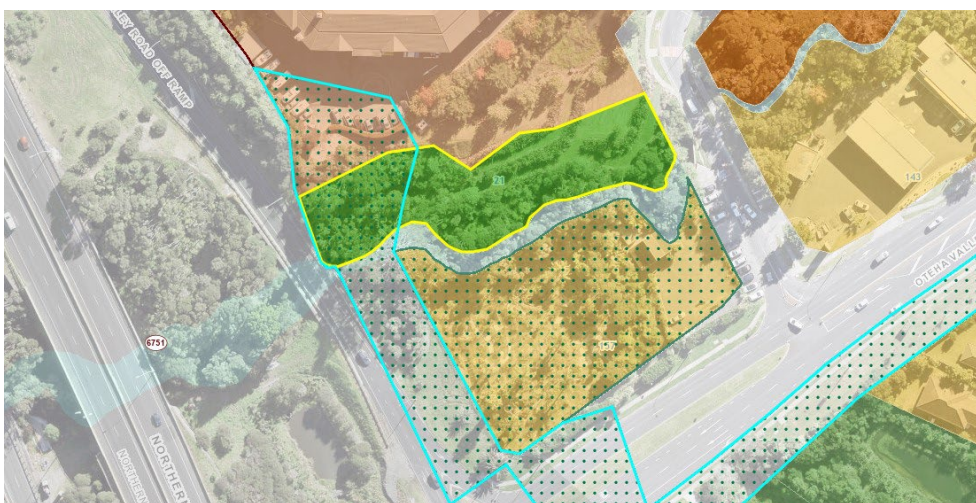


**Figure 13:** Unitary Plan map showing Kathy's Thicket outlined cyan and NOR2 outlined yellow.

### NOR4: SH1 Improvements

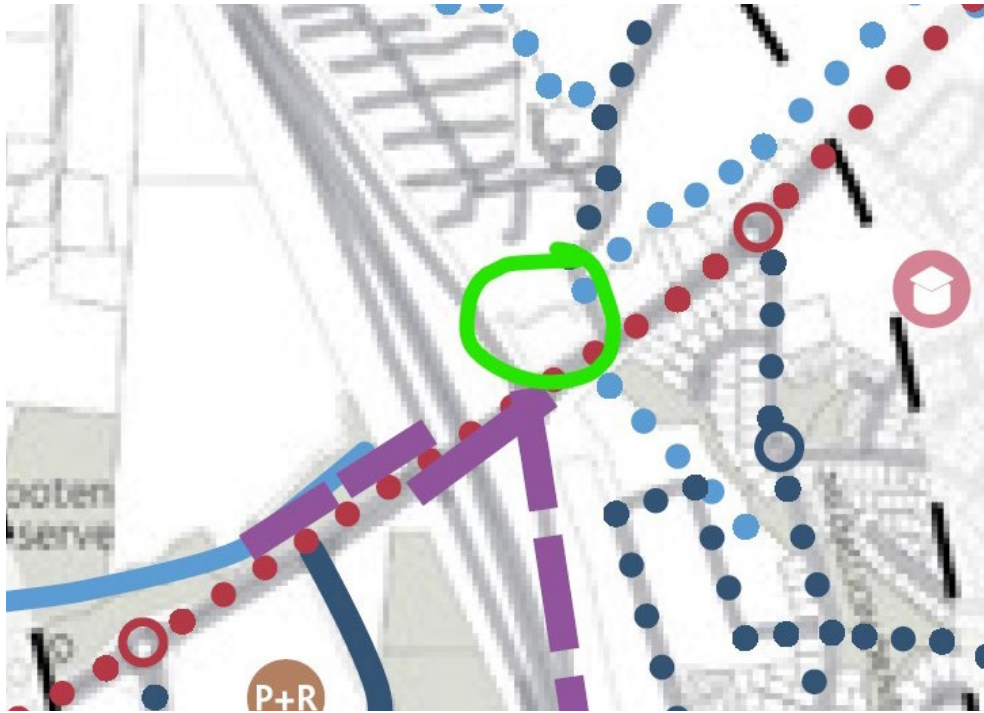
#### *Fairview Esplanade Reserve*

- 7.15 This parcel of land sites on the northern side of Lucas Creek between State Highway 1 and Fairview Avenue. It is a steeply sloped, mostly bush-covered esplanade reserve, with a small, grassed area at its eastern end providing service access. It is zoned Open Space – Conservation and is vested as esplanade reserve. The existing designation for State Highway 1 abuts its western boundary but does not extent into it.



**Figure 14:** Unitary Plan map. Fairview Esplanade Reserve outlined yellow. NOR4 outlined cyan. (Note the NOR over 157 Oteha Valley Road is a separate and unrelated NOR by Watercare Services Ltd)

7.16 The Upper Harbour LPMP does not set out any specific plans or intentions for the reserve, beyond it being managed in accordance with its purpose as an esplanade reserve. The UH Greenways Plan also does not identify the site as being part of the local path network of open space, with the connection between both sides of the motorway being made by Oteha Valley Road instead.



**Figure 15:** Extract from Upper Harbour Greenways Plan, Fairway Esplanade Reserve circled green.

7.17 The General Arrangement Plan shows that the extent of works envisaged for this parcel is limited to the construction of a new active-mode bridge that will connect to the south side of Oteha Valley Road, and a small potential encroachment of batter bank to support the approaching path from the north. The intrusion is small, and the effects would appear to be minimal. The SCEMP, CEMP and ULDM conditions are expected to appropriately manage detailed design issues and potential construction effects.

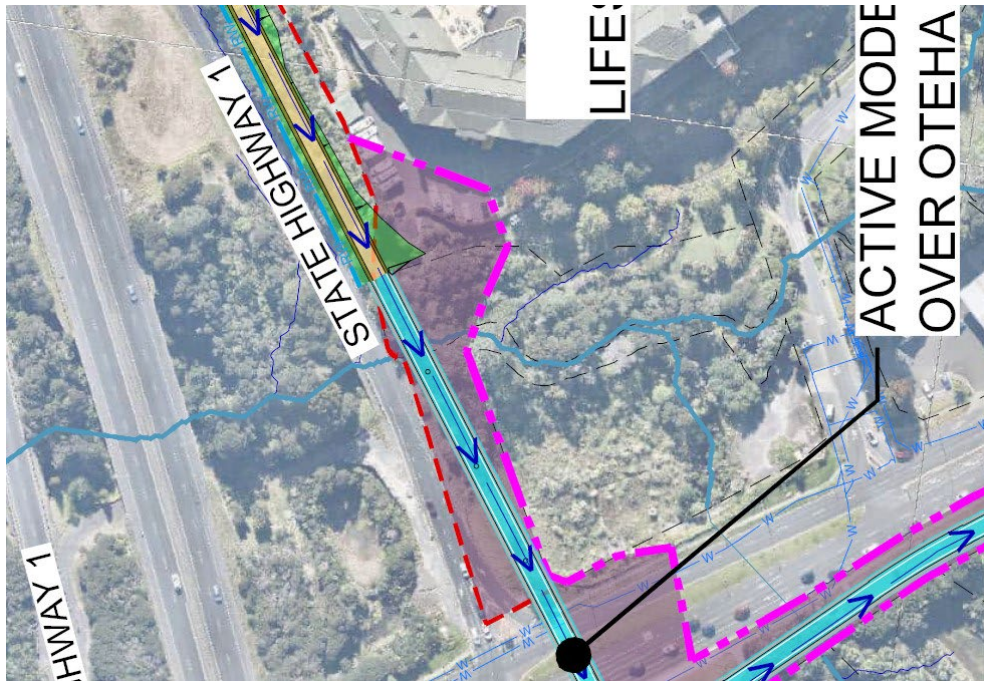
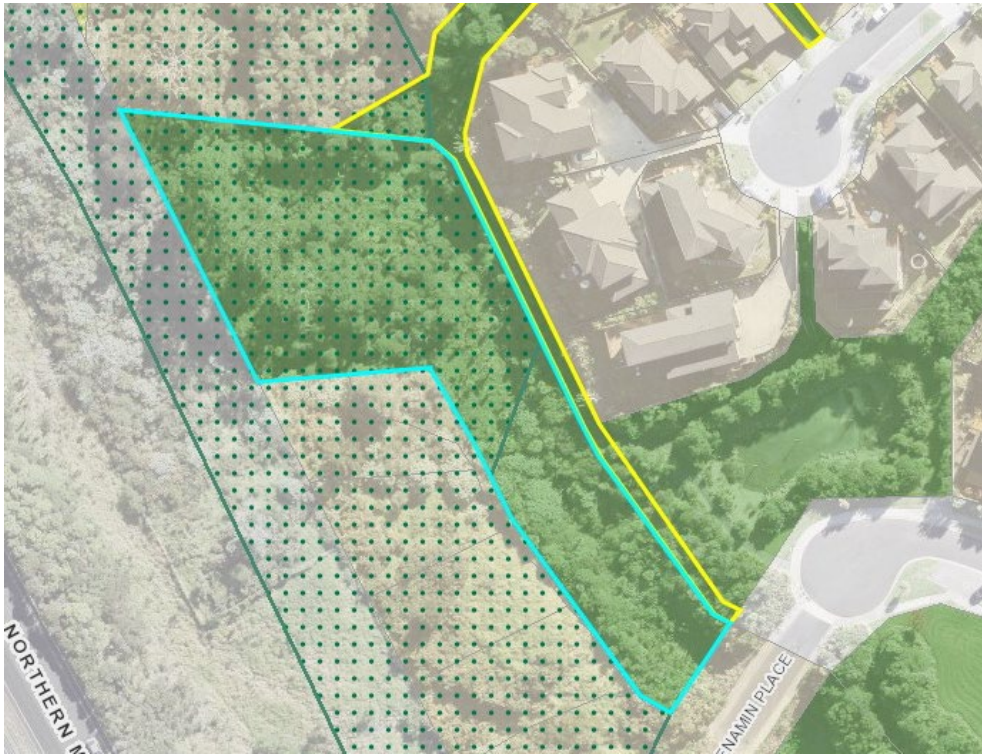


Figure 16: Extract from NOR4 GA plan

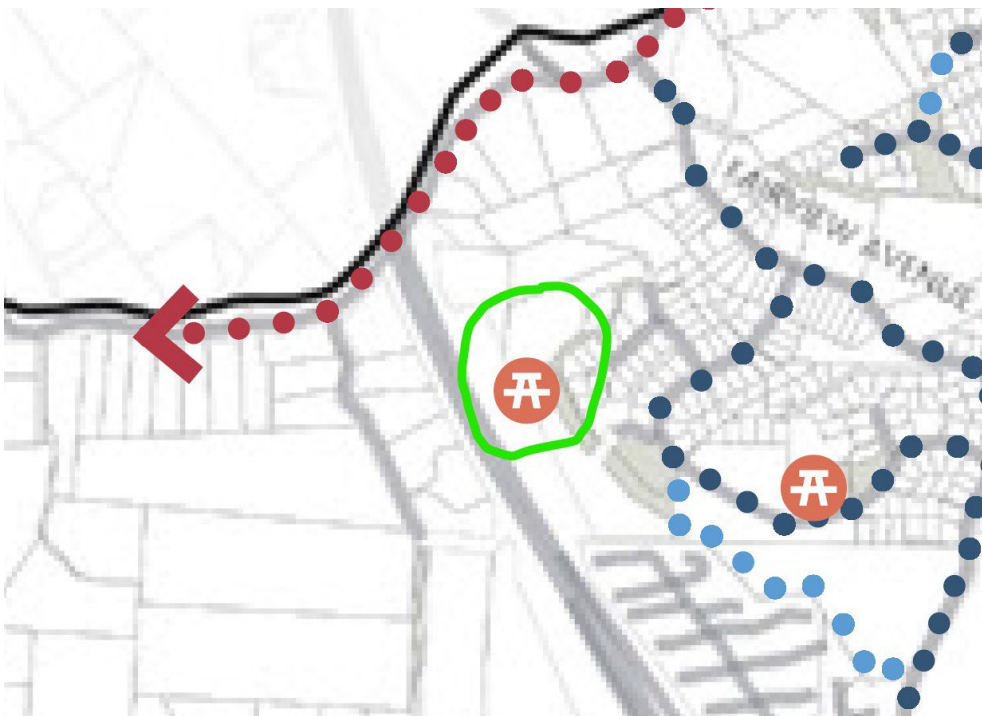
*Baker Street Reserve and McMenammin Place Reserve*

7.18 This reserve is part of a connected set of four land parcels that together are known as Baker Street Reserve and McMenammin Place Reserve. The land parcels affected call within the area known as Baker Street Reserve. The bulk of the NOR4’s extent will extend over Lot 304, which is vested as esplanade reserve. A small triangular section of NOR4 will cross over Lot 302 to the north, which is vested as an access reserve and contains a pathway that connects Stubbs Place to the north with McMenammin Place to the south. Both are zoned Open Space – Informal Recreation. The affected parts of the reserve are covered in bush and a stream runs north-south through Lot 304.



**Figure 17:** Unitary Plan Map. Lot 304 outlined in cyan. Lot 302 outlined in yellow. NOR4 extent in green dots.

7.19 The UH Greenways Plan identifies no specific connections in the location of the reserve but does identify an opportunity for passive recreation.



**Figure 18:** Extract from UH Greenways Plan. Area of Baker Street Reserve circled green.

7.20 The Upper Harbour LPMP recognises the reserves' ecological values, and its management intention is to investigate opportunities for improving native planting, especially along the riparian edges.

7.21 The General Arrangement Plan for NOR4 shows that an extensive area of Lot 304 would be lost to a batter that supports an active mode corridor running along the eastern side of State Highway 1. It could be also inconsistent with the purpose of the reserve as the reserve may not have the same function as was supposed to have. The plans also show pipe connections to drain stormwater to the stream.

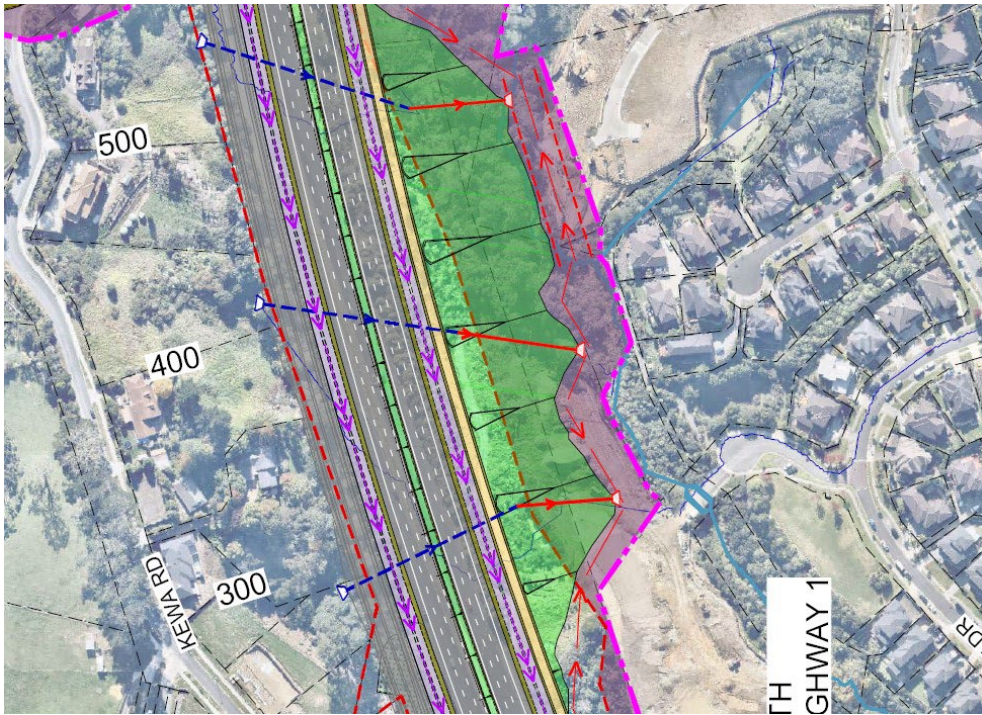


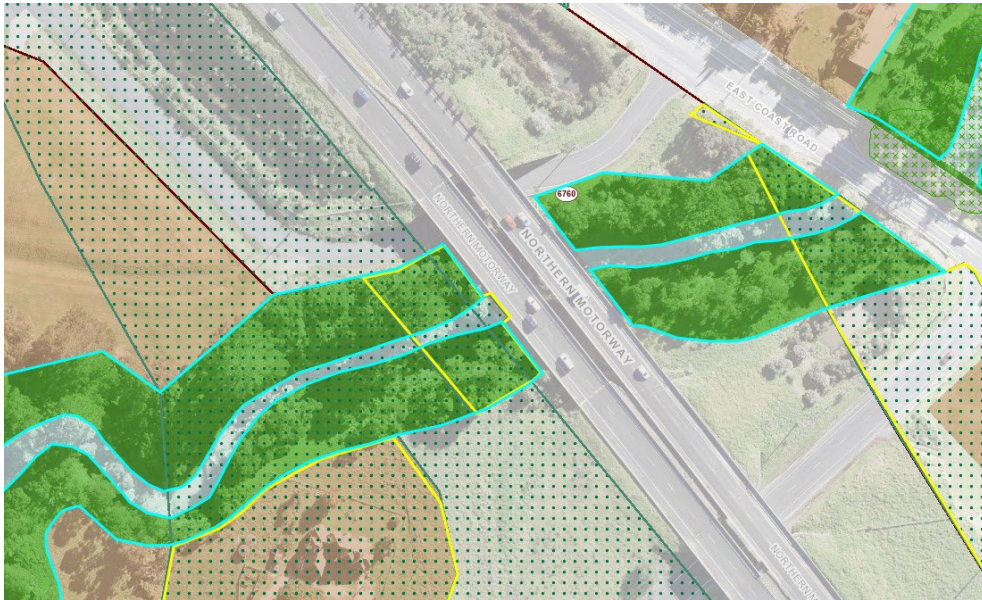
Figure 19: Extract from NOR4 GA Plan.

7.22 The impact on this reserve land is significant because the bulk of its purpose, values and function as esplanade reserve would be lost as well as an opportunity to provide passive recreation per the Greenways Plan. Compensation through the Public Works Act will likely be appropriate. The SCEMP, CEMP and ULDMP conditions are expected to appropriately manage detailed design issues and potential construction effects otherwise.

#### *Redvale Marginal Strip*

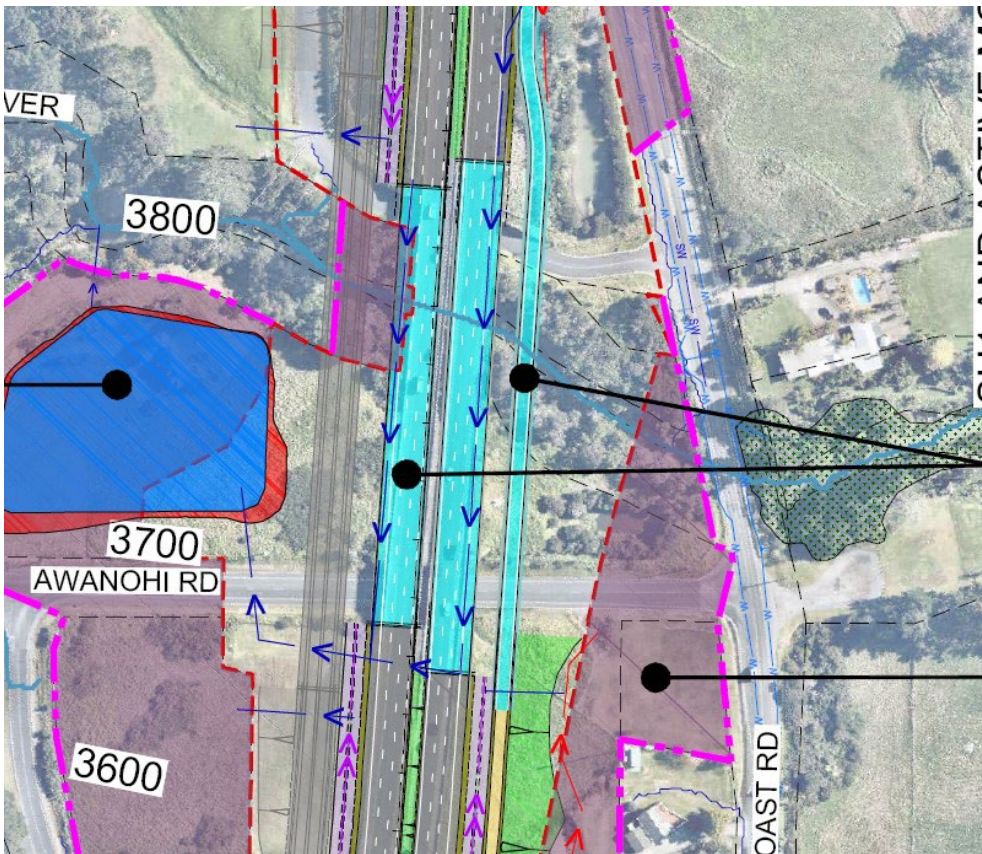
7.23 The land affected by NOR4 consists of four parcels, two on each bank of the Okura River. The land is part of the Crown owner Redvale Marginal Strip and zoned Open Space – Conservation. The land is covered in bush and slopes steeply down to the river. NOR4 will extend the existing Stage Highway 1 designation on both sides of the existing motorway. It also includes two parcels of land also covered by NOR1.





**Figure 20:** Unitary Plan map. Redvale Marginal Strip outlined cyan. NOR1 outlined yellow. Existing outlined dark red. Other NOR4 outlined green.

7.24 The General Arrangement Plans for NOR4 indicate that the areas of open space on the eastern side of the Northern Motorway are set aside as indicative construction area, while the land parcels on the west will accommodate part of the new bridge for the rapid transit corridor (greyed out) and the western edge of a widened bridge containing the southbound lanes of the Northern Motorway.



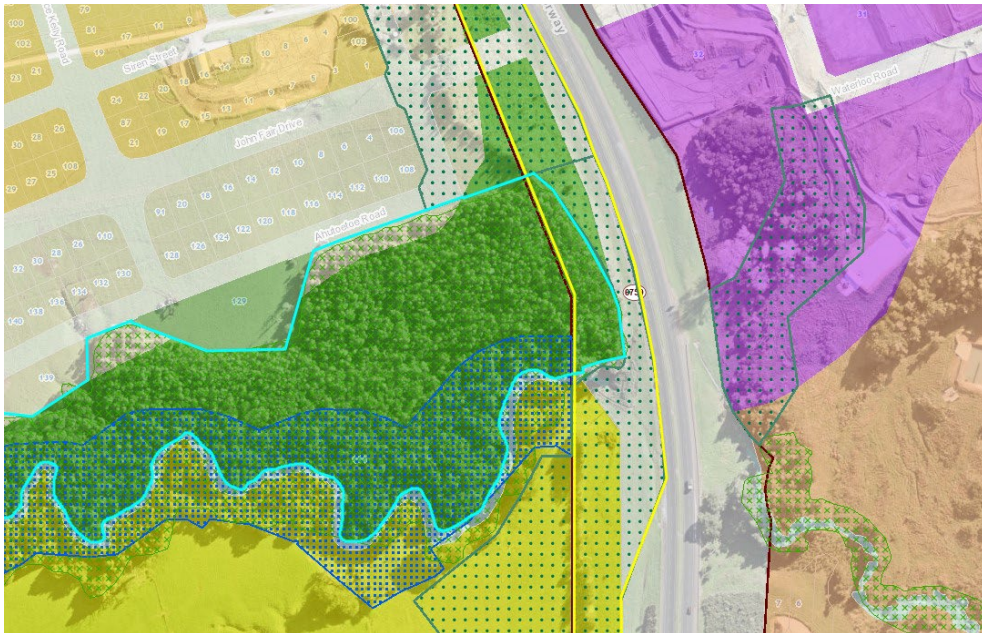
**Figure 21:** Extract from NOR4 GA plan.

7.25 It is not clear why the additional portions of marginal strip alongside East Coast Road are required to be taken for construction area, as they would appear to provide no practical assistance in

construction of the new active mode bridge or upgraded bridges for SH1 further upstream – this land is steeply sloping and on the banks of a river, and instead appear to simply ‘tidy up’ the existing designation so that it occupies the entire area west of East Coast Road. It is recommended that these portions be removed from the NOR as unnecessary for the purpose given the potential impact on riparian margin and the conservation purpose of their open space zoning. The SCEMP, CEMP and ULDMP conditions are expected to appropriately manage detailed design issues and potential construction effects otherwise.

### *Kathy’s Thicket*

- 7.26 This site is described in the NOR1 assessment above. The extent of the existing designation for State Highway 1 over this park is not proposed to change under NOR4. The General Arrangement Plan shows no work specific to NOR4 on this side of State Highway 1 (the rapid transit corridor being a separate purpose under NOR1). It is open to the requiring authority to remove the designation from this land if it is not required for NOR4 purposes.



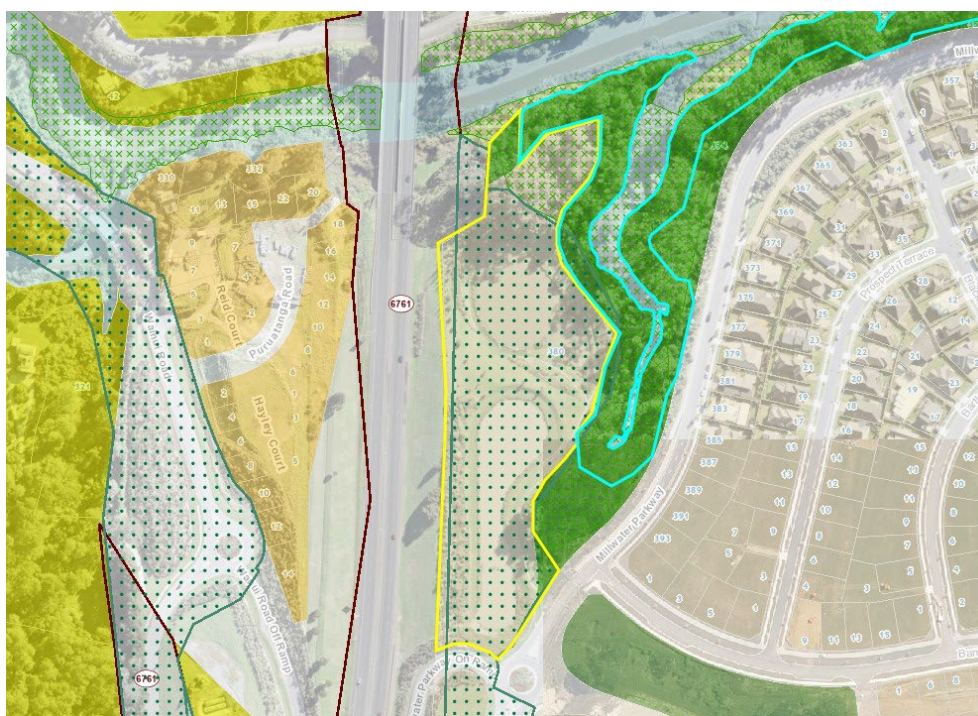
**Figure 22:** Unitary Plan map. Kathy’s Thicket outlined in cyan. NOR4 outlined yellow and green dots. Existing designation in dark red.

### *Highgate Parkway Stormwater Pond*

- 7.27 This site is zoned Open Space – Informal Recreation. It is occupied by a large stormwater management pond and is vested as local purpose reserve. The General Arrangement Plans indicate the existing designation would be extended to the western boundary of this reserve and an active mode pathway will pass along this space. There are no concerns here. The SCEMP, CEMP and ULDMP conditions are expected to appropriately manage detailed design issues and potential construction effects.

### 380 Millwater Parkway and Millwater Park Bush Reserve

- 7.28 380 Millwater Parkway is privately owned and has a split zoning of Open Space – Informal Recreation and Open Space – Conservation. It contains a pair of stormwater management ponds and public footpaths, as well as some peripheral areas of established bush that adjoin the Millwater Park Bush Reserve and are subject to an SEA overlay. A small part of the northern tip of this land parcel is subject to a moveable marginal strip adjoining Orewa River, but it is outside the extent of the NOR, which otherwise extends of the entire rest of the land parcel.
- 7.29 Millwater Park Bush Reserve is a bush-covered coastal strip running along the southern bank of the Orewa River in this area. It is zoned Open Space Conservation and subject to an SEA overlay. It is vested as esplanade reserve. This reserve adjoins the northern and eastern boundaries of 380 Millwater Parkway. The NOR extends into three slivers of land along the edge of this reserve, totalling 1,045 m<sup>2</sup>. The edge of the NOR appears to follow the mapped extent of the SEA overlay.



**Figure 23:** Unitary Plan map. 380 Millwater Parkway outlined yellow. Millwater Park Bush Reserve outlined cyan. Existing SH1 designation outlined dark red. NOR4 in green dots AND shaded red.

- 7.30 The General Arrangement Plan shows that the NOR in this location is required for construction of an active mode path and connection to Millwater Parkway.

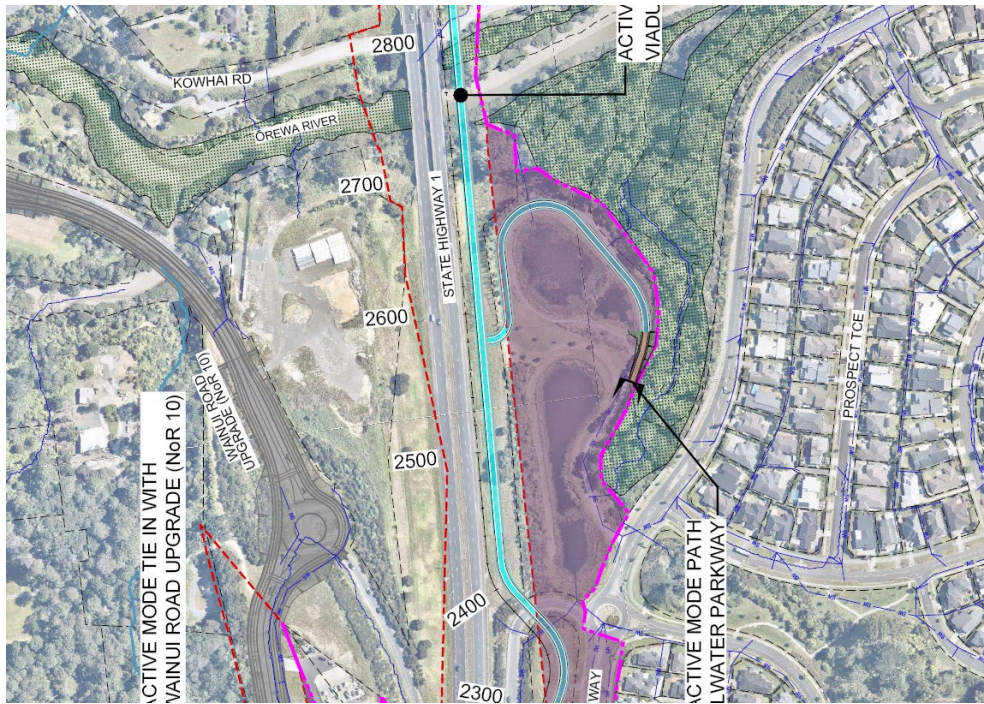


Figure 24: Extract from NOR4 GA Plan

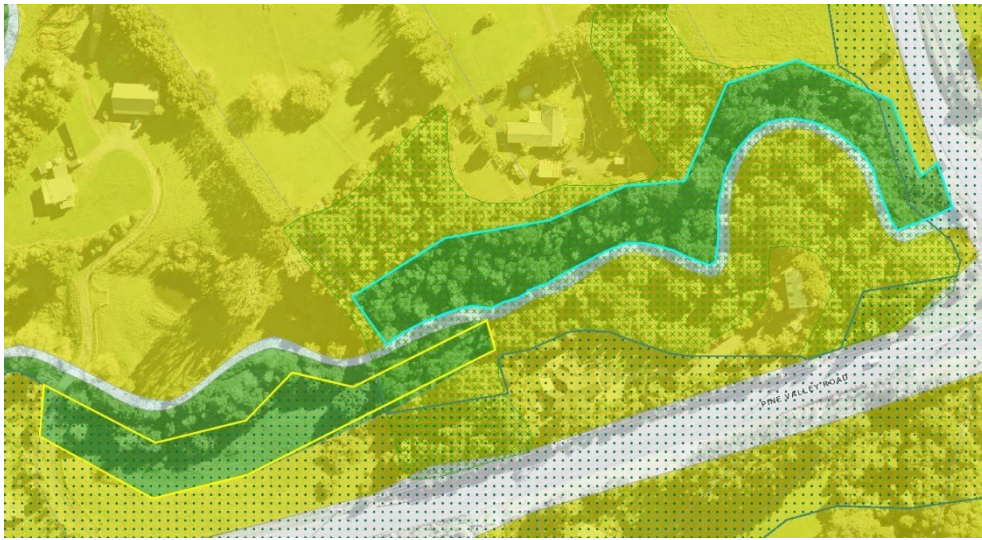
7.31 There is already a formed pathway within 380 Millwater Parkway in this location, and it is unclear why this needs to be reconstructed, or why it requires esplanade reserve land. It is recommended that the extent of NOR within the esplanade reserve is review and removed where not necessary. The SCEMP, CEMP and ULDMP conditions are expected to appropriately manage detailed design issues and potential construction effects otherwise.

### NOR7 Upgrade to Pine Valley Road

#### *Weiti Stream Pine Valley Esplanade Reserve*

- 7.32 The two land parcels at Lot 4 DP 106350 and Lot 17 DP 110442 are part of a four disconnected land parcels collectively described in the Rodney Local Parks Management Plan (**Rodney LPMP**) as the Weiti Stream Pine Valley Road Esplanade Reserve. Both land parcels are vested as esplanade reserve and zoned Open Space – Conservation. Both lots are affected by NOR7.
- 7.33 Lot 4 is located on the southern bank of Weiti and subject to a Significant Ecological Area overlay, but which does not extend over that part of the lot subject to the NOR. The lot does not extend to the stream edge but stops short, with an intervening land parcel running along the stream edge and continuing ~500 m westwards upstream. This land is Crown Land and known as the Weiti Stewardship Area. It is not subject to the NOR. The riparian margin on Lot 4 has a small line of vegetation, but the southern half of the site is given over to a grassed paddock that is part of adjoining property to the south at 268 Pine Valley Road. The land has a steady slope down to the stream, which is at the bottom of an incised gully.
- 7.34 Lot 17 is located to the east of Lot 4 and along the northern bank of the Weiti Stream and is subject to a Significant Ecological Area overlay. The NOR extends ~6.5 m into the reserve. The area of the NOR is largely overgrown with pampas grass, gorse and kikuyu, but develops into dense bush further into the reserve.

7.35 The Rodney LPMP recognises the natural values of these land parcels. They will continue to be managed in accordance with their esplanade reserve purposes. The Rodney Greenways Plan also does not identify these land parcels as part of any connections. Young Access Road to the east of Lot 17 is identified as providing a connection as part of the local road path network.



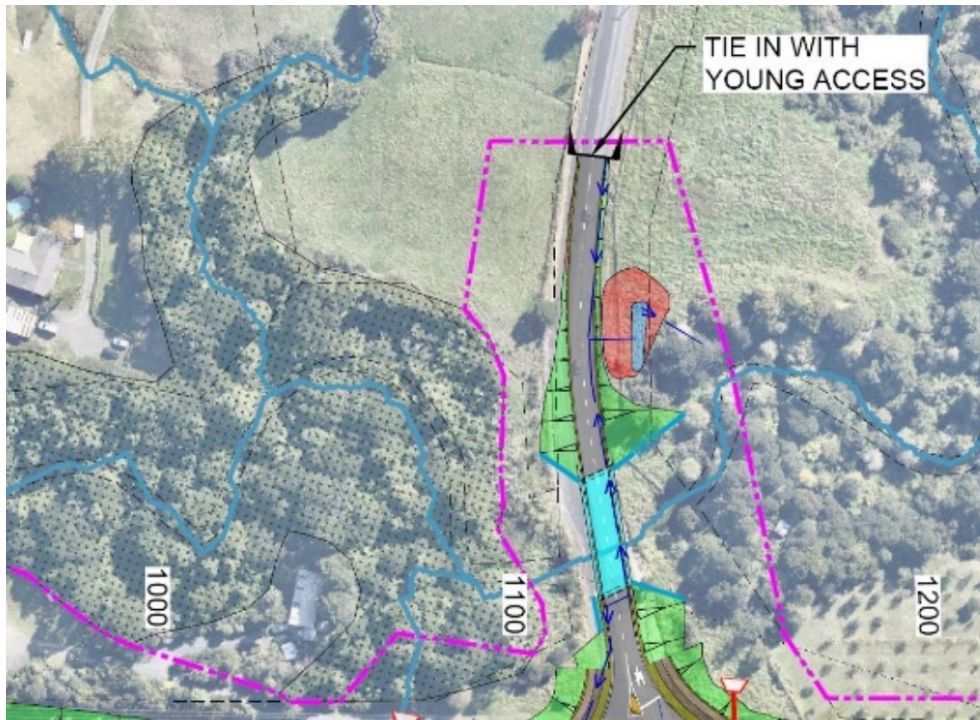
**Figure 25:** Unitary Plan map. Lot 4 outlined in yellow. Lot 17 outlined in cyan. NOR7 shown in green dots.

7.36 The General Arrangement Plans for the NOR indicate that no features are to be located within these two lots, and that they are only required as part of the Indicative Construction Area. It is questionably why the vegetated riparian margin on Lot 4, which is ~20 m from the edge of Pine Valley Road would be necessary for the construction of Pine Valley Road upgrades and the loss of vegetation would seem disproportionate to any need. It is recommended that the extent of NOR 7 over Lot 4 is reduced to the canopy edge of riparian vegetation plus a setback buffer of 1 m. The SCEMP, CEMP and ULDMMP conditions are expected to appropriately manage detailed design issues and potential construction effects otherwise.



**Figure 26:** Extract from NOR7 GA plan around Lot 4

7.37 For Lot 17, the General Arrangement Plan shows no features within it. The NOR boundary extent appears to follow the edge of the Significant Ecological Area on the site. The space in this location is relatively constrained and while the need for the land is questionable in the general sense applied to all the extent required for NORs, it would unlikely have any material impact on the open space given its poor condition in this area. It also presents an opportunity for removal of existing weed species during construction and replacement with native planting within the esplanade.



**Figure 27:** Extract from NOR7 GA plan around Lot 14

7.38 The SCEMP, CEMP and ULDMP conditions are expected to appropriately manage detailed design issues and potential construction effects otherwise.

### NOR8 Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat

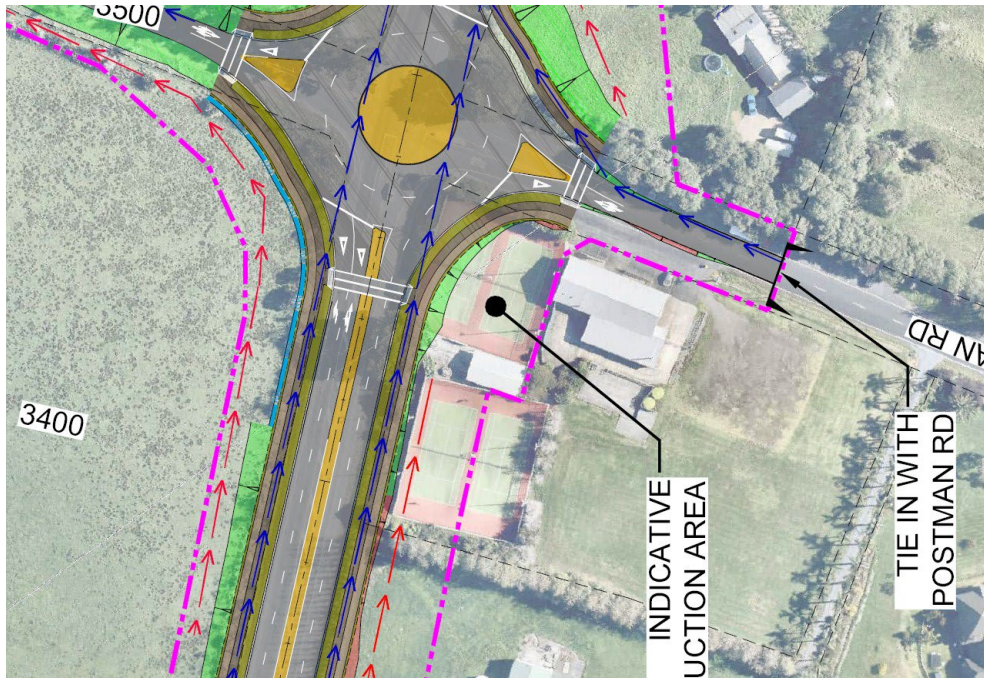
#### *Dairy Flat Reserve*

7.39 This land parcel known as Dairy Flat Reserve and is a flat rectangular site measuring 9030 m<sup>2</sup> in area. It is zoned Open Space – Sport and Active Recreation Zone and is vested with the council as recreation reserve. Approximately half the of reserve is occupied by Dairy Flat Hall and Dairy Flat Tennis Club (four artificial courts and a club house). The remaining half contains an ~900 m<sup>2</sup> area of metal used for informal parking with the rest managed as an area of open grass area.



**Figure 28:** Unitary Plan map. Dairy Flat Reserve outline in cyan. Extent of NOR8 shown in green dots.

7.40 The General Arrangement Plans indicate that Dairy Flat Reserve will be located at an upgraded intersection of Postman Road, Dairy Flat Highway and Blackbridge Road. A relatively small area of the reserve would be occupied permanently by a widened roadway, cycleway and footpath along with an area of fill batter. The rest of the site is required as indicative construction area. Along the Postman Road frontage, this would cut through ten perpendicular car parking spaces in front of the hall, which straddle both the reserve land and the road reserve. There are also three parallel and 27 perpendicular parking spaces marked out on the northern side of Postman Road that are available for users of the reserve. The parallel spaces and 19 of the perpendicular spaces would be within the area of construction for the NOR.



**Figure 29:** Extract from NOR8 GA plan.

7.41 The Rodney LPMP for this reserve notes that a strategic assessment completed in 2018 identified that the Dairy Flat area has little play provision and that the reserve is a potential starting point for a larger community play cluster along with a large plot of land to the south on Green Road (not affected by this NOR). It identifies the reserve as a key community facility that contributes to recreation provision in the wider Dairy Flat area.

7.42 The Rodney LPMP sets out three intentions for the reserve:

- Explore opportunities for further active and passive recreational provision to widen the appeal of the reserve.
- Investigate opportunities to further improve play provision in the park with the community. Consider how to provide a diversity of play experiences in the area for a wide range of ages; shade; improving all ability access; and adding unique local references to lift the play network.
- Consider needs in this reserve alongside wider provision in the Dairy Flat/Silverdale parks network including Green Road Park when that is developed.

7.43 The extent of the NOR during construction would result in the loss of three of the four tennis courts and club house on the site. It stops short of requiring land occupied by the community hall, and instead adjoins it. A submission by the Dairy Flat Tennis Club says the loss of the courts and clubhouse during construction would result in the club shutting down.

7.44 The loss of the courts and the function of the reserve providing this would be significant. It must be noted that Council has a role to accommodate and provide for sports and recreation and so needs to buy and relocate the entire club and provide new courts in a new location.

7.45 The AEE recognises the magnitude of the impact on the tennis club and indicates that relocation may be required and that this would need occur prior to construction and facilitated through the Public

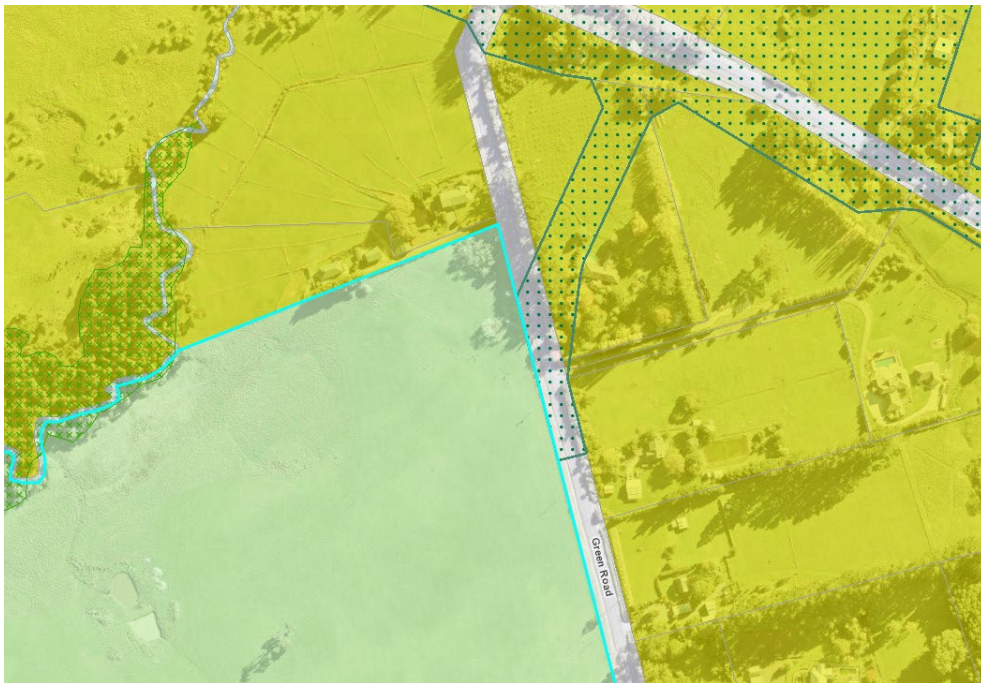


Works Act process. I consider relocation appears unavoidable, but a suitable location is not immediately certain.

- 7.46 The AEE does not appear to address the affected parking spaces in front of the community hall and the details design of the construction area could result in them becoming non-functional. The reserve does have a metalled area to the east of the hall available for overflow parking of light vehicles and which may require improvements to be more readily available. The scenario is no different however, if Auckland Transport as the road controlling authority chose to undertake work within the road reserve without then NOR, and which could equally result in the parking spaces becoming temporarily or permanently unavailable.
- 7.47 Given the 30-year time period of the NOR, I consider the proposed SCEMP, CEMP, CNVMP and ULDMP conditions, and the PWA processes involving both the council and the tennis club, would be essential to ensure that the level of service provided by the reserve can be maintained throughout, manage detailed design issues and potential construction effects otherwise.

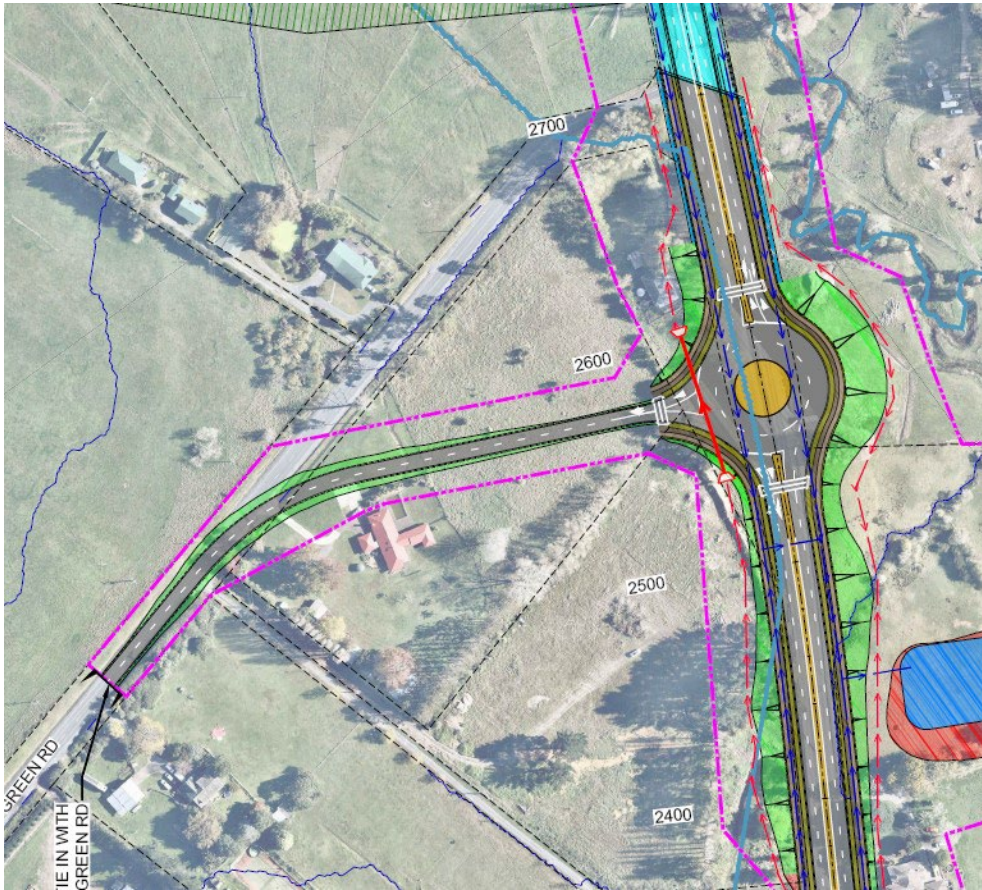
### *Green Road Park*

- 7.48 This land parcel adjoins a spur of NOR8. Green Road Park is zoned Open Space – Active Sport and Recreation. The northern corner of the reserve adjoining Green Road is currently grazed pasture and broadly flat. NOR8 adjoins a section the part of the reserve’s road frontage but does not extend into this reserve.



**Figure 30:** Unitary Plan Map. Green Road Park outlined in cyan. NOR8 shown dotted.

- 7.49 The General Arrangement Plan shows the extent of works to be limited to tying in a redirected Green Road to a new intersection with Dairy Flat Highway, and supporting batter as required. The construction area is confined to the existing road reserve.

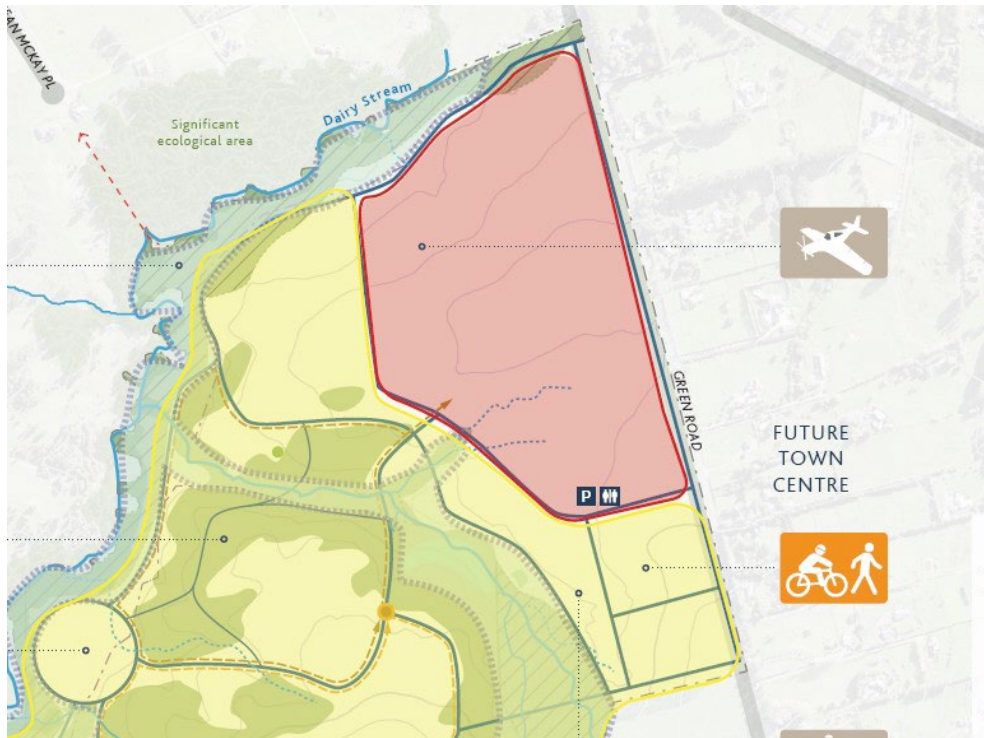


**Figure 31:** Extract from NOR8 GA plan.

7.50 Green Road Park is the largest publicly owned reserve in the Albany to Silverdale area. The Rodney Local Park Management Plan for this reserve seeks to implement the Green Road Park Masterplan, which was developed in 2020. The masterplan sees the immediate use of the area adjoining NOR8 as grazed pasture for the next 10 years. After that, the masterplan is planned to be revisited and this part of the park is flagged as the ‘high intensity zone’ which it describes as:

*The main entrance to the park is in this zone. The area is currently used by pony and model aircraft clubs and some of the open fields are grazed. Weed removal will take place here in the short-term and ecological restoration of a tributary adjacent to this zone. The future recreation uses of this space will be determined when the masterplan is reviewed in ten years’ time.*

7.51 The masterplan identifies this park as including a mix of sports field, indoor sport arenas, destination park facilities and outdoor trails for cycling and running/walking and multi-use surfaces. Many of these could be provided within the high intensity zone.



**Figure 32:** Extract from Green Road Park Masterplan. 'High intensity zone' shaded in red.

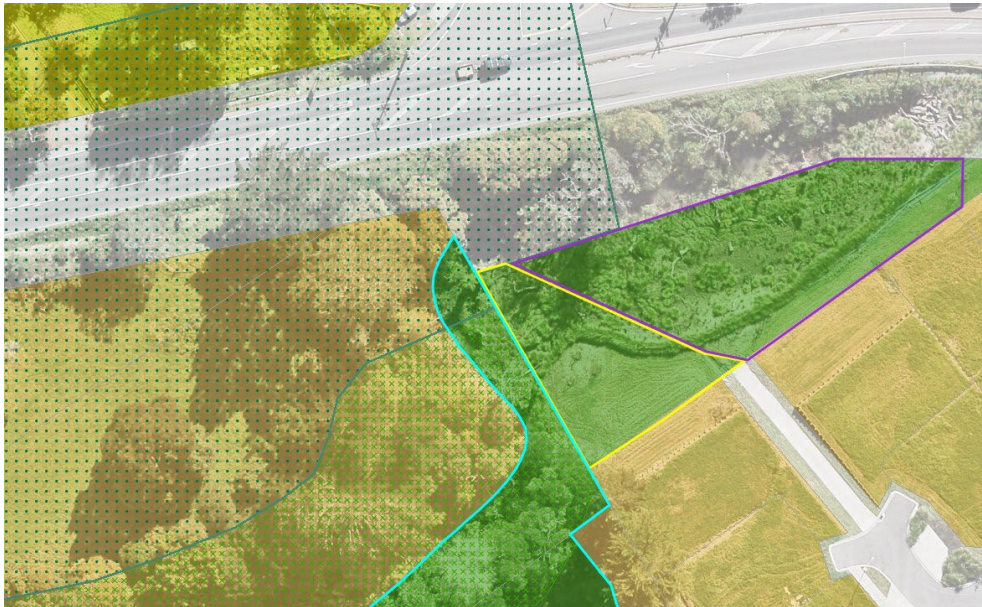
7.52 This is within the lifetime of the NOR and while it does not extend into the site, the detailed design of Green Road and the park will be important to the reserve's success and ability to deliver recreation services to the wider community. The proposed SCEMP and UDLE conditions will be important to ensure this occurs.

NOR9 Upgrade to Dairy Flat Highway between Dairy Flat and Albany

*Serenity Reserve and Agnew Place Properties*

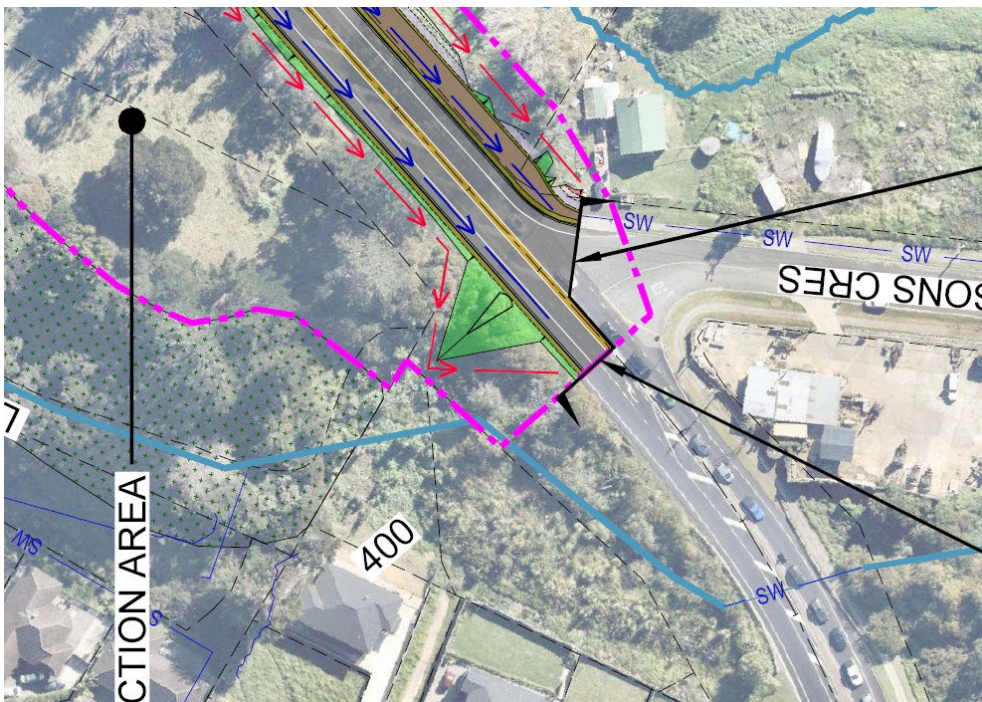
7.53 Two council-owned properties at 14R and 29R Agnew Place are located alongside the start of NOR9. These properties are zoned Open Space – Conservation Zone and are to be vested as Recreation Reserve. A stream passes through them before passing northwards underneath Albany Highway. The properties are covered in low, dense vegetation. NOR9 abuts but does not extend into these properties and there appears to be no implications for them.

7.54 Serenity Reserve is a thin, L-shaped property covered in bush and zoned Open Space – Conservation Zoned. It is vested as scenic reserve and is partly covered by an SEA overlay. NOR9 is proposed to extend over a small area at its northern end where it meets Albany Highway.



**Figure 33:** Unitary Plan map. 14R and 29R Agnew outlined in magenta and yellow. Serenity Reserve outlined in cyan. NOR9 shown dotted.

7.55 The General Arrangement Plans indicate that no structures or drainage is anticipated within Serenity Reserve, it is only the indicative construction area that extends into it, up to the edge of the SEA boundary. Given the NOR boundary follows a rather contrived boundary that follows the property and SEA boundaries in this location is questionable whether the NOR boundary needs to extend as far as it does for a construction area. It is recommended that the extent of the NOR be considered and pulled back where appropriate. The SCEMP, CEMP and ULDMP conditions are otherwise expected to appropriately manage detailed design issues and potential construction effects otherwise.



**Figure 34:** Extract from NOR9 GA plan showing encroachment into Serenity Reserve.

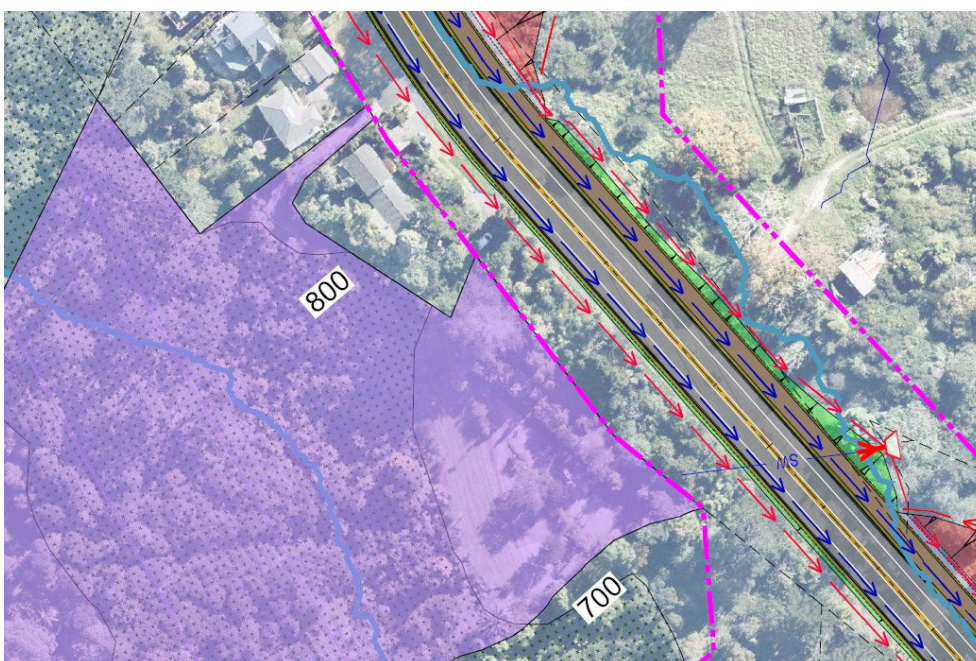
### Three Streams Reserve

7.56 This reserve is located immediately to the west of Serenity Reserve and covered extensively in native bush. It is zoned Open Space – Conservation, subject an SEA overlay over its entire extent, vested as scenic reserve and is subject to a QEII Trust covenant. NOR9 abuts but does not extend into this reserve, but it has implications for the existing access into the reserve from Dairy Flat Highway.



**Figure 35:** Unitary Plan map. Three Streams Reserve outlined cyan. NOR9 in green dots.

7.57 The General Arrangement Plan for NOR9 indicates no specific works are anticipated close to the boundary with the reserve, and that it would be limited to kerbside works and drainage as part of the highway upgrade. The SCEMP, CEMP and ULDMP conditions are expected to appropriately manage detailed design issues and potential construction effects.



**Figure 36:** Extract from NOR9 GA plan. Three Streams Reserve shaded purple.

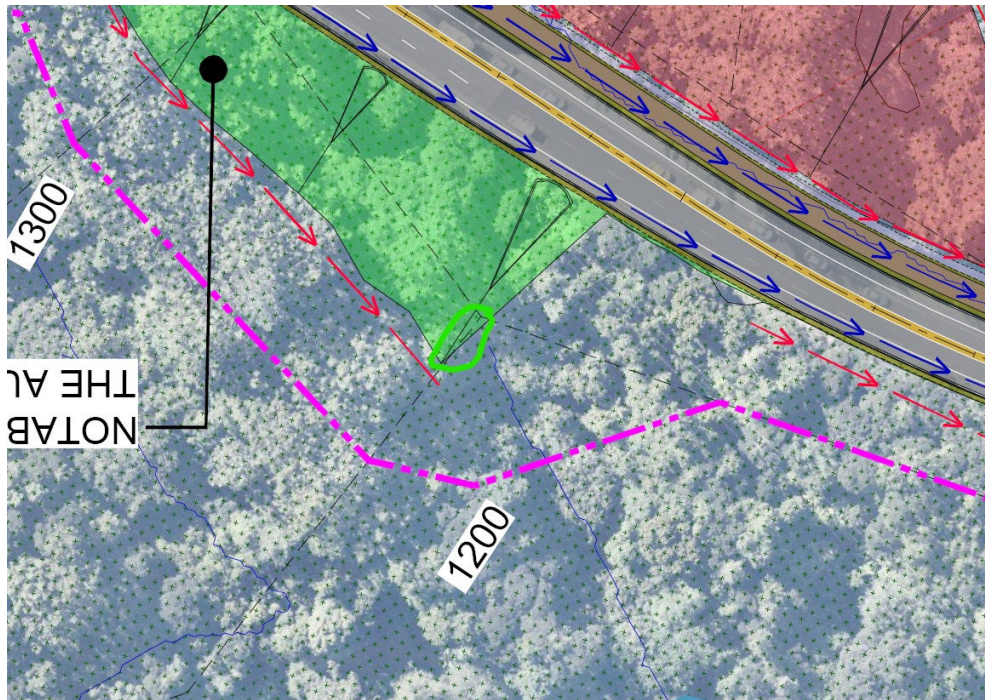
### *Albany Heights West Reserve*

- 7.58 This reserve is located alongside a section of Dairy Flat Highway known as Albany Hill. The land is zoned Open Space – Conservation Zone and the land is vested as Scenic Reserve. It is entirely covered in bush, all of which is part of a large SEA extending beyond the reserve. NOR9 generally only adjoins the reserve but for a small section in its northernmost corner where the NOR extends across it.



**Figure 37:** Unitary Plan map. Albany Heights West Reserve outlined in yellow. NOR9 extent in green dots.

- 7.59 The General Arrangement plans indicates a part of a fill batter (~6.5 m<sup>2</sup> in area) could creep into the reserve along with surface flow conveyance. The intrusion is minimal in extent but the NOR extends much further to allow for a construction buffer (~955 m<sup>2</sup>). The small extent of the batter intrusion would be minimal, but along with the implicated construction area the effect becomes much larger. The potential loss of vegetation within this area to accommodate such a small intrusion appears disproportionate. It is recommended that the extent of the NOR be considered and pulled back where appropriate. The SCEMP, CEMP and ULDMP conditions are otherwise expected to appropriately manage detailed design issues, provide for access and manage potential construction effects otherwise.



**Figure 38:** Extract from NOR9 GA Plan. Extent of indicative fill batter intrusion into Albany Heights West Reserve circled green.

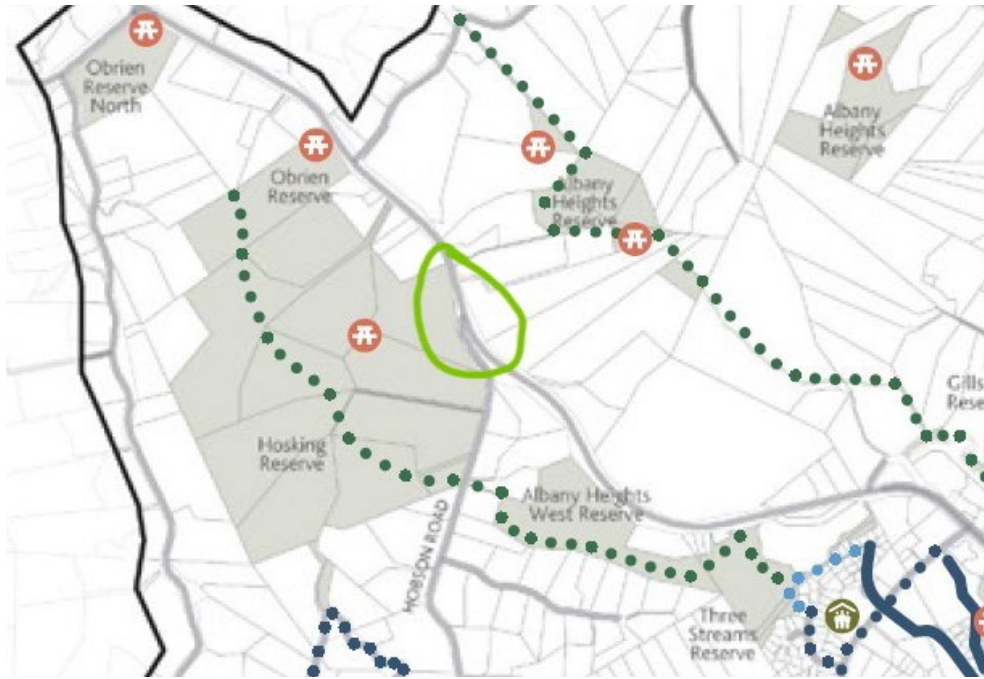
### *Hosking Reserve*

7.60 This reserve is located alongside Hobbs Road and Dairy Flat Highway. It also has a separate access to Dairy Flat Highway near its northern end. The land is zoned Open Space – Informal Recreation Zone and is vested as recreation reserve. The land has an undulating topography with a mix of grazed pastures and bush-clad gullies, most of which are subject to SEA overlays. NOR9 would extend over an area of steeply sloping grass, with the boundary of its encroachment following the edge of an SEA.



**Figure 39:** Unitary Plan map. Part of Hosking Reserve outlined in cyan. NOR9 shown in green dots.

7.61 The Upper Harbour LPMP identifies the natural features and values of the reserve as notable points. The plan's intentions for the park generally involve continuing with restoration and enhancement planting throughout the reserve, while also looking to provide for informal recreation opportunities. The need to provide access and a car park off Dairy Flat Highway or Hobbs Road has also been identified as necessary to increase usability of and accessibility to the reserve. The Upper Harbour Greenways Plan also identifies a proposed/aspirational trail connection in the vicinity connecting O'Brien Reserve with Hosking Reserve, Albany Heights West Reserve and Three Streams Reserve.



**Figure 40:** Extract from Upper Harbour Greenways Plan. Main interface between NOR9 and reserve circled green. Green dotted lines indicate aspirational trail path connections.

7.62 The General Arrangement Plan indicates that the encroachment into the reserve would provide for a stormwater pond as well as a realigned intersection of Hobbs Road and Albany Highway.



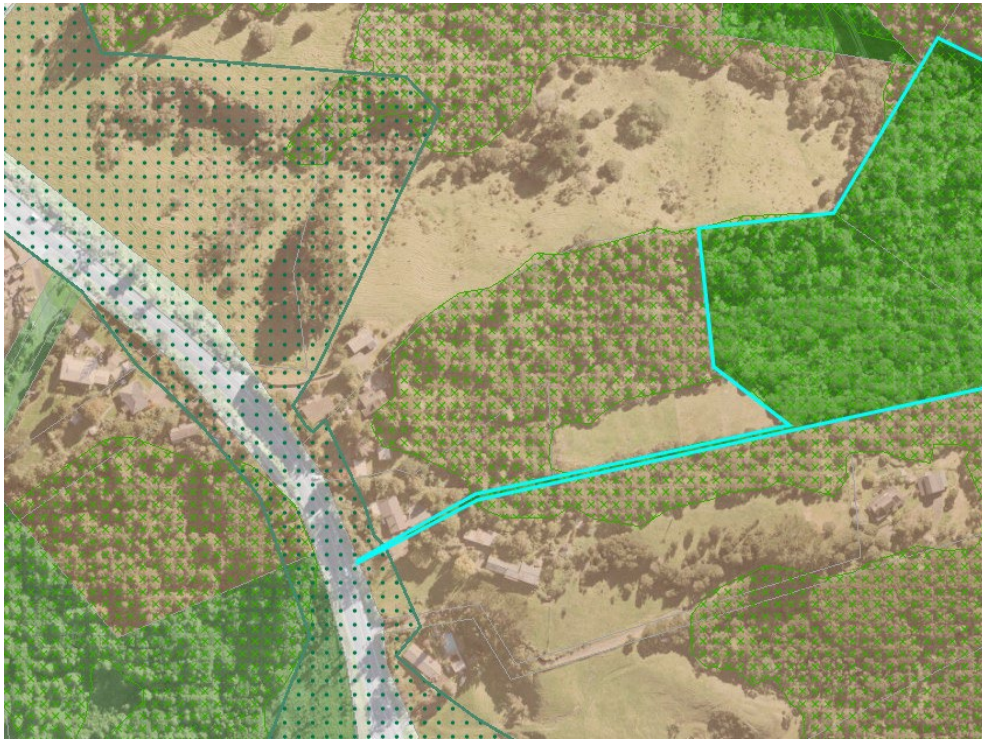


**Figure 41:** Extract from NOR9 GA Plan. Stormwater pond in blue. Fill batter shown in bright green.

- 7.63 The extent of the NOR over the reserve, and indicative area to be occupied by a stormwater pond, is substantial and reduces the extent of reserve park available for development as open space, for planting programs and as an access point for future vehicle access. The connection in the Upper Harbour Greenways Plan is shown further south, aligning with a connection to Albany Heights West Reserve, and continuing through the central part of Hosking Reserve, so it would not appear to be interfered with by NOR9. It is recommended that the extent of land required within the reserve for the public work is carefully considered so that it reflects a proper need and does not just follow the SEA boundary.
- 7.64 Given the 30-year timeframe of the NOR and the council's plans for delivery of services, careful consideration and ongoing consultation will be necessary through the SCEMP and PWA processes to ensure Hosking Reserve
- 7.65 It is recommended that the extent of the NOR be considered and pulled back where appropriate. The SCEMP, CEMP, CNVMP and ULDMP conditions are expected to appropriately manage detailed design issues, access matters, and potential construction effects.

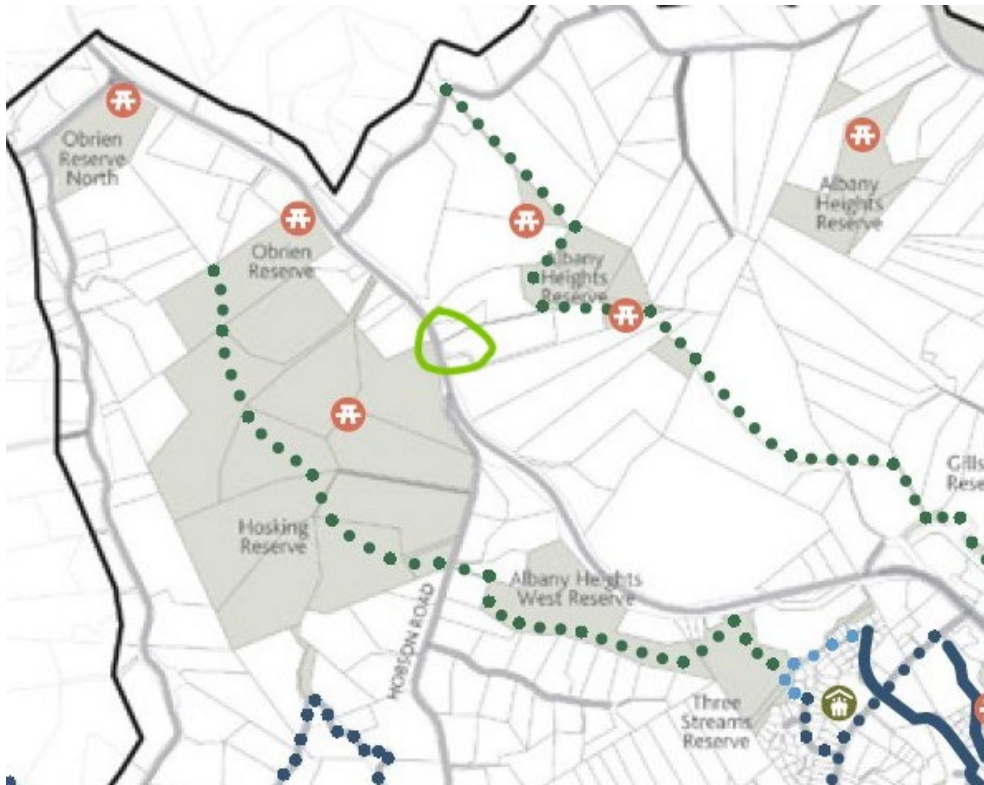
#### *Albany Heights Reserve*

- 7.66 This reserve consists of several bush-clad land parcels located within a bush-clad gully running down from Albany Heights Road to the bottom of Albany Hill. The reserve is zoned Open Space – Conservation, subject to an SEA overlay of all of the site (except for the part described below) and is vested as scenic reserve. The reserve is some 260 m from Dairy Flat Highway but has a 3 m wide entrance strip that extends from the reserve to the road. NOR9 traverses the first ~18 m of the entrance strip.



**Figure 42:** Unitary Plan map. Part of Albany Heights Reserve outlined in cyan. NOR9 shown in green dots.

7.67 The Upper Harbour LPMP identifies the natural values are high, with the reserve containing significant biodiversity and that it is at a high risk of pathogen incursion such as kauri dieback. It intends to maintain the reserve's natural values and protect it through pest and weed management and maintaining a lack of access. The Upper Harbour Greenways Plan has an aspirational trail network running from the bottom of Albany Hill and up the gully through this reserve to Albany Heights Road. It does not indicate a desire for a connection to Dairy Flat Highway or to Hosking Reserve on the opposite side of the highway.



**Figure 43:** Extract from Upper Harbour Greenways Plan. Location of NOR9 interface with Albany Heights Reserve circled green. Green dotted lines indicate aspirational trail path connections.

7.68 The General Arrangement Plan shows that along with upgraded carriageway, the eastern side of the highway would support a new ~4.5 m wide footpath and surface stormwater conveyance. The plan indicates that the features on the eastward widening would be supported by a mix of cut batters, fill batters and retaining walls – some occupying a large footprint. Along the frontage that includes the reserve, the plan indicates a small cut batter would be necessary, although retaining walls are shown both north and south of this location.



**Figure 44:** Extract from NOR9 GA Plan. Location of access point to Albany Heights Reserve circled green.

- 7.69 Given this design is indicative, it is possible the final design may continue a retaining wall along this length. Although the connection to the reserve is currently not in use, the design of a batter or use of a retaining walls could result in this connection being severed permanently, thereby compromising any long-term future linkages given the 30-year timeframe of the NOR. The proposed SCEMP and UDLMP conditions would mitigate this risk by ensuring Parks and Community Facilities are consulted before the design is finalised and to ensure the connection is provide for.
- 7.70 The SCEMP, and ULDMP conditions are expected to appropriately manage access matters.

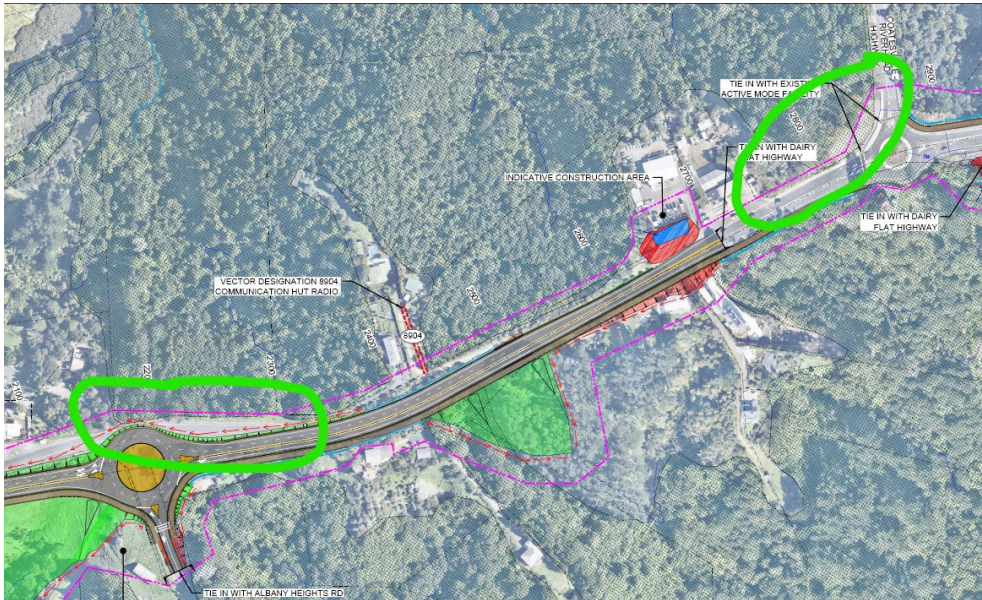
*O'Brien Reserve and O'Brien Reserve North*

- 7.71 These two reserves are bush-clad reserves on the western side of Dairy Flat Highway. They are zoned Open Space – Conservation, subject to SEA overlays, and vested as scenic reserves. NOR9 would abut their boundaries with Dairy Flat Highway but not encroach into them.



**Figure 45:** Unitary Plan map. Part of O'Brien Reserve outlined in cyan. O'Brien Reserve North outlines in yellow. NOR9 shown in green dots.

- 7.72 The Upper Harbour LPMP identifies the natural values of these reserves are high, with them containing significant biodiversity and that they are at a high risk of pathogen incursion such as kauri dieback. It intends to maintain these reserves' natural vales and protect them through pest and weed management and maintaining a lack of access. The Upper Harbour Greenways Plan shows a trail connection from Hosking Reserve extending into O'Brien Reserve but no other connections.
- 7.73 The General Arrangement Plan for NOR9 indicates that a realigned highway and new intersection with Albany Heights Road will site outside O'Brien reserve and minor road upgrades and tie-in are indicated outside O'Brien Reserve North (given that intersection has recently been upgraded already).



**Figure 46:** Extract from NOR9 GA Plan. Location of frontages to O'Brien Reserve and O'Brien Reserve North circled green.

- 7.74 None of the indicated works appear to present any risk to the values or features of these reserves.
- 7.75 The SCEMP, CEMP, CNVMP and ULDMP conditions are expected to appropriately manage detailed design issues, access matters, and potential construction effects.

## 8.0 Conditions

### Network Utility Operators (Section 176 Approval)

- 8.1 This condition is found as:
  - NORs 1-3 – condition 5
  - NOR 4 – condition 4
  - NORs 5-13 – condition 5
- 8.2 As discussed in section 6 above, the following changes are recommended to this condition in all NORs.

### **Network Utility Operators and Auckland Council Parks (Section 176 Approval)**

- (a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure **and Auckland Council in relation to parks** located within the designation will not require written consent under section 176 of the RMA for the following activities:
  - (i) operation, maintenance and ~~urgent~~ repair works;
  - (ii) minor renewal works to existing network utilities **or parks** necessary for the on-going provision or security of supply of network utility **or parks** operations;
  - (iii) minor works such as new service connections; and
  - (iv) the upgrade and replacement of existing network utilities **or park facilities** in the same location with the same or similar effects as the existing utility **or park facilities**.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

## Urban and Landscape Design Management Plan (ULDMP)

8.3 This condition is found as:

- NORs 1-3 – condition 9
- NOR 4 – condition 8
- NORs 5-13 – condition 11

### *Objective*

8.4 The sentence beginning “the objective of the ULDMP(s) is to...” seems to be part of clause (b) which relates to mana whenua input. It is presumed the objectives have a wider scope than this and should more properly be set apart as its own clause.

8.5 The objective of the ULDMP refers to integration of permanent works into the urban context. Some areas of future reserve or open space are unknown and currently zoned FUZ. For the avoidance of doubt, it would be appropriate to include reference to future urban as well to ensure consideration of these areas is not overlooked.

### *Connection to UDE recommended outcomes*

8.6 The executive summary, section 5 and section 6.1 of the UDE says the preparation of an ULDMP prior to construction of the projects is recommended to further develop the urban design outcomes recommended as summarised under each NOR evaluation in the UDE. The UDE’s recommended outcomes for the NORs contain important references to ensuring connections with, and minimising impacts on, open space zones. Neither the objectives nor other wording in condition 9 link the ULDMP to these outcomes. The condition should be amended to reference the UDE outcomes, as was expressly intended by the UDE.

### *Reserve land not yet zoned open space*

8.7 Clauses (d)(i) and (f)(i)c should include reference to parks, reserves and esplanade reserves because there is a delay between reserve land being vested as a park, reserve or esplanade and then rezoned open space, which, given the 30-year timeframe for the designations and that development and plans occur before these designations are given effect to, this could be overlooked during the preparation of an ULDMP.

### *Include consultation with the council*

8.8 The ULDMP is required to be prepared prior to construction. It would provide for integration of the project design with the landscape and functional characteristics of impacted open spaces, and in that regard, is supported.

8.9 The condition requires involvement by Mana Whenua but does not require any process for council to participate in the development of the plan or provide feedback as an affected stakeholder and landowner beyond. It is unclear how the council’s intentions for these land parcels can be provided for without council involvement.

- 8.10 It is recommended that the condition be amended to provide the council to have a participatory role in the development of the UDLMP and comparable to the council role provided for in preparation of the HHAMP in condition 20.

#### *Future precincts*

- 8.11 The 30-year lifetime of the designations carries a degree of uncertainty over the future statutory context – especially given recent and ongoing attempts to reform resource management in New Zealand. The purpose of the NORs is to accommodate growth that is anticipated over the next 30 years and the routes pass through large amounts of Future Urban Zone land. Although some of this area is structure planned, there are not yet any certainties around future spatial arrangements for parks and open spaces within that area. Currently, and in the foreseeable future, plan changes to FUZ land have involved the introduction of precincts being created under the Unitary Plan which often include indicative plans of open spaces or park provision. The ULDMP should take these into account as the NORs are intended to support this future development and to ensure the detailed designs accommodated planned outcomes as best as possible.

#### *Amended wording*

- 8.12 Recommended amendments to the condition to accommodate the above matters are set out below:

##### **Urban and Landscape Design Management Plan (ULDMP)**

- (a) A ULDMP shall be prepared **in consultation with the council at least six months** prior to the Start of Construction for a Stage of Work. Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- (i) Enable integration of the Project's permanent works into the surrounding landscape and urban **and future urban** context; and
  - (iii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; **and**
  - (iii) Ensure the Project achieves the recommended outcomes of the Urban Design Evaluation for the Project.**
- (b) The ULDMP shall be prepared in general accordance with:
- (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
  - (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
  - (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
  - (vi) The provisions of any Unitary Plan Precinct that applies to the area subject to the designation.**
- (c) To achieve the objective, the ULDMP(s) shall provide details of how the project:
- (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e., centres and density of built form), natural environment, landscape character, **parks, reserves** and open space zones;
- ...
- (d) The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:

- ...
- c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins, **parks, reserves** and open space zones;

### Stakeholder and Communication and Engagement Management Plan (SCEMP)

8.13 This condition is found as:

- NORs 1-3 – condition 13
- NOR 4 – condition 11
- NORs 5-13 – condition 15

8.14 The stated objective of the SCEMP is “to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with through the construction works. This will include the council as owner of parks, reserves and open space land within the designation.

8.15 The condition does not specify a timeframe or require or explain how matters raised by stakeholders would be responded to by the requiring authority. It also does not specify a time when the SCEMP must be prepared prior to construction.

8.16 Due to the potential impact upon parks, reserves and open spaces and the council’s wider responsibility to provide services to the community, and the 30-year timeframe in which work may occur, there should be a mechanism to review and provide feedback to the SCEMP.

8.17 Therefore, it is recommended that this condition be amended as follows:

#### **Stakeholder and Communication and Engagement Management Plan (SCEMP)**

- (a) A SCEMP shall be prepared **in consultation with the council and at least 12 months** prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include:

...

## **9.0 Submissions**

9.1 Responses to submission points that raised parks and open space matters are tabled below.

<b>Sub Point</b>	<b>Submitter</b>	<b>Summary</b>	<b>Response</b>
<b>NOR 1: New Rapid Transit Corridor between Albany and Milldale</b>			
143.7	Auckland Council Parks and Community Facilities	<b>Oppose.</b> Avoid all effects on the property at 161 Ahutoetoe Road so that its natural features are preserved and maintained.	<b>Neutral.</b> The NOR does not extend over this property (Kathy’s Thicket) but the accuracy of this has been raised in section 7 above. Conditions (including recommended changes) will appropriately avoid and mitigate effects on Kathy’s Thicket. It is also noted that existing designation 6759 for Stage Highway 1 extends over Kathy’s Thicket and this is not proposed to change under NOR4).



<b>NOR 2: New Milldale Station and Associated Facilities</b>			
9.1	Auckland Council Parks and Community Facilities	<b>Oppose.</b> Avoid all effects on the property at 161 Ahutoetoe Road so that its natural features are preserved and maintained.	<b>Neutral.</b> The NOR does not extend over this property (Kathy's Thicket) but the accuracy of this has been raised in section 7 above. Conditions (including recommended changes) will appropriately avoid and mitigate effects on Kathy's Thicket.
<b>NOR 4: SH1 Improvements</b>			
35.1	Auckland Council Parks and Community Facilities	<b>Oppose.</b> Avoiding all effects on the properties so that properties' natural features and assets are preserved and maintained, and/or fully reinstated to the same or a better condition than they were prior to any works associated with the proposed designation.	<b>Neutral.</b> Specific comment provided in section 7 regarding effects on all parks, reserved and open spaces affected by NOR4.
<b>NOR 8: Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat</b>			
22.1	Nick de Witte	<b>Oppose.</b> Car parking for community hall likely in NoR boundary and car parking and hall will need to be relocated.	<b>Oppose.</b> Temporary interruption of 10 parking spaces does not warrant relocating the hall. Car parks could be accommodated else
28.1	Dairy Flat Tennis Club	<b>Oppose.</b> Tennis Club at 4 Postman Road would lose a tennis court and have club rooms and two other courts out of action for two years. Would result in collapse of tennis club. Will be difficult to obtain grants and community funding for maintenance and upkeep if it is known that club will be demolished. Relocate tennis club prior to work proceeding so club can continue to operate.	<b>Neutral.</b> Specific comments provided in section 7 regarding effects on the function and services in the park affected by NOR8.
37.1	Auckland Council Parks and Community Facilities	<b>Oppose.</b> Will require removal of tennis courts and other assets. Car parking for community hall likely in NoR boundary and car parking and hall will need to be relocated. Relocate boundary of NOR so property and tenants not affected.	<b>Neutral.</b> Car parking is fully or partially within road reserve and not the Boundary may be able to be reduced but
<b>NOR 9: Upgrade to Dairy Flat Highway between Dairy Flat and Albany</b>			
11.1	Dairy Flat Community Hall Association Inc.	<b>Oppose.</b> "Bare "land to the West. Raising Rates or taxes and putting restrictions on people's property is immoral. Move road to west.	<b>Neutral.</b> This submission appears to relate to NOR8 because the property identified in the submission is affected by NOR8 not NOR9. Realignment highway at the intersection with Postman Road further to the west would extend further into land at Lot 5 DP 185357 (currently vacant FUZ-zoned land) and potentially avoid or substantially reduce impacts on Dairy Flat Reserve in terms of temporary construction effects and permanent effects. But it also has implications that are beyond the scope of my expertise and the focus of his report to comment upon.
14.1	QEII National Trust	<b>Neutral.</b> Development to adversely impact protected values of covenants (QEII covenant 5-02-517 and QEII covenant 5-02-623). Support exclusion of QEII covenants from the project designations. Any work that will impact QEII covenants will require their consent. Careful consideration given to activities that may impact the covenants (edge effects, vegetation clearance, stormwater run-off, alteration of ground water, sedimentation and shading of	<b>Neutral.</b> Submission states it relates to NORs 1, 2, 4 and 9 and identifies two properties of interest: Kathy's Thicket (NORs1,2 & 4) and Three Streams Reserve (NOR9). The submission asserts NOR4 alters the designation to remove it from Kathy's Thicket, but this is not the case. Specific ecological and arboricultural matters are outside my scope of expertise to comment.

		indigenous vegetation). Presence of kauri in both covenants, biosecurity measures will be required during construction to manage and reduce spread area. See any Tree Management Plans and Ecological Management Plans that relate to covenants. Any weed control proposed to occur in the designation corridor would extend into the edge of QEII covenants to reduce impacts of the proposed works.	Edge effects would be addressed through the various management plans contained in the conditions for NOR4 and NOR9.
19.1	Auckland Council Parks and Community Facilities	<b>Oppose.</b> Effects on 463 Dairy Flat Highway not fully assessed as the indicative construction area is proposed. Signification part of property subject to Significant Ecological Area overlay. Retention of natural and open space qualities not properly assessed or addressed. Relocate NOR so 463 Dairy Flat Highway is not affected by proposed construction area. Ensure adverse effects of NOR are avoided by appropriate conditions.	<b>Neutral.</b> Extent of NOR within Hosking Reserve has been recommended to be reviewed for necessity relevant to purpose.

## 10.0 Recommendations

10.1 The specific detail of the recommendations is set out in sections 6 and 7 above, but a summary list is set out below:

1. That the extent of NOR 1 is reviewed and tightened where possible with regard to Hooton Reserve as detailed in section 7 of this report.
2. That the extent of NOR 4 is reviewed and tightened where possible with regard to the following reserves, as detailed in section 7 of this report:
  - a. Baker Street Reserve
  - b. Redvale Marginal Strip
  - c. Kathy's Thicket
  - d. Millwater Park Bush Reserve
3. That the extent of NOR 7 is reviewed and tightened where possible with regard to Weiti Stream Pine Valley Esplanade Reserve, as detailed in section 7 of this report.
4. That the extent of NOR 9 is reviewed and tightened where possible with regard to the following reserves, as detailed in section 7 of this report:
  - a. Serenity Reserve
  - b. Albany Heights West Reserve
  - c. Hosking Reserve

5. That the Network Utility Operators (Section 176 Approval) condition common to all NORs is modified to accommodate the council's parks functions, as set out in in section 8 of this report.
6. That the ULDMP condition common to all NORs is modified, as set out in section 8 of this report, to:
  - a. include consultation with the council;
  - b. accommodate future urban land;
  - c. include reference to the Urban Design Evaluation recommended outcomes;
  - d. accommodate park and reserve land, which may not be zoned open space at the time design or development work occurs;
  - e. include reference to the precinct plans.
7. That the SCEMP condition common to all NORs is modified as set out in section 8 of this report to include to include consultation with the council.



## Technical Memorandum

**To:** Andrew Wilkinson, Consultant Planner to Auckland Council  
Alison Pye, Senior Policy Planner, Auckland Council.

**From:** Joe Mills, Specialist Historic Heritage, Cultural Heritage Implementation, Heritage Unit, Auckland Council.

**Date:** 21/02/2024

**Subject:** Supporting Growth North Notices of Requirement for works NoR1 to NoR13: Archaeology

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### 1. Proposal:

Notices to designate land for future strategic transport corridors and stations as part of Te Tupu Ngātahi Supporting Growth Alliance to enable the future construction, operation and maintenance of transport infrastructure in the North area of Auckland. The North area extends from Albany to Ōrewa, covering the growth areas of Dairy Flat, Silverdale West, Wainui East and Redvale.

#### Requiring Authorities:

Auckland Transport (AT) and Waka Kotahi (NZTA)

#### NoR Details:

NoR1 RTC Albany and Milldale (NZTA);  
NoR2 New Milldale Station (NZTA);  
NoR3 New Pine Valley East Station (NZTA);  
NoR4 SH1 Improvements (NZTA);  
NoR5 New SH1 crossing at Dairy Stream (AT);  
NoR6 New connection Milldale and Grand Drive (AT);  
NoR7 Upgrade to Pine Valley Road (AT);  
NoR8 Upgrade to Dairy Flat Highway, Silverdale to Dairy Flat (AT);  
NoR9 Upgrade to Dairy Flat Highway, Dairy Flat to Albany (AT);  
NoR10 Upgrade to Wainui Road (AT);  
NoR11 New connection Dairy Flat Highway and Wilks Road (AT);  
NoR12 Upgrade and extension to Bawden Road (AT); and  
NoR13 Upgrade to East Coast Rd, Silverdale and Penlink (AT)

#### Activity types:

Various

**Site address:**

Rodney Local Board Area, Hibiscus and Bays Local Board Area, Upper Harbour Local Board Area

**2. Introduction**

- 2.1. My name is Joseph (Joe) Daniel Mills, and I hold the position of Specialist Historic Heritage at Auckland Council.
- 2.2. I have a Bachelor of Arts (BA) and Master of Arts (MA) (Hons) from the University of Auckland in Anthropology.
- 2.3. In my current role, which I have been in for six (6) years, I am required to undertake technical reviews of resource consent applications and Notices of Requirement. I also provide advice and subject matter expertise assessments to Council officers on matters relating to archaeology and historic heritage.
- 2.4. Prior to my time at Auckland Council, I studied and worked in archaeology and historic heritage in New Zealand and Samoa. I am also a member of the New Zealand Archaeological Association (NZAA).
- 2.5. My role in this project is to assess the historic heritage impacts of the proposed application, specifically as they relate to archaeology. The evidence provided by the applicant is within my area of expertise, except where identified in 3.7 and 3.8 of this memorandum.
- 2.6. I attended the Project site visit on 30 June 2023, provided by Te Tupu Ngātahi Supporting Growth Alliance. I am generally familiar with most of the area.

**Code of Conduct**

- 2.7. I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and have complied with it in preparing this evidence. Other than where I state that I am relying on the advice of another person, this evidence is within my area(s) of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express. I have qualified my evidence where I consider that any part of it may be incomplete or inaccurate, and identified any information or knowledge gaps, or uncertainties in any scientific information or mathematical models and analyses that I am aware of, and their potential implications. I have stated in my evidence where my opinion is not firm or concluded because of insufficient research or data or for any other reason and have provided an assessment of my level of confidence, and the likelihood of any outcomes specified, in my conclusion.

**3. Overview and scope of technical memorandum**

- 3.1. The Applicant, in its capacity as a requiring authority, has given notice to Auckland Council of its requirement for designations to develop, construct, operate and maintain the necessary structures and facilities for:
  - NoR1 New Rapid Transit Corridor between Albany and Milldale, including new walking and cycling path (NZTA)
  - NoR2 New Milldale Station and Associated Facilities (NZTA)

- NoR3 New Pine Valley East Station and Associated Facilities (NZTA)
  - NoR4 SH1 Improvements to the existing corridor between Albany and Grand Drive, Orewa (NZTA)
  - NoR5 New SH1 crossing at Dairy Stream; two lane connection and motorway overbridge (AT)
  - NoR6 New connection between Milldale and Grand Drive; two lane urban arterial (AT)
  - NoR7 Upgrade to Pine Valley Road; two lane urban arterial (AT)
  - NoR8 Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat; four lane urban arterial, two lane urban arterial, bridge upgrade (AT)
  - NoR9 Upgrade to Dairy Flat Highway between Dairy Flat and Albany; road widening, barriers, cycle path (AT)
  - NoR10 Upgrade to Wainui Road; two lane urban arterial, bridge upgrade (AT)
  - NoR11 New connection between Dairy Flat Highway and Wilks Road; two lane urban arterial, four lane urban arterial (AT)
  - NoR12 Upgrade and Extension to Bawden Road; four lane urban arterial (AT)
  - NoR13 Upgrade to East Coast Road between Silverdale and O Mahurangi Penlink (Redvale) Interchange; two lane urban arterial (AT)
- 3.2. The NoRs were lodged on 20 October 2023, publicly notified on 16 November 2023, and submissions closed on 14 December 2023.
- 3.3. I have reviewed the documentation provided for these NoRs, specifically the *Assessment of Archaeological and Heritage Effects*, August 2023, prepared by Hayley Glover and John Brown.
- 3.4. Regarding archaeological matters the assessment was complete and I made no Section 92 request for further information. I concur with the findings and recommendations made by the applicant's specialists, Hayley Glover and John Brown. I am satisfied that all heritage matters have been addressed in the assessment by Glover and Brown.
- 3.5. While the NoRs will directly impact a number of recorded archaeological and heritage sites, no sites scheduled in the Auckland Unitary Plan Schedule 14.1 Schedule of Historic Heritage will be impacted.
- 3.6. During the earlier structure planning process for the Future Urban Zone Business Area in Silverdale West and Dairy Flat a number of identified unscheduled heritage sites were evaluated to determine whether they meet the criteria for inclusion in Schedule 14.1. The study area is of relevance to NoR 1 (partial), NoR 3, NoR 4 (partial) NoR 8 (partial), and NoR 11. No sites were included in Schedule 14.1 as a result of these evaluations.

## **Exclusions**

- 3.7. This memorandum strictly addresses archaeological aspects of historic heritage. Any built heritage matters will be addressed by Dan Windwood, Auckland Council's Built Heritage Specialist.
- 3.8. This memorandum does not include an assessment of the cultural significance of the application area to mana whenua. The cultural and other values that mana whenua place on the area are determined by mana whenua and may differ from its historic heritage values.

#### 4. Statutory considerations

##### Auckland Unitary Plan (operative in part)

- 4.1. I have assessed the project against the following relevant provisions of the AUP OP:
- Chapter D17 Historic Heritage Overlay and Schedule 14.1 Historic Heritage
  - Chapter E11 Land Disturbance – Regional
  - Chapter E12 Land Disturbance – District
  - B5 Regional Policy Statement for Historic Heritage, and
  - Chapter E26 Infrastructure.
- 4.2. Overall, I consider the project to be consistent with historic heritage provisions of the AUP OP.

##### Other Statutory Documents

- 4.3. I am familiar with the HNZPT Act 2014, including the sections relating to the process for obtaining archaeological authorities and, as the Applicant has agreed to obtain an Authority from HNZPT at a future undetermined date, I am satisfied that the proposal is consistent with this Act.

#### 5. Relevant Submissions

- 5.1. In total, 422 submissions were received for the thirteen NoRs.
- 5.2. There were seven submissions received with reference to historic heritage or heritage. Five of the submissions were from Heritage New Zealand Pouhere Taonga (HNZPT), while the remaining two were from individuals or private entities. Each submission is addressed below.

NoR Number	Number of Submissions	Submitters in Support	Submitters in Opposition
NoR1	2	HNZPT	Jane Mason <sup>1</sup>
NoR4	1	HNZPT	
NoR7	1	HNZPT	
NoR8	1	HNZPT	
NoR9	1	HNZPT	
NoR12	1		Vine Family Trust

<sup>1</sup> The submission of Jane Mason has been submitted against NoR1 but makes specific reference only to NoR4.



## NoR1

### *HNZPT Submission – NoR1 – Submission 50*

- 5.3. In the submission for NoR1, HNZPT notes the presence of identified historic heritage features and/or places within the designated extent of NoR1:
- Archaeological site R10/737 – Kelly Homestead
  - Archaeological site R10/1472 – Historic cemetery
  - CHI 22186 – Wēiti Portage
  - Potential heritage place at 90 Old Pine Valley Road
  - Potential heritage place at 1603 Dairy Flat Highway
- 5.4. HNZPT notes that these sites will potentially be affected, and that recommendations have been made to manage potential impacts and effects from construction, namely via the preparation of a Historic Heritage Management Plan.
- 5.5. HNZPT's submission supports NoR1, noting that the recommendations contained in the Assessment of Archaeological and Heritage Effects, and that the proposed conditions set forth by Waka Kotahi are appropriate.

### *Mason Submission NoR1 – Submission 65*

- 5.6. Jane Mason provided a submission relating to NoR4, regarding their property at 1268 East Coast Road, Redvale.<sup>2</sup> Their submission is in opposition. Their submission notes:

*1/ Inadequate consideration to the historic nature of the property due to the presence of the historical Pillbox placement. Under the proposed earthworks the Pillbox CHI#13674 will likely be demolished or adversely affect the structure losing all historic value significant in the process*

*2/ Inadequate consideration to alternative earth stabilisation measures in lieu of open cut / battered slopes that would allow the family home and residence to remain and maintain its current amenity. The costs of which may be more economic verses the forced purchase of our family home.*

*3/ In addition the property is a 1928 Original homestead villa relocated from the conrer (sic) of Parnell & Gladstone Road.*

- 5.7. Ms Mason seeks the following recommendation or decision from Auckland Council
- Abandonment of the compulsory acquisition of our family home due to excessive conservative earthworks in favour of alternative slope stability measures that would allow for the works to continue yet still allow for us to maintain possession of our property and family home.*
- 5.8. Ms Mason provides two images of the Pillbox, clarifying their location which has been erroneously located further toward the roadside. The pillbox was presumed to be buried subsurface or destroyed by the applicant's heritage specialists as it was not

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<sup>2</sup> The submission of Jane Mason has been submitted against NoR1 but makes specific reference only to NoR4.

visible in this recorded location.<sup>3</sup> Access to the property to accurately locate the pillbox was not possible. Nonetheless, it is considered that the historic nature of the property has been adequately assessed, as much as was possible, via a desk-based review.

- 5.10 This Pillbox is not scheduled in the AUP OP Schedule 14.1 Historic Heritage. However, at least 15 Pillboxes are included in the Schedule 14.1 Historic Heritage throughout the wider Auckland region. The confirmed location indicates that adverse effects on the pillbox will result from the proposed earthworks. While adverse effects are likely unavoidable, they can be mitigated through archaeological and/or built heritage recording, analysis, and reporting, as proposed in the applicant's Assessment of Archaeological and Heritage Effects.<sup>4</sup> I note that under the ICOMOS NZ Charter, relocation of a structure or feature of heritage value, such as the pillbox, where its removal is required in order to clear its site for a different purpose or construction, or where its removal is required to enable its use on a different site, is not a desirable outcome.<sup>5</sup>
- 5.11 The relocated villa does not have archaeological significance. Its built heritage significance will require comment from Dan Windwood, Built Heritage Specialist for Auckland Council.

#### **NoR4**

##### *HNZPT Submission – NoR4 – Submission 21*

- 5.12 In the submission for NoR4, HNZPT notes the presence of identified historic heritage features and/or places within the designated extent of NoR4:
- CHI 13674 – WWII pillbox
  - CHI 16066 – old gum store
  - CHI 22215 – small homestead
- 5.13 HNZPT notes that these sites will potentially be affected, and that recommendations have been made to manage potential impacts and effects from construction, namely via the preparation of a Historic Heritage Management Plan.
- 5.14 HNZPT's submission supports NoR4, noting that the recommendations contained in the Assessment of Archaeological and Heritage Effects, and that the proposed conditions set forth by Waka Kotahi are appropriate.

#### **NoR7**

##### *HNZPT Submission – NoR7 – Submission 11*

- 5.15 In the submission for NoR7, HNZPT notes the presence of identified historic heritage features and/or places within the designated extent of NoR7:
- R10/737 – Kelly Homestead
  - CHI22186 – Wēiti Portage

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<sup>3</sup> *Assessment of Archaeological and Heritage Effects*. Version 1.0. September 2023. P. 33

<sup>4</sup> *Assessment of Archaeological and Heritage Effects*. Version 1.0. September 2023. P. 37.

<sup>5</sup> *ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value* (ICOMOS New Zealand Charter 2010). P. 4.

- Potential site 185 Pine Valley Road

5.16 HNZPT notes that these sites will potentially be affected, and that recommendations have been made to manage potential impacts and effects from construction, namely via the preparation of a Historic Heritage Management Plan.

5.17 HNZPT's submission supports NoR7, noting that the recommendations contained in the Assessment of Archaeological and Heritage Effects, and that the proposed conditions set forth by Waka Kotahi are appropriate.

#### **NoR8**

##### *HNZPT Submission – NoR 8 – Submission 26*

5.18 In the submission for NoR8, HNZPT notes the presence of identified historic heritage features and/or places within the designated extent of NoR8:

- R10/737 – Kelly Homestead
- R10/1450 – Wade Junction Hotel
- CHI 16094 – House
- CHI 16095 – House
- CHI 22215 – small homestead
- Potential former farmstead at 1032 Dairy Flat Highway

5.19 HNZPT notes that these sites will potentially be affected, and that recommendations have been made to manage potential impacts and effects from construction, namely via the preparation of a Historic Heritage Management Plan.

5.20 HNZPT's submission supports NoR8, noting that the recommendations contained in the Assessment of Archaeological and Heritage Effects, and that the proposed conditions set forth by Waka Kotahi are appropriate.

#### **NoR9**

##### *HNZPT Submission – NoR9 – Submission 17*

5.21 In the submission for NoR9, HNZPT notes the presence of one identified historic heritage feature and/or place within the designated extent of NoR9:

- CHI13686 – WWII Pillbox

5.22 HNZPT notes that these sites will potentially be affected, and that recommendations have been made to manage potential impacts and effects from construction, namely via the preparation of a Historic Heritage Management Plan.

5.23 HNZPT's submission supports NoR9, noting that the recommendations contained in the Assessment of Archaeological and Heritage Effects, and that the proposed conditions set forth by Waka Kotahi are appropriate.

#### **NoR12**

##### *Vine Family Trust Submission – NoR12 – Submission 6*

5.24 The Vine Family Trust provided a submission relating to NoR12, regarding their property at 54 Bawden Road, Dairy Flat. Their submission mentions their Family

Heritage at the property, having been home to four generations of their family. They refer to their property as a family heritage asset.

- 5.25 It is acknowledged that the property holds social heritage values for the Vine Family Trust, the discussion of which is outside of my subject matter expertise. However, I can confirm that the property has no identified historic heritage values under the RMA.

## 6. Comment on SGA Proposed Conditions

- 6.1. The Requiring Authorities have presented proposed Conditions of Designations that should attach to individual Notices of Requirement.<sup>6</sup> Specific conditions relating to historic heritage are Condition 21. *Historic Heritage Management Plan (HHMP)* and advice note *Accidental Discoveries*. This condition and advice note are proposed to apply to all NoRs.<sup>7</sup>
- 6.2. The condition and advice note have been reviewed and are acceptable. The provision of a Historic Heritage Management Plan to “*protect historic heritage and to remedy and mitigate any residual effects as far as practicable*” is considered a satisfactory response to known and unknown impacts on historic heritage. The requirements of the HHMP are complete and comprehensive.
- 6.3. HHMP subclause (c) relates to requirements for provision of historic heritage reporting to be supplied to relevant parties within 12 months of completion. There is ambiguity in the wording of this subclause (“*shall be submitted to the Manager within 12 months of completion*”) as it is unclear who the Manager is. In order to give effect to RMA Part 3 s35 “Duty to gather information, monitor and keep records” this clause should be updated to specify Auckland Council as a recipient of reporting, specifically to the “Manager Monitoring (for Heritage).”
- 6.4. Suggested wording for this updated subclause of Condition 21 is as follows:

Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring) shall be submitted to ~~the Manager~~ Auckland Council’s Manager Monitoring (for Heritage).

## 7. Conclusions and Recommendations

- 7.1. The effect of these Notices of Requirement has been fully assessed as completely as is currently possible based on known and recorded historic heritage by the applicant’s historic heritage specialists. I concur with the findings and recommendations of these specialists.
- 7.2. It is proposed that all future works will require comprehensive Historic Heritage Management Plans to effectively protect historic heritage where possible, and to remedy and mitigate unavoidable adverse effects. This is considered a sensible approach that allows for individual plans to develop as the projects progress and as further survey and assessment becomes possible.
- 7.3. I agree with the conclusion drawn in 15.4 of the applicant’s Assessment of Environmental Effects that “*With mitigation in place, adverse effects on heritage and*

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<sup>6</sup> Appendix B: Conditions of Designations. Version 1.0. September 2023.

<sup>7</sup> Appendix B: Conditions of Designations. Version 1.0. September 2023. Pp.14-15.

*archaeological associated with the North Projects are able to be appropriately managed.”<sup>8</sup>*

- 7.4. It is recommended that the proposed Condition 21 and Advice Note related to historic heritage are adopted, with the exception of subclause (c) which should be updated to reflect the comments in 6.3 and 6.4 of this memorandum.

A handwritten signature in black ink, consisting of several overlapping loops and a horizontal line extending to the right.

**Signed:**

**Date:** 29/02/24

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<sup>8</sup> *Assessment of Effects on the Environment*. Version 1,0. September 2023. P. 250.

## Technical Memorandum

**To:** Andrew Wilkinson, Consultant Planner to Auckland Council  
Alison Pye, Senior Policy Planner, Auckland Council.

**From:** Dan Windwood, Senior Built Heritage Specialist, Built Heritage Implementation, Heritage Unit, Auckland Council.

**Date:** 29/02/2024

**Subject:** Supporting Growth North Notices of Requirement for works NoR1 to NoR13: Built Heritage

### 1. Application details

#### Proposal

Notices to designate land for future strategic transport corridors and stations as part of Te Tupu Ngātahi Supporting Growth Alliance to enable the future construction, operation and maintenance of transport infrastructure in the North area of Auckland. The North area extends from Albany to Ōrewa, covering the growth areas of Dairy Flat, Silverdale West, Wainui East and Redvale.

#### Requiring Authorities:

Auckland Transport (AT) and Waka Kotahi (NZTA)

#### Application number:

NoR1 RTC Albany and Milldale (NZTA);  
NoR2 New Milldale Station (NZTA);  
NoR3 New Pine Valley East Station (NZTA);  
NoR4 SH1 Improvements (NZTA);  
NoR5 New SH1 crossing at Dairy Stream (AT);  
NoR6 New connection Milldale and Grand Drive (AT);  
NoR7 Upgrade to Pine Valley Road (AT);  
NoR8 Upgrade to Dairy Flat Highway, Silverdale to Dairy Flat (AT);  
NoR9 Upgrade to Dairy Flat Highway, Dairy Flat to Albany (AT);  
NoR10 Upgrade to Wainui Road (AT);  
NoR11 New connection Dairy Flat Highway and Wilks Road (AT);  
NoR12 Upgrade and extension to Bawden Road (AT);  
NoR13 Upgrade to East Coast Rd, Silverdale and Penlink (AT)

#### Activity types:

Various

#### Site address:

Rodney Local Board Area, Hibiscus and Bays Local Board Area, Upper Harbour Local Board Area

## **2. Introduction**

- 2.1. My name is Daniel Spencer Windwood. I am a Senior Built Heritage Specialist in the Built Heritage Implementation Team in the Heritage Unit at Auckland Council. I have held this post since August 2018. In this role I provide professional specialist advice on development affecting scheduled historic heritage places relating to built heritage and also on development affecting special character areas.
- 2.2. I hold a Bachelor of Arts (Honours) degree in Archaeology (International) from the University of Leicester in the United Kingdom, graduating in 2004. As part of my degree, I spent a year studying historical archaeology and cultural heritage management at Flinders University of South Australia, Adelaide. In 2005 I graduated with a Master of Arts degree in Landscape Studies from the University of Leicester.
- 2.3. I have over fifteen years professional experience as an urban planner and heritage specialist. This includes over eight years in New Zealand, including periods working as a heritage specialist for Wellington City Council, and at Dunedin City Council prior to commencing my current role at Auckland Council. I have also worked for a season for the Historic Sites team for the Yukon Territory Government of Canada as the Historic Sites Registrar.
- 2.4. My UK experience comprises over six years, predominantly working in local government as a heritage specialist within the urban planning process. This included stints as a building conservation officer where I authored conservation area character assessments. I have also worked as a heritage consultant in the private sector.
- 2.5. I am fully accredited as a Member of the Institute of Historic Building Conservation ([www.ihbc.org.uk](http://www.ihbc.org.uk)). The IHBC is the professional body for building conservation practitioners and historic environment experts working in the United Kingdom, with connections to the Republic of Ireland. Full Members have demonstrated their skills, knowledge and experience in built and historic environment conservation as a multidisciplinary and interdisciplinary practice, in line with the Institute's membership standards and criteria and the international models on which they are based.
- 2.6. My role in this project is to assess the historic heritage impacts of the proposed application solely with regards to built heritage.
- 2.7. I am generally familiar with most of the area.

### **Code of Conduct**

- 2.8. I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and have complied with it in preparing this memo. Other than where I state that I am relying on the advice of another person, this review is within my area(s) of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express. I have qualified my review comments where I consider that any part of it may be incomplete or inaccurate, and identified any information or knowledge gaps, or uncertainties in any scientific information or mathematical models and analyses that I am aware of, and their potential implications. I have stated in my review where my opinion is not firm or concluded because of insufficient research or data or for any other reason and have provided an assessment of my level of confidence, and the likelihood of any outcomes specified, in my conclusion.

## **3. Overview and scope of technical memorandum**

- 3.1. The Applicants, in their capacity as requiring authorities, have given notice to Auckland Council of their requirements for designations to develop, construct, operate and maintain the necessary structures and facilities for:
- NoR1 New Rapid Transit Corridor between Albany and Milldale, including new walking and cycling path (NZTA)
  - NoR2 New Milldale Station and Associated Facilities (NZTA)
  - NoR3 New Pine Valley East Station and Associated Facilities (NZTA)
  - NoR4 SH1 Improvements to the existing corridor between Albany and Grand Drive, Orewa (NZTA)
  - NoR5 New SH1 crossing at Dairy Stream; two lane connection and motorway overbridge (AT)
  - NoR6 New connection between Milldale and Grand Drive; two lane urban arterial (AT)
  - NoR7 Upgrade to Pine Valley Road; two lane urban arterial (AT)
  - NoR8 Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat; four lane urban arterial, two lane urban arterial, bridge upgrade (AT)
  - NoR9 Upgrade to Dairy Flat Highway between Dairy Flat and Albany; road widening, barriers, cycle path (AT)
  - NoR10 Upgrade to Wainui Road; two lane urban arterial, bridge upgrade (AT)
  - NoR11 New connection between Dairy Flat Highway and Wilks Road; two lane urban arterial, four lane urban arterial
  - NoR12 Upgrade and Extension to Bawden Road; four lane urban arterial
  - NoR13 Upgrade to East Coast Road between Silverdale and O Mahurangi Penlink (Redvale) Interchange; two lane urban arterial
- 3.2. The NoRs were lodged on 20 October 2023, publicly notified on 16 November 2023, and submissions closed on 14 December 2023.
- 3.3. I have reviewed the documentation provided for the NoRs, specifically the *Assessment of Archaeological and Heritage Effects*, August 2023, prepared by Hayley Glover and John Brown.
- 3.4. I made no Section 92 request for further information as I considered the built heritage aspects of the assessment to be sufficient for my purposes and that all heritage matters were addressed.
- 3.5. I generally agree with the conclusions and recommendations made by the applicant's built heritage specialist John Brown.
- 3.6. While the NoRs will directly impact some built heritage sites, no sites scheduled in the Auckland Unitary Plan Schedule 14.1 Schedule of Historic Heritage will be impacted.

## **Exclusions**



- 3.7. This memorandum strictly addresses built heritage aspects of historic heritage. Any archaeological matters will be addressed by Joe Mills, Auckland Council's Historic Heritage Specialist.
- 3.8. This memorandum does not include an assessment of the cultural significance of the application area to mana whenua. The cultural and other values that mana whenua place on the area may differ from its historic heritage values and are determined by mana whenua.

#### 4. Statutory considerations

##### Auckland Unitary Plan (Operative in Part) (AUP(OP))

4.1. I have assessed the projects against the following relevant provisions of the AUP OP:

- Chapter D17 Historic Heritage Overlay and Schedule 14.1 Historic Heritage
- Chapter E11 Land Disturbance – Regional
- Chapter E12 Land Disturbance – District
- B5 Regional Policy Statement for Historic Heritage, and
- Chapter E26 Infrastructure.

4.2. Overall, I consider the project to be consistent with historic heritage provisions of the AUP (OP).

#### 5. Relevant Submissions

5.1. There were seven submissions received with reference to historic heritage or heritage. Five of the submissions were from Heritage New Zealand Pouhere Taonga (HNZPT), while the remaining two were from individuals or private entities.

NoR Number	Number of Submissions	Submitters in Support	Submitters in Opposition
NoR1	1	HNZPT	
NoR4	2	HNZPT	Jane Mason
NoR7	1	HNZPT	
NoR8	1	HNZPT	
NoR9	1	HNZPT	
NoR12	1		Vine Family Trust

##### NoR1

###### *HNZPT Submission – NoR1-50*

5.2. In the submission for NoR1, HNZPT notes the presence of identified built heritage features and/or places within the designated extent of NoR1:

- Potential heritage place at 90 Old Pine Valley Road
- Potential heritage place at 1603 Dairy Flat Highway

- 5.3. HNZPT considers that these sites will potentially be affected, but that recommendations have been made to manage potential impacts and effects from construction using a Historic Heritage Management Plan.
- 5.4. HNZPT's submission supports NoR1, and considers that the recommendations contained in the Assessment of Archaeological and Heritage Effects and the proposed conditions set forth by Waka Kotahi are appropriate.

#### **NoR4**

##### ***HNZPT Submission – NoR4-21***

- 5.5 In the submission for NoR4, HNZPT notes the presence of identified built heritage features and/or places within the designated extent of NoR4:
- CHI 13674 – WWII pillbox
  - CHI 22215 – small homestead
- 5.6 HNZPT notes that these sites will potentially be affected, and that recommendations have been made to manage potential impacts and effects from construction, namely via the preparation on a Historic Heritage Management Plan.
- 5.7 HNZPT's submission supports NoR4, noting that the recommendations contained in the Assessment of Archaeological and Heritage Effects, and that the proposed conditions set forth by Waka Kotahi are appropriate.

##### ***Mason Submission NoR1-65***

- 5.8 Jane Mason provided a submission relating to NoR4, regarding their property at 1268 East Coast Road, Redvale. Their submission is in opposition. Their submission notes:

*1/ Inadequate consideration to the historic nature of the property due to the presence of the historical Pillbox placement. Under the proposed earthworks the Pillbox CHI#13674 will likely be demolished or adversely affect the structure losing all historic value significant in the process*

*2/ Inadequate consideration to alternative earth stabilisation measures in lieu of open cut / battered slopes that would allow the family home and residence to remain and maintain its current amenity. The costs of which may be more economic verses the forced purchase of our family home.*

*3/ In addition the property is a 1928 Original homestead villa relocated from the conrer (sic) of Parnell & Gladstone Road.*

- 5.9 Ms Mason seeks the following recommendation or decision from Auckland Council:

*Abandonment of the compulsory acquisition of our family home due to excessive conservative earthworks in favour of alternative slope stability measures that would allow for the works to continue yet still allow for us to maintain possession of our property and family home.*

- 5.10 Ms Mason provides two images of the Pillbox, clarifying their location which has been erroneously located further toward the roadside. The pillbox was presumed to be buried subsurface or destroyed by the applicant's heritage specialists as it was not visible in this recorded location. Access to the property to accurately locate the pillbox was not

possible. However, I consider that the historic nature of the property has been adequately assessed, as much as was possible, via a desk-based review.

- 5.11 The Pillbox is not scheduled in the AUP(OP) Schedule 14.1 Historic Heritage. However, at least 15 Pillboxes are included in the Schedule 14.1 Historic Heritage throughout the wider Auckland region. The confirmed location indicates that adverse effects on the pillbox will result from the proposed earthworks, through its likely demolition or a relocation. I agree with the applicant that built heritage recording can adequately mitigate these adverse effects, as proposed in the applicant's Assessment of Archaeological and Heritage Effects.
- 5.12 The relocated house is a two storey bungalow typical in style of the 1920s and found elsewhere in the inner suburbs of Auckland. As a building originally built for a location some distance away and relocated to this site in recent decades, its historical value is limited and it would be highly unlikely to meet the threshold for scheduling.

#### **NoR7**

##### ***HNZPT Submission – NoR7-11***

- 5.13 In the submission for NoR7, HNZPT notes the presence of one identified built heritage feature and/or place within the designated extent of NoR7:
- Potential site 185 Pine Valley Road
- 5.14 HNZPT notes that this site will potentially be affected, and that recommendations have been made to manage potential impacts and effects from construction, namely via the preparation on a Historic Heritage Management Plan.
- 5.15 HNZPT's submission supports NoR7, noting that the recommendations contained in the Assessment of Archaeological and Heritage Effects, and that the proposed conditions set forth by Waka Kotahi are appropriate.

#### **NoR8**

##### ***HNZPT Submission – NoR 8-26***

- 5.16 In the submission for NoR8, HNZPT notes the presence of identified built heritage features and/or places within the designated extent of NoR8:
- CHI 16094 – House
  - CHI 16095 – House
  - CHI 22215 – small homestead
- 5.17 HNZPT notes that these sites will potentially be affected, and that recommendations have been made to manage potential impacts and effects from construction, namely via the preparation on a Historic Heritage Management Plan.
- 5.18 HNZPT's submission supports NoR8, noting that the recommendations contained in the Assessment of Archaeological and Heritage Effects, and that the proposed conditions set forth by Waka Kotahi are appropriate.

#### **NoR9**

##### ***HNZPT Submission – NoR9-17***

5.19 In the submission for NoR9, HNZPT notes the presence of one identified historic heritage feature and/or place within the designated extent of NoR9:

- CHI13686 – WWII Pillbox

5.20 HNZPT notes that these sites will potentially be affected, and that recommendations have been made to manage potential impacts and effects from construction, namely via the preparation of an Historic Heritage Management Plan.

5.21 HNZPT's submission supports NoR9, noting that the recommendations contained in the Assessment of Archaeological and Heritage Effects, and that the proposed conditions set forth by Waka Kotahi are appropriate.

## **NoR12**

### ***Vine Family Trust Submission – NoR12-6***

5.22 The Vine Family Trust provided a submission relating to NoR12, regarding their property at 54 Bawden Road, Dairy Flat. Their submission mentions their Family Heritage at the property, having been home to four generations of their family. They refer to their property as a family heritage asset.

5.23 While the property is valued by the Vine Family Trust, the house appears to be a postwar dwelling and does not appear to have any particular built heritage value when assessed against the criteria in the Regional Policy Statement for Historic Heritage in section B5 of the AUP(OP).

## **6. Comment on SGA Proposed Conditions**

6.1. The Requiring Authorities have presented proposed Conditions of Designations that should attach to individual Notices of Requirement. Specific conditions relating to built heritage are Condition 21. *Historic Heritage Management Plan (HHMP)*. This condition is proposed to apply to all NoRs.

6.2. The condition and advice note have been reviewed and are acceptable. The provision of a Historic Heritage Management Plan to “*protect historic heritage and to remedy and mitigate any residual effects as far as practicable*” is considered a satisfactory response to known and unknown impacts on historic heritage. The requirements of the HHMP are complete and comprehensive.

6.3. HHMP subclause (c) relates to requirements for provision of historic heritage reporting to be supplied to relevant parties within 12 months of completion. There is ambiguity in the wording of this subclause (“*shall be submitted to the Manager within 12 months of completion*”) as it is unclear who the Manager is. In order to give effect to RMA Part 3 s35 “Duty to gather information, monitor and keep records” this clause should be updated to specify Auckland Council as a recipient of reporting, specifically to the “Manager Monitoring (for Heritage).”

6.4. Suggested wording for this updated subclause of Condition 21 is as follows:

- Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring) shall be submitted to ~~the Manager~~ Auckland Council’s Manager Monitoring (for Heritage).

## **7. Conclusions and Recommendations**

- 7.1. The effect of these Notices of Requirement has been fully assessed as completely as is currently possible based on known and recorded built heritage by the applicant's built heritage specialist. I agree with the findings and recommendations of the specialist.
- 7.2. It is proposed that all future works will require comprehensive Historic Heritage Management Plans to effectively protect historic heritage where possible, and to remedy and mitigate unavoidable adverse effects. This is considered a sensible approach that allows for individual plans to develop as the projects progress and as further survey and assessment becomes possible.
- 7.3. I agree with the conclusion drawn in 15.4 of the applicant's Assessment of Environmental Effects that *"With mitigation in place, adverse effects on heritage and archaeological associated with the North Projects are able to be appropriately managed."*
- 7.4. It is recommended that the proposed Condition 21 related to built heritage are adopted, with the exception of subclause (c) which should be updated to reflect the comments in 6.3 and 6.4 of this memorandum.

A handwritten signature in dark ink, appearing to read 'DWM', with a stylized, cursive flourish extending to the right.

Dan Windwood BA (Hons) MA IHBC  
Senior Built Heritage Specialist

**Memo: Technical specialist report to contribute towards Council's section 42A hearing report**

02 April 2024

To: Andrew Wilkinson, Planning Consultant, Scott Wilkinson Planning, on behalf of Auckland Council

From: Rebecca Foy, Director, Formative Limited

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**Subject: North Projects NoRs 1-13 Social Impact Assessment**

**1.0 Introduction**

1.1 My name is Rebecca Anne Foy. I am a Director of Formative, an independent consultancy that has operated for two years, specialising in social, economic, and urban form issues. I have a Master of Arts degree from the University of Auckland in Human Geography. Prior to founding Formative, I worked at Market Economics for twenty years, progressing from an analyst to an Associate Director over that period. In total I have 23 years' consulting and project experience working for commercial and public sector clients.

1.2 I have the following professional memberships: New Zealand Association for Impact Assessment, International Association of Impact Assessment, and the New Zealand Resource Management Law Association.

1.3 I have recently conducted social impact assessments for a range of NZ projects covering topics such as: greenfield land development of highly productive soils, Rotorua contracted emergency housing, planning responses to coastal hazards and tsunamis in Christchurch, residential intensification policies in the Christchurch context, natural hazards planning responses in Queenstown, Let's Get Wellington Moving transport infrastructure and the redevelopment potential of publicly owned sites in Auckland.

1.4 For this project, I have assessed the likely social effects of the proposed NoRs related to the North Projects.

This has included reviewing the following documents:

- Te Tupu Ngātahi Supporting Growth, September 2023. North Assessment of Effects on the Environment, Version 1.0.
- Te Tupu Ngātahi Supporting Growth, August 2023. North Assessment of Social Impacts, Version 1.0.
- Te Tupu Ngātahi Supporting Growth, 15 September 2023. North Network Assessment of Alternatives, Version 1.0.
- Te Tupu Ngātahi North Projects – response to s92 request traffic, ecology, urban design

This has also included attending briefings by Supporting Growth Auckland on 12 May 2023, and I was also present at the site visit conducted on 30 May 2023.

1.5 This memo is my technical review of the North Projects NoRs and submissions in relation to social effects.

1.6 I have read the Code of Conduct for Expert Witnesses (contained in the 2023 Practice Note) and agree to comply with it. Except where I state I rely on the evidence and opinions of another person, I confirm that the issues addressed in this statement of evidence are within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from my expressed opinions.

## **2.0 Scope and Structure**

2.1 This memo relates to the North Projects Notices of Requirement by Auckland Transport, which consists of the development of a Rapid Transit Corridor (“RTC”) and stations, walking and cycling paths (active modes) connected to RTC stations and along SH1, vehicle parking at RTC stations, grade separated intersection crossings, bridge crossings and underpasses, improvements to the SH1 corridor such as widening and new interchanges, new connections between, and upgrades to, some existing roads, upgrading the Dairy Flat highway including introducing safety improvements, and associated work for:

- NoR 1 New Rapid Transit Corridor between Albany and Milldale,
- NoR 2 New Milldale Station and Associated Facilities,
- NoR 3 New Pine Valley East Station and Associated Facilities,
- NoR 4 SH1 Improvements,
- NoR 5 New SH1 crossing at Dairy Stream,
- NoR 6 New Connection between Milldale and Grand Drive,
- NoR 7 Upgrade to Pine Valley Road,
- NoR 8 Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat,
- NoR 9 Upgrade to Dairy Flat Highway between Dairy Flat and Albany,
- NoR 10 Upgrade to Wainui Road,
- NoR 11 New Connection between Dairy Flat Highway and Wilks Road,
- NoR 12 Upgrade and Extension to Bawden Road, and
- NoR 13 Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange.

2.2 This memo summarises the likely key social effects arising from the proposed transport infrastructure changes, and reviews the technical information prepared with respect to social effects. I have responded to those effects where appropriate, and defer to the expertise of noise, planning, transport, and urban design where stated, so that my comments are brief and there is not significant overlap with other Auckland Council experts.

2.3 The remainder of this memo is structured as follows:

- Section 3.0 describes the key social issues arising from the proposal.
- Section 4.0 describes how those social issues are addressed in the applicant’s evidence.
- Section 5.0 provides a summary of the social issues that are identified by submitters and provides a response to the issues raised.

- Section 6.0 provides recommendations about changes to the SGA Proposed Conditions, noting that some submitters have presented their recommended changes which I have also commented on in Section 5.0.
- Section 7.0 provides my overall recommendations regarding NoRs 1-13.

### 3.0 Summary of key issues

3.1 Table 1 provides a high-level summary of the likely social effects of NoRs 1-13 as identified by the applicant/requiring authority, submitters and from my assessment. The applicant's assessment of these social effects is discussed in more detail in Section 4.0. Social impact assessments ("SIA") often describe elements of proposals that are also covered by other experts. However, the point of differentiation is that SIA focus on the likely effects that will be experienced by people. This means that I have not addressed the technical matters arising from planning, noise, vibration, landscape effects, and traffic effects, and have relied on the relevant experts' opinions except where effects relate to residents, visitors and businesses operating within the wider community.

**Table 1: Key Social Impact Issues in NoRs 1-13**

Notice of Requirement	Key Social Impact Issues
New RTC between Albany and Milldale (NoR1) and New Milldale Station and Associated Facilities (NoR2) and New Pine Valley East Station and Associated Facilities (NoR3)	<u>Effects of designation prior to construction</u> i. Some parts of the community may view public investment in major projects as a major positive outcome for the local community and private developer activity will be supported by that investment. ii. Some of those properties vacated may remain vacant for long periods of time and may become locations for anti-social behaviour. iii. There are likely to be high levels of stress, uncertainty, fear and frustration with communication and proposed designs by households and businesses in the community, leading to health effects. These effects are likely to be particularly stressful to people seeking to retire or those with illness or disability. iv. Property acquisition of homes may lead to a need to relocate away from an established places of residence or business locations, leading to a loss of long term social and business connections and changes to community character.
SH1 Improvements (NoR4) and New SH1 crossing at Dairy Stream (NoR5) and New connection between Milldale and Grand Drive (NoR6) and Upgrade to Pine Valley Road (NoR7)	<u>Effects of construction</u> v. Some parts of the community may feel more secure about positive future development opportunities in the surrounding community due to large-scale public investment. vi. Individual and businesses livelihoods may be improved through provision of more local employment and skills training, an increased customer base from construction workers and procurement opportunities for locally-sourced goods and services. vii. Increased traffic congestion and disruption is likely. Individuals' and businesses' regular movement routines may be changed for extended periods of time and there may be confusion about which routes to take and the length of time it may take to travel to destinations. viii. Reductions to access and parking for residential, commercial, industrial and community activities. ix. There are likely to be high levels of stress, uncertainty, fear and frustration with loss of personal property rights, livelihoods and



Notice of Requirement	Key Social Impact Issues
Upgrade to Dairy Flay Highway between Silverdale and Dairy Flat (NoR8)	personal disadvantage from loss of property values or income potential.
and	
Upgrade to Dairy Flat Highway between Dairy Flat and Albany (NoR9)	x. Business activity can be disrupted through loss of access, parking, exposure to passing traffic and the amenity effects associated with construction works such as noise, dust and vibration. This may result in a decline in profits and make some businesses unable to continue to operate.
and	xi. Increased risk to safety through access issues, poor lighting, changed travel routes and potential anti-social behaviour around worksites.
Upgrade to Wainui Road (NoR10)	xii. Health effects, including stress, associated with noise, vibration, and dust. Those effects are likely to be more severe for certain segments of the population like children and elderly.
and	xiii. Some community members may feel unsafe due to changes to sightlines, access and having construction workers present in the community who are not locals.
New connection between Dairy Flat Highway and Wilks Road (NoR11)	xiv. Social disconnection may arise, such as separation of neighbours, which is also likely to affect different segments of the population, for example those who have lived alongside neighbours for a long time or have close relationships with their neighbours to access support.
and	xv. Communities may function differently due to changing access to local goods and services and employment.
Upgrade and Extension to Bawden Road (NoR12)	xvi. There are likely to be negative effects on amenity, everyday enjoyment of spaces, character, and sense of place.
and	<u>Operational effects</u>
Upgrade to East Coast Road between Silverdale and Ō Mahurangi Penlink (Redvale) Interchange (NoR13)	xvii. Development opportunities are activated and investor confidence is boosted once construction is complete and the nature of the new infrastructure is apparent and visible. Urbanisation is supported by transport infrastructure.
	xviii. Improved access and connectivity across a range of travel modes, reliability of travel times, and safer travel opportunities to employment, businesses, education, and community facilities.
	xix. People will be able to choose active modes and live healthier lives. More vulnerable members of the community will have better access to cheaper travel modes.
	xx. Positive economic effects such as upskilling of the local workforce and improved economic efficiency of businesses reliant on transport networks.
	xxi. There may be inconvenient changes to people's daily movement patterns and access to properties and on-street and off-street carparking.
	xxii. Some properties may become uneconomic due to changes to property size.
	xxiii. The built structures may cause ongoing severance and be visually dominant within the landscape.
	xxiv. There could be ongoing adverse amenity effects caused by noise from increased road usage and the effects of lighting and loss of privacy on neighbouring properties.

3.2 The key issues that remain in contention after my review of the applicant's SIA and other supporting documents, including the responses to the s92 request are:

- There is an underlying assumption in the application that the positive social effects for the wider community will outweigh the negative social effects that will be experienced directly by properties adjacent and encompassed by the NoRs, despite the SIA highlighting that some of the effects on individual property owners and occupiers will be

‘Moderate’ to ‘High’. A key issue is mitigating the adverse effects for individual property owners to ensure that the wider community can experience the positive social impacts while minimising the negative effects for individual property owners and occupiers.

- There is also an underling assumption that property owners and occupants are expected to be fairly compensated for loss of property and impacts on the operation of businesses through the Public Works Act (“PWA”). That process is expected by the proponent to be clearly explained in communication with affected property owners and occupiers, and compensation is expected to adequately address the losses to property values and business revenue. I acknowledge that there are established and well tested mechanisms in the PWA to provide compensation for a range of types of loss as a result of public works. However, I understand that the process involved in pursuing such compensation can be time consuming, costly, and potentially intimidating for some affected property or business owners to pursue. That means that involvement in the PWA process can in itself be a negative social effect that can lead to increased levels of stress and anxiety and feelings of dissatisfaction with the outcomes of the system.
- The SIA uses a rating system to classify the social impacts for each element, which is a common approach used in SIAs. Because the weightings are generalised, they do not show the spectrum of social effects that can be experienced differently by individuals at different stages of the project. People respond differently to impacts based on their own experiences and perceptions and appetite for risk/making trade-offs, and for this reason a continuum of impacts can be experienced by individuals where one person may experience significant impacts and another may be much less affected by the same issue. Applying a generalised weighting can in many cases mask the range of effects experienced.

#### **4.0 Applicant’s assessment**

- 4.1 I generally agree that the applicant’s SIA has appropriately identified the affected surrounding land uses and community facilities, residential properties and businesses that are likely to be affected at the three different stages of the proposed development: prior to construction, during construction, and in operational terms. The defined social areas of influence are also appropriate.
- 4.2 The SIA has covered the spectrum of impacts that can be expected to occur and has weighted those using a weighting scale which is a commonly used methodology. In some instances I disagree with the weightings that have been applied and provide my rationale for those opinions below. I have summarised those effects identified in the remaining parts of Section 4.0 using the seven key areas that I typically use to define social impacts: urban form, access and connectivity, livelihoods, health and safety, social cohesion, social equity, and environment.
- 4.3 The SIA identifies that all the Projects will directly affect approximately 773 unique properties (875 land parcels)<sup>1</sup> – noting there are duplicates because of parcels being involved in more than one designation. 3% residential, 69% rural residential, 4% vacant, 7% business/commercial and 1% community facilities. (Figure 1).

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<sup>1</sup>Te Tupu Ngātahi Supporting Growth, August 2023. North Assessment of Social Impacts, Version 1.0. – Section 5.1. Appendix I: Table 4

**Figure 1: North Projects Assessment of Affected Properties<sup>2</sup>**

NoR	Description	AEE	SIA	
		Affected Properties	Only impacted by designation	Also impacted by other NoRs
1	New RTC	241	85	74
2	Milldale Station	8	0	2
3	Pine Valley East Station	15	0	6
4	SH1 Improvements	230	81	39
5	SH1 Dairy Stream Crossing	28	13	10
6	Connection Milldale and Grand Drive	23	13	7
7	Upgrade Pine Valley Road	49	33	7
8	Upgrade Dairy Flat Highway Silverdale and Dairy Flat	230	167	57
9	Upgrade Dairy Flat Highway Dairy Flat and Albany	89	84	2
10	Upgrade to Wainui Road	22	14	7
11	Connection Dairy Flat Highway and Wilks Road	33	12	21
12	Upgrade Bawden Road	84	68	26
13	Upgrade East Coast Road	86	71	13
<b>Total Properties</b>		<b>1138</b>	<b>641</b>	<b>271</b>

**Pre-construction/planning phase effects**

4.4 In my opinion the following effects identified by the SIA report regarding the pre-construction/planning phase are appropriate. Where I disagree with the weightings applied in terms of the effects, I have described the reasons for my difference of opinion. I have underlined those differences of opinions and what I believe are shortcomings of the assessment.

Positive impacts

*Urban form, livelihoods and health and safety*

- The footprint for the future transport infrastructure will be protected and this will signal to the community that future growth will be appropriately supported. Future developments can be planned around the likely transport provision. New community members will have no surprises about where transport is planned due to the certainty provided by the designations. This has been assessed as a low positive. It is expected that some of the residents' fears will be allayed.
- In my opinion there will be no surprises for new community members only if there is regular on-going communication about the proposed transport changes, otherwise once the designations happen, unless a property is directly affected by a designation, new property purchasers may be unaware of potential plans without doing significant research and this could impact on people purchasing properties adjacent to the designations.

*Community cohesion*

- Existing communities are likely to be impacted, however given that the area is likely to transition to an urbanised environment, there are likely to be moderate positive social impacts for designing future communities (including community facilities) around the proposed transport infrastructure.

Negative impacts

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<sup>2</sup> I note that there are different estimates in the AEE and SIA and an explanation for the discrepancies should be provided at the hearing.

### *Livelihoods*

- There will be restrictions on individuals' and businesses' future plans for how they live, work or play on their property prior to acquisition, including building new, or extending existing structures. There may also be concern about future financial security. The extended designation period of up to 30 years has been assessed as likely to cause moderate negative effects and low to moderate effects after mitigation. The rating system does not adequately reflect that people will respond differently to the designations based on their own experiences and perceptions, and for this reason a continuum of effects can be experienced by individuals where one person may experience significant adverse effects and another may be much less affected by the same issue. Applying a generalised weighting can in many cases mask the range of effects experienced. It is important that those people experiencing significant stress do not slip through the cracks due to the relatively small numbers that may be feeling that way. Ongoing communication is the best way to provide those people with access to support.
- It should be noted that there will be high levels of concern amongst some community organisations, such as the Dairy Flat Tennis Club and Community Hall, and social enterprises, such as the Matea Trust residential service, about what this will mean for their long term operations, this has been covered in relation to construction and ongoing impacts but not specifically mentioned in relation to the planning and pre-construction period. There are also a number of businesses that have raised matters in submissions that are concerned about the effects on their properties and would welcome more consultation that have not been individually identified in the SIA.

### *Health and Safety*

- There will be considerable uncertainty associated with the details of timing, design, and mitigation which is likely to cause stress, anxiety, and a sense of loss amongst directly impacted property owners, their families, and the surrounding community. The SIA recognises that the uncertainty will be different for each individual, but the overall effects are assessed as high prior to mitigation and then moderate afterwards.
- Due to the restrictions on being able to plan for the future, having autonomy over decision making on properties and limitations to development on properties, the immediate community (those directly impacted by the designation or those who are adjacent to it) are expected to have at least moderate impacts. As mentioned in the previous point, these impacts may be extreme for some and minor for others.
- Individuals' and the community's aspirations for change within the community may be challenged by the protection of future transport infrastructure, for example any parties that are resistant to urbanisation may be uncomfortable with the plans. Some people may have purchased their properties with the intent to stay there 'forever'. The designations may heighten fears that people may not be able to live in the manner that they had planned. The effects have been assessed as potentially moderate impacts on communities that are live zoned and lower impacts for those that are not yet live zoned. As mentioned in the previous point, it can be expected that there will be a spectrum of impacts for different people.

### *Social Cohesion*

- The area is anticipated to have significant change as it urbanises, though it is likely that some limited property acquisition initiated by property owners may occur during the

planning period. It is expected that locations where the impacts of people leaving are more acutely felt will be where there are clusters of properties sold impacting those remaining. There are also formalised gated communities (such as Grace Hill, and Goodland Country Estate), and families living adjacent to one another, who will be affected. It is expected that there may be an initial sudden departure of some people once the designation is applied, and then movement is likely to be staggered over a long period of time. Overall, the impact on the community is assessed as low.

- Mitigation strategies are provided to manage the properties that are acquired early so that they do not fall into disrepair or become used by people for anti-social behaviour, though this has not been covered explicitly in the pre-construction/planning phase, and only in relation to construction. I agree it will be important to ensure that buildings are removed or monitored to ensure that undesirable activities do not occur within the wider community and acknowledge that early acquisition could occur prior to construction.

#### Proposed mitigation solutions for planning phase social impacts

The following key mitigation solutions are proposed by the SIA:

- Continued and updated communication with easily understandable and accessible information to directly impacted landowners and the wider community through the Project Information condition.
- Providing the ability to discuss and negotiate property development plans (including possible mechanisms to provide more flexibility for landowners regarding alterations and development on property pre-acquisition under s76 of the RMA), and a first point of contact.
- Contact details to be sent to directly affected landowners once the designation is confirmed whilst the website is being set up in the first 12 months.
- Landowners should be advised of the address of the website.
- A section should be provided on the website for directly impacted landowners to direct them to appropriate information sources for the PWA process and information and a Frequently Asked Questions section.
- Long settlement periods should be provided to enable landowners to find properties within the same locality or engage with the PWA process.
- Advance notice of acquisition of properties (largest lead times possible) to find alternate properties to be provided as part of the PWA.
- Remedies under the PWA.
- AT and Waka Kotahi to take responsibility to maintain upkeep and security of acquired properties.

#### Construction effects

- 4.5 The following effects identified by the SIA report regarding the construction phase are appropriate. Where I disagree with the weightings applied in terms of the effects, I have described the reasons for my difference of opinion. I have underlined those differences of opinions or what I believe are shortcomings of the assessment.

#### Positive impacts

### *Livelihoods*

- There may be more local employment and training opportunities, and this will mean shorter commutes for those who are able to work locally.
- Some local businesses may benefit from increased patronage from construction workers – i.e. cafes and food businesses.

### *Environment*

- There will be opportunities for education around environmental protection for school groups.

### Negative impacts

#### *Access and connectivity*

- There is likely to be disruption caused by traffic congestion, increased travel times, business disruption and impacts on community stability and cohesion due to the likelihood of multiple transport projects occurring in a community that is also experiencing high levels of development. This is likely to be happening for up to 6 years indicatively for each project. There will be associated changes for residents' daily living routines. This has been assessed as moderate to high before mitigation, and then moderate after mitigation.
- There are likely to be temporary changes to access points for residences, community facilities, schools, and businesses. For businesses, community facilities and schools the effects are assessed as moderate to high prior to mitigation and then low to moderate after mitigation. For residential properties, it is assessed that the effects will be moderate prior to mitigation, and then low after mitigation solutions.
- Four key community facilities have been identified as having negative effects on access:
  - Matea Trust residential facility is expected to have some impacts to the front part of their property, though the enterprise should be able to remain at that location.
  - The South Star Equestrian Facility, which is a private business but is used by the surrounding community for recreational opportunities will be affected, and if not relocated will be a loss to the community.
  - The Dairy Flat Tennis Club is likely to need to be relocated and will be affected by changes to three courts and the clubhouse.
  - The adjacent Community Hall is also likely to be affected by the loss of carparking.

### *Livelihoods*

- Businesses are likely to be affected by removal of parking and changes to access, which may disrupt how businesses operate and customers access them. This is likely to impact profitability and viability of some businesses. Dairy Flat Village has been identified as one concentration of businesses that may be affected by these changes. The effects have been assessed as likely to cause moderate to high social impacts without mitigation.
- In addition, there are likely to be high levels of business disruption caused by multiple transport projects within an environment that is also undergoing a high rate of change due to ongoing development.

- There are a number of individual businesses that were not mentioned in the SIA that have made submissions regarding the likely effects on their businesses, as discussed in Section 5.0.
- Construction noise and changes to access may cause disruption to some schools and childcare centres, and without mitigation through the CNVMP, the effects are assessed as likely to be moderate.

#### *Health and safety*

- It is identified that prolonged disruption from construction has the potential to be stressful and provoke anxiety for locals. Construction is likely to be especially disruptive to those who are particularly sensitive to noise or with requirements for sleeping during the day, such as children or shift-workers. The effects have been assessed as moderate to low. Again, it is important to note that there will be a spectrum of impacts for different people.
- There are likely to be safety concerns associated with the acquisition of properties that could remain vacant for prolonged periods and the chance that they could potentially attract crime to the area. Without mitigation this effect has been assessed as moderate.
- There is potential for increased risks to safety from changes to property access routes, including through changed sightlines, and having to travel through unfamiliar routes, or due to poor lighting. Community members may also feel less safe with more construction workers present in the surrounding environment. Those aspects have not been considered in the SIA.

#### *Social cohesion*

- Over the construction period there is likely to be a change in the community character. Negative impacts may arise if properties are acquired and remain empty and unmaintained or there are clusters of empty buildings. This has been assessed as having low impacts on community character.
- There are likely to be periods of instability as the community changes due to the transport projects occurring within the overall changes to future urbanisation. The projects are expected to have a high impact on cohesion and stability prior to mitigation, and moderate impacts afterwards.

#### *Environment*

- Landscape changes, noise and dust have the potential to negatively impact the quality and amenity of the living environment. In the future there may be higher density housing closer to proposed construction works. Due to the prolonged period and widespread disruption, there may be moderate impacts on the quality of the amenity of the environment without mitigation. After mitigation the effects are assessed as low. Again, it is important to note that there will be a spectrum of impacts for different people.

#### Proposed mitigation solutions

The following key mitigation solutions are proposed by the SIA for the construction period:

- At the time of the detailed design and before starting construction, a review of the receiving environment is undertaken, and any new impacted stakeholders and sensitive receivers are identified and consulted with as part of the SCEMP. This is because the surrounding environment will be dynamic and there may be many changes and new land

use activities established before the transport projects commence. It will also be essential to consult with businesses and private property owners at the detailed design phase to understand any potential business disruption and property access issues. Meetings should occur regularly before construction begins.

- In preparing the CTMP, the project will need to work with childcare centres and schools to understand their requirements and to schedule disruptive work for off-peak periods. Consultation with key stakeholders, businesses, and community services located along the corridors, and directly off the corridors, should be undertaken to minimise disruption to activities and discuss access and parking considerations. It will be important to communicate road closures and diversion and negotiate the timing of those activities with the wider community.
- Community information sessions are co-ordinated across all projects to avoid participation fatigue. Stakeholder working groups and community information sessions are suggested as suitable forums.
- Opportunities for community initiatives are suggested to be encouraged to ensure thriving communities, including activation activities/events and temporary hubs such as coffee carts and food trucks to provide good access for construction workers' needs.
- The CNVMP should be used to manage the effects of noise and vibration on schools, businesses, and residential properties.
- A website page for all construction activities should be established where people can receive updates and log/call regarding concerns.
- To address potential cumulative effects of multiple construction projects occurring simultaneously within the community it is recommended that AT and/or Waka Kotahi consider setting up a construction group that collectively co-ordinates construction activity in the area. Coordination with key stakeholders, between Projects, active traffic management and regular communication are all considered to be key mitigations.
- PWA process can be used as part of property negotiations or in the detailed design and construction management process.

### **Operational effects**

4.6 The following effects identified by the SIA report regarding the operational phase are appropriate. Where I disagree with the weightings applied in terms of the effects, I have described the reasons for my difference of opinion. I have underlined those differences of opinions or what I believe are shortcomings of the assessment.

#### Positive impacts

##### *Urban form*

- Future growth is supported by the proposed infrastructure.

##### *Access and connectivity*

- Improved connectivity and greater transport choices enabled.
- There will be more connections across the motorway connecting the western and eastern areas, and north-south movements will also be improved.



- Reductions in travel time will provide opportunities for individuals to spend time doing other things like recreation.

#### *Livelihoods*

- Freight will be more efficiently moved throughout the area and to other markets.

#### *Health and safety*

- Safer and more efficient transport networks for public transport and active modes.
- A likely reduction in crashes and serious injuries and deaths.
- People will have opportunities to be more active and live healthier lifestyles.

#### *Social cohesion*

- Existing community severance issues will be addressed by providing walking and cycling connections.

#### *Social equity*

- Public transport and active mode options will better serve the more vulnerable members of the community including children, young people, elderly, and those with disabilities that prevent them from driving.
- It will also serve those who do not have access or limited access to vehicles experiencing higher levels of deprivation.

#### Negative impacts

##### *Access and connectivity*

- The way people move around the community may change. There may also be some losses to parking. The AEE mentions the following key changes:
  - NoR1 – a new access road will be required for three properties on Dairy Flat Highway to access Pine Valley Road.
  - NoR1 – one property on Pine Valley Road may need access via Dairy Flat Highway.
  - NoR1 – several properties on the southern end of Wilson Road will no longer be able to access Bawden Road once the rapid transit corridor is operational, and a new road will be required,
  - NoR1 – one property has been identified to have constrained access due to the bridging of the stream crossing for the rapid transit corridor.
  - NoR4 – eastbound travel from Aeropark Drive will be changed. A new east-west connection will enable people turning left out of Aeropark Drive to turnaround and travel east to the interchange or East Coast Road. However, if the Postman Road roundabout is not built, alternative means will need to be provided.
  - NoR6 – an intersection at Upper Ōrewa and Wainui Roads is likely to be required to access the future school.
  - NoR7 – turning movements to and from three properties will be impacted by the proposed roundabout at Young Access. Proposed rerouting on the wider road network and turning at Argent Lane is expected to maintain access.

- NoR8 – one property on Pine Valley Road will need to obtain access via Dairy Flat Highway. It is expected that a new access road can be provided within the designation.
- NoR8 – one property has been identified as having access issues due to the bridging to facilitate a stream crossing of the rapid transit corridor. Additional space has been provided within the designation to ensure access to Dairy Flat Highway can be maintained.
- NoR9 – Driveways may need to be relocated and consolidated to provide safe access to six properties with access issues.
- NoR9 – Right turn movements will be restricted to and from some properties along Dairy Flat Highway. Roundabouts will need to be utilised to facilitate movements.
- NoR10 – an intersection at Upper Ōrewa and Wainui Road is expected to provide access to the future school.

#### *Livelihoods*

- Some properties that are reliant on generating an income may be unable to continue to do so if property sizes are reduced and this may affect the feasibility of using those properties to create an income. This is expected to affect a small number of landowners and occupants but would have a high negative impact for those affected.

#### *Social cohesion*

- Some existing communities may be permanently severed. This is assessed as having moderate effects prior to mitigation and low impacts after mitigation. It is also likely that some of the transport structures will become visually dominant and will provide visual obstruction and shading but this has not been covered in the SIA.

#### *Environment*

- The way that people use their properties may be affected over the long term, especially if parts of their properties are acquired, for example keeping horses and rearing animals may no longer be possible if properties are reduced in size.
- There is some potential for reduction in amenity where roads and active modes come close to existing properties. There are also likely to be changes to the amenity of some properties due to increased ongoing noise and changes to lighting in the surrounding area that have not been identified by the SIA.

#### Mitigation Solutions

The following key mitigation solutions are proposed by the SIA for operational effects:

- Detailed design is the main mitigation measure proposed for most effects relating to connectivity, noise, and visual impacts.
- Provision is recommended to be made for safe pedestrian crossings/traffic crossings and at community services using the Urban Design Framework.
- Noise and visual mitigation solutions are expected to be required.
- Properties that are developed prior to operation of the corridors should be designed in a way that responds to the proposed infrastructure, so they are not subject to future noise and visual impacts.

4.7 Many of the social effects that are identified in the AEE, the SIA and the ATE have been raised by submitters, and Section 5.0 considers submissions within the context of those assessments.

## 5.0 Submissions

5.1 I have reviewed the submissions lodged in relation to the NoRs and summarise in Table 3 the issues raised relating to social impacts. The remainder of this section is structured to address to the likely social effects that will arise at each of the three stages associated with the designation periods.

**Table 3: Social Impact Issues raised in Submissions**

Social Impact Issues	Number of Submissions												
	NoR Number												
	1	2	3	4	5	6	7	8	9	10	11	12	13
<i>Social effects of designation prior to construction</i>													
Extended length of NoR designation	51	1	8	12	14	6	3	28	6	3	5	24	11
NoR effects on property sale/value/development	47	2	3	10	8	4	3	25	5	3	5	30	3
Consultation limitations	23	4	6	7	2	2	1	4	3	2	4	1	4
<i>Social effects of construction</i>													
NoR effects on physical operation of businesses	1	-	-	2	-	1	-	2	-	2	1	-	1
Residential amenity	3	2	-	3	-	-	-	1	-	-	3	-	-
Health and safety	1	2	1	1	2	1	1	1	1	1	1	1	1
Parks, community facilities, open space, and education	1	1	1	1	1	1	1	4	1	1	1	1	1
<i>Social effects of operation</i>													
NoR effects on physical operation of businesses	4	1	5	5	1	2	1	4	1	2	2	4	6
Residential amenity	5	6	-	6	1	-	2	1	2	-	3	3	2
Health and safety	4	3	1	3	1	1	3	3	2	1	5	2	3
Parks, community facilities, open space and education	1	1	1	1	1	2	1	3	1	2	1	2	1
Urban design	16	1	2	2	-	-	-	1	-	-	1	-	1
Social cohesion and social equity	14	-	3	4	-	-	-	-	1	-	-	1	3
NoR conditions	6	3	4	8	3	5	4	9	3	5	6	3	8

### **Social Effects of designation prior to construction**

#### **Extended length of NoR designation**

5.2 Submitters have outlined that planning for the future (both for residential and business activity) is much more difficult due to the long timeframes proposed. For many, the lapse period of between 20 to 30 years is considered excessive and provides uncertainty to landowners and occupiers which is likely to lead to long term stress.<sup>3</sup> There is ongoing worry about lost income

<sup>3</sup>NoR1: Mr. Perry (#04), Mr. and Ms. Mitchell (#06), Mr. Hoo (#08), Mr. Cho (#11), Ms. Ryu (#13), Mr. Lyndon (#18), Mr. Sutton (#19), Ms. Choi (#20), Mr. Cross (#24), Ms. Cross (#26), Mr. Cross (#27), Mr. Stanbridge (#28), Ms. Stanbridge (#29), Mr. Cheer (#30), Mr. and Mrs. King (#31), Mr. de Jong (#32), Mr. Smitheram (#33), M. Seo and M. Noh (#37); HY North Limited (#39), Burnell Family Trust (#41), Fulton Hogan Land Development Ltd (#43), M. Yang (#45), Mr. Le Gros (#46), Mr. and Mrs. Bourhill (#55), Mr. Hawken (#58), Mr. Jiang (#59), Mr. Stones (#61), A W Holdings 2021 Limited Partnership (#66), Mr Stevens (#67), Mr. Walker (#69), Dairy Flat Landowners Group

potential that would potentially have been gained through property value increases, uncertainty about access to properties and changes to amenity. Many submitters would like access to more information so that they can better understand the likely effects, and timing of those effects.<sup>4</sup>

5.3 There are mental and physical health issues that are likely to arise from the stress that is associated with these uncertainties and the lack of autonomy over properties.<sup>5</sup> These effects are particularly significant for older people who may be required to make large changes to their way of life at a time when they were expecting to be settled and able to enjoy their property rights without interruption.<sup>6</sup> The 30-year period may take up a large part of the period which

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(#70), Ms. Venn (#71), Mr. and Mrs. Gibson (#74), Mrs Nielsen (#75), Mr. Nielsen (#76), Mr. Geare (#77), Ms. Geare (#78), Mr. Chalmers (#81), Ms. Paterson (#82), Mr. and Mrs. McNee, Mr. and Mrs. Plank, and Ms. Forlong (#85), M. Yang (#86), Mrs. Campbell (#87), Mr. Lockie (#89), M. Jiang (#91), Ms. De Jong (#92), Mr. Johns (#94), Mr. Marshall and Ms. Hill (#95), Ms. Walker (#96);

**NoR3:** Mr. Halkyard (#03), M. Seo (#05), M. Noh (#06), M. Seo (#08), Mr. and Mrs. Plank (#09), Mr. Hawken (#11), Fletcher Development Ltd (#13);

**NoR4:** Mr. and Mrs. Taylor (#06), Fulton Hogan Land Development Ltd (#15), Mammoth Ventures Ltd (#17), Papanui Station House Limited (#23), Mr. and Mrs. Brown (#24), WH Properties Limited (#28), BP Oil New Zealand Ltd (#29), Mr. Hawken (#30), Fletcher Development Ltd (#41);

**NoR5:** Mr. and Mrs. Hilditch (#01), Ms. McCulloch (#02), Mr. McCulloch (#03), Mr. Heaton (#04), Mr. Heaton (#05), Mrs. Hart (#06), Mr. Hart (#07), Ms. Heaton (#08), Mr. Heaton (#09), Ms. Heaton (#10), Mr. Heaton (#11), Mr. McCulloch (#12), Ms. Stubbing (#16);

**NoR6:** Northridge2018 Limited (#04), AV Jennings Ltd (#06);

**NoR7:** Fulton Hogan Land Development Ltd (#09), Ms. Wales (#10);

**NoR8:** HY North Limited (#11), Mr. Cross (#12), Mr. Stanbridge (#13), Ms. Stanbridge (#14), Mr. Cheer (#15), Mr. de Jong (#18), Mr. Smitheram (#19), Fulton Hogan Land Development Ltd (#21), Mammoth Ventures Ltd (#23), Waste Management NZ Limited (#27), DP Boccock No. 2 Trustee Limited (#32), A W Holdings 2021 Limited Partnership (#35), Mrs. Nielsen (#38), Mr. Nielsen (#39), Mr. Geare (#40), Ms. Geare (#41), Mr. Chalmers (#44), Ms. Paterson (#45), Mr. and Mrs. Mill (#48), Mr. and Mrs. McNee, Mr. and Mrs. Plank, and Ms. Forlong (#49), Mrs. Campbell (#51), Fletcher Development Ltd (#52), M. Jiang (#56), Ms. De Jong (#57), Ms. Turley (#58), Mr. Johns (#59), Mr. Marshall and Ms. Hill (#60);

**NoR9:** Mr. Wall (#02), Ms. Stones (#06), Mr. Bartlett (#23);

**NoR10:** Northridge2018 Limited (#02), Fulton Hogan Land Development Limited (#09);

**NoR11:** Mr. Sutton (#05), Mr Lyndon (#06), McLeod Investments Trust (#10);

**NoR12:** Ms. Ozolins (#02), M. Du (#03), TopNo2Trust (#08), Ms. Scott (#09), Mr. Cross (#13), Mr. Stanbridge (#14), Ms. Stanbridge (#15), Mr. de Jong (#18), Mr. Smitheram (#19), Mrs. Nielsen (#24), Mr. Nielsen (#25), Mr. Geare (#26), Ms. Geare (#27), Mr. Chalmers (#30), Ms. Paterson (#31), Mr. and Mrs. Mill (#33), M. Yang (#34), Mrs. Campbell (#35), M. Jiang (#39), Ms. De Jong (#40), Mr. Johns (#42), Mr. Marshall and Ms. Hill (#43);

**NoR13:** Caldera Trust (#03), North Homes Limited (#05), Mr. Pierce (#07), Mr. McColl (#13), Mr. Clark and M. Jeffs (#15), The Hibiscus Trust and Auckland Memorial Park and Cemetery Limited (#22), M. Zhao (#25), Fulton Hogan Land Development Limited (#28), Mr. and Mrs. Charlton (#31), Fletcher Development Ltd (#34).

<sup>4</sup>**NoR4:** BP Oil New Zealand Ltd (#29)

**NoR6:** Mr McCallion (#07)

<sup>5</sup> **NoR1:** M. Seo and M. Noh (#37);

**NoR3:** M. Seo (#05), M. Noh (#06), M. Seo (#08)

<sup>6</sup> **NoR1:** Ms. O'Hara (#38), Burnell Family Trust (#41), Mr. Gordon (#49), Ms. Venn (#71), ACGR Old Pine Limited (#53);

**NoR2:** ACGR Old Pine Limited (#11);

**NoR3:** ACGR Old Pine Limited (#10);

**NoR4:** Ms. De Witte (#04), Mr. and Mrs. Taylor (#06), Mr. Redman (#19), Papanui Station House Limited (#23), ACGR Old Pine Limited (#27);

**NoR5:** ACGR Old Pine Limited (#15);

**NoR6:** Vineway Ltd (#01), ACGR Old Pine Limited (#05), Visavis Ltd (#08);

**NoR7:** ACGR Old Pine Limited (#12);

**NoR8:** Mr. Stanbridge (#13), Ms. Stanbridge (#14), Mr. Smitheram (#19), ACGR Old Pine Limited (#31), Mrs. Nielsen (#38), Mr. Nielsen (#39), Mr. Chalmers (#44), Mr. and Mrs. Mill (#48);

**NoR9:** M. Wu (#04), Mr. Phillips and Ms. McDowall (#07), ACGR Old Pine Limited (#18);

**NoR10:** Mr. Hosking (#11);

**NoR11:** Mr. Fry (#12), ACGR Old Pine Limited (#15);

**NoR12:** M. Du (#03), Mr. and Mrs. Carrigan (#04), TopNo2Trust (#08), Mr. Stanbridge (#14), Ms. Stanbridge (#15), Mr. Smitheram (#19), ACGR Old Pine Limited (#22), Mrs. Nielsen (#24), Mr. Nielsen (#25), Mr. Chalmers (#30), Ms. Paterson (#31), Mr. and Mrs. Mill (#33);

**NoR13:** Ms. Winters (#09)

middle-aged and older people expected to remain at their properties, essentially representing for them permanent uncertainty.

- 5.4 These are all valid concerns that were raised in the applicant's SIA and have been identified as likely to cause a range of responses from individuals, businesses, and social facilities. Good communication and compensation from the PWA have been identified as the key mechanisms for addressing these concerns.

#### **NoR effects on property sale/value/development**

- 5.5 Business landowners will be unable to develop their properties over the long designation periods to fit the purpose of their businesses.<sup>7</sup> The ability to sell their property and move to another more suitable location will for many submitters be uncertain and may potentially lead to stress associated with that uncertainty. Also, the potential for added value through redevelopment will be removed by the designations. Together this may lead to planning blight until the community starts to urbanise and develop.
- 5.6 Residential property owners have also questioned how easy it will be to sell their properties in timeframes that suit their needs and raise the issue of planning blight.<sup>8</sup> There are also questions about the mechanisms for compensation and who would be responsible for the costs of

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<sup>7</sup>**NoR1:** Pet Parks Limited (#25), HY North Limited (#39), Fulton Hogan Land Development Ltd (#43), ACGR Old Pine Limited (#53), A W Holdings 2021 Limited Partnership (#66);

**NoR2:** Pet Parks Limited (#15), ACGR Old Pine Limited (#11);

**NoR3:** ACGR Old Pine Limited (#10);

**NoR4:** Ms. De Witte (#04), Mr. and Mrs. Taylor (#06), Fulton Hogan Land Development Ltd (#15), Mammoth Ventures Ltd (#17), Mr. and Mrs Tucker and Tucker Orchid Nursery Ltd (#22), Papanui Station House Limited (#23), ACGR Old Pine Limited (#27), Mr. White (#34), Pet Parks Limited (#45);

**NoR5:** Mr. and Mrs. Hilditch (#01), Pet Parks Limited (#21), ACGR Old Pine Limited (#15);

**NoR6:** Northridge2018 Limited (#04), ACGR Old Pine Limited (#05);

**NoR7:** ACGR Old Pine Limited (#12), Fulton Hogan Land Development Ltd (#09);

**NoR8:** Mammoth Ventures Ltd (#23), ACGR Old Pine Limited (#31), NoR8: DP Bocock No. 2 Trustee Limited (#32), A W Holdings 2021 Limited Partnership (#35);

**NoR9:** ACGR Old Pine Limited (#18);

**NoR10:** Northridge2018 Limited (#02), Fulton Hogan Land Development Limited (#09);

**NoR11:** ACGR Old Pine Limited (#15);

**NoR12:** ACGR Old Pine Limited (#22);

**NoR13:** The Hibiscus Trust and Auckland Memorial Park and Cemetery Limited (#22), Fulton Hogan Land Development Limited (#28), Mr. White (#29)

<sup>8</sup>**NoR1:** M. Howitt (#02), Mr. Perry (#04), Mr. and Ms. Mitchell (#06), Mr. Lyndon (#18), Mr. Sutton (#19), Ms. Choi (#20), Mr. Cross (#24), Ms. Cross (#26), Mr. Cross (#27), Mr. Stanbridge (#28), Ms. Stanbridge (#29), Mr. Cheer (#30), Mr. and Mrs. King (#31), Mr. de Jong (#32), Mr. Smitheram (#33), Aquamarina Trust (#51), Mr. and Mrs. Bourhill (#55), Mr. Jiang (#59), Mr. Stones (#61), Mr. Stevens (#67), Mr. Walker (#69), Dairy Flat Landowners Group (#70), Mr. and Mrs. Gibson (#74), Mrs Nielsen (#75), Mr. Nielsen (#76), Mr. Geare (#77), Ms. Geare (#78), Mr. Chalmers (#81), Ms. Paterson (#82), M. Yang (#86), Mrs. Campbell (#87), Mr. Lockie (#89), M. Jiang (#91), Ms. de Jong (#92), Mr. Johns (#94), Mr. Marshall and Ms. Hill (#95), Ms. Walker (#96);

**NoR3:** Mr. Halkyard (#03), Mr. and Mrs. Plank (#09);

**NoR4:** Mr. White (#34);

**NoR5:** Ms. McCulloch (#02), Mr. McCulloch (#03), Mr. Heaton (#04), Mr. Heaton (#05), Mr. McCulloch (#12),

**NoR7:** Ms Wales (#10);

**NoR8:** Mr. Cross (#12), Mr. Stanbridge (#13), Ms. Stanbridge (#14), Mr. Cheer (#15), Mr. and Mrs. King (#17), Mr. de Jong (#18), Mr. Smitheram (#19), Mrs. Nielsen (#38), Mr. Nielsen (#39), Mr. Geare (#40), Ms. Geare (#41), Mr. De Keyser and M. Liefferinge (#42), Mr. Chalmers (#44), Ms. Paterson (#45), Mr. and Mrs. Mill (#48), Mrs. Campbell (#51), M. Jiang (#56), Ms. de Jong (#57), Ms. Turley (#58), Mr. Johns (#59), Mr. Marshall and Ms. Hill (#60);

**NoR9:** Mr. Werman and Ms. Moss (#01), Mr. Wall (#02), M. Wu (#04), Mr. Phillips and Ms. McDowall (#07);

**NoR11:** Mr. Morris (#04), McLeod Investments Trust (#10), Mr. Fry (#12);

**NoR12:** Ms. Ozolins (#02), M. Du (#03), Mr. and Mrs. Carrigan (#04), Vine Trustees (#06), TopNo2Trust (#08), Ms. Marais (#12), Mr. Cross (#13), Mr. Stanbridge (#14), Ms. Stanbridge (#15), Mr. and Mrs. King (#17), Mr. de Jong (#18), Mr. Smitheram (#19), Mr. Cooper and Mrs. Vanhest (#23), Mrs. Nielsen (#24), Mr. Nielsen (#25), Mr. Geare (#26), Ms. Geare (#27), Mr. De Keyser and M. Liefferinge (#28), Mr. Chalmers (#30), Ms. Paterson (#31), Mr. and Mrs. Mill (#33), Mrs. Campbell (#35), M. Jiang (#39), Ms. de Jong (#40);

**NoR13:** Mr. White (#29)

maintaining properties over the period of the designation.<sup>9</sup> Mr Smitheram (NoR1: (#33) provides an example of this concern stating that his neighbour's property will no longer be able to have a home built on it and the high value property "is likely to exhaust the annual budget for acquisition which we understand to be less than \$3,000,000". Once the property is acquired there will be ongoing maintenance obligations and costs to maintain the common infrastructure. This is especially a concern for those moving into retirement, the elderly, and infirm community members.<sup>10</sup> As mentioned in Section 3.0, there are mental and physical health issues that are likely to arise from the stress that is associated with these uncertainties and the lack of autonomy over properties.

- 5.7 These are valid concerns and the applicant's response is that the PWA can compensate property owners for the loss of their property. I have concerns about how easy this will be to access for lay people and that there may be additional costs for homeowners to access technical expertise from lawyers and valuers to ensure that this is a fair process that compensates people in timeframes that suit them rather than the financial timeframes for the project. If the PWA is unable to meet submitters' personal needs in their timeframes, there are likely to be significant levels of stress and dissatisfaction with the process and planning authorities.

## Consultation

- 5.8 Many submitters have been disappointed by the way that community consultation has been undertaken by the Requiring Authority.<sup>11</sup> Accusations of lying, recording meetings without

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<sup>9</sup> **NoR1:** Mr. Hoo (#08), Ms. Choi (#20), Mr. Cross (#27), Mr. Stanbridge (#28), Ms. Stanbridge (#29), Mr. Cheer (#30), Mr. and Mrs. King (#31), Mr. de Jong (#32), Mr. Smitheram (#33), Mr. Jiang (#59), CJK Melida Family Trust (#52), Mrs Nielsen (#75), Mr. Nielsen (#76), Mr. Geare (#77), Ms. Geare (#78), Mr. Chalmers (#81), Ms. Paterson (#82), M. Yang (#86), Mrs. Campbell (#87), M. Jiang (#91), Ms. De Jong (#92), Mr. Johns (#94), Mr. Marshall and Ms. Hill (#95);

**NoR8:** Mr. Cross (#12), Mr. Cheer (#15), Mr. and Mrs. King (#17), Mr. de Jong (#18), Mrs. Nielsen (#38), Mr. Nielsen (#39), Mr. Geare (#40), Ms. Geare (#41), Ms. Paterson (#45), Mrs. Campbell (#51), M. Jiang (#56), Ms. de Jong (#57), Ms. Turley (#58), Mr. Johns (#59), Mr. Marshall and Ms. Hill (#60);

**NoR11:** Mr. Sutton (#05);

**NoR12:** Ms. Scott (#09), Mr. Cross (#13), Mr. and Mrs. King (#17), Mr. de Jong (#18), Mrs. Nielsen (#24), Mr. Nielsen (#25), Mr. Geare (#26), Ms. Geare (#27), M. Yang (#34), Mrs. Campbell (#35), M. Jiang (#39), Ms. de Jong (#40), Mr. Johns (#42), Mr. Marshall and Ms. Hill (#43);

**NoR13:** Ms. Winters (#09)

<sup>10</sup> **NoR1:** Ms. O'Hara (#38), Burnell Family Trust (#41), Mr. Gordon (#49), ACGR Old Pine Limited (#53), Ms. Venn (#71);

**NoR2:** ACGR Old Pine Limited (#11);

**NoR3:** ACGR Old Pine Limited (#10);

**NoR4:** Ms. De Witte (#04), Mr. and Mrs. Taylor (#06), Mr. Redman (#19), Papanui Station House Limited (#23), ACGR Old Pine Limited (#27);

**NoR5:** ACGR Old Pine Limited (#15);

**NoR6:** Vineway Ltd (#01), ACGR Old Pine Limited (#05), Visavis Ltd (#08);

**NoR7:** ACGR Old Pine Limited (#12);

**NoR8:** Mr. Stanbridge (#13), Ms. Stanbridge (#14), Mr. Smitheram (#19), ACGR Old Pine Limited (#31); Mrs. Nielsen (#38), Mr. Nielsen (#39), Mr. Chalmers (#44), Mr. and Mrs. Mill (#48);

**NoR9:** M. Wu (#04), Mr. Phillips and Ms. McDowall (#07), ACGR Old Pine Limited (#18);

**NoR10:** Mr. Hosking (#11);

**NoR11:** Mr. Fry (#12), ACGR Old Pine Limited (#15);

**NoR12:** M. Du (#03), Mr. and Mrs. Carrigan (#04), TopNo2Trust (#08), Mr. Stanbridge (#14), Ms. Stanbridge (#15), Mr. Smitheram (#19), ACGR Old Pine Limited (#22), Mrs. Nielsen (#24), Mr. Nielsen (#25), Mr. Chalmers (#30), Ms. Paterson (#31), Mr. and Mrs. Mill (#33);

**NoR13:** Ms. Winters (#09)

<sup>11</sup> **NoR1:** Mr. and Ms. Mitchell (#06), Mr. Cho (#11), Ms. Ryu (#13), M. Park (#14), Mr. Lyndon (#18), Mr. Sutton (#19), Mr. Cross (#24), Pet Parks Limited (#25), Ms. Cross (#26), M. Seo and M. Noh (#37), Ms. O'Hara (#38), Ms. DeWinter (#47), Mr. and Mrs. Bourhill (#55), Mr. Hawken (#58), Mr. Stones (#61), M. Kim (#64), Mr Stevens (#67),

permission, a lack of information being shared widely, response timeframes being too short, complaints about the lack of detail provided, and lack of engagement with landowners to understand private land use projects to allow for integration with what is being progressed have been highlighted in submissions. Some submitters emphasise that due to the short four week response timeframe and bundling of 13 NoRs, they were unable to secure professional expertise to assess the effects on their site.<sup>12</sup> Many submitters have indicated that they would like more certainty about when and where the works will happen in the future. Some have specifically expressed Interest in being consulted in the future.<sup>13</sup>

- 5.9 This outcome is not unexpected and was identified in the applicant's SIA. Frustration is likely to be being generated by people being advised that their properties are likely to be affected but with no detailed designs being completed and only concept plans being drawn up, it is hard to visualise what changes may mean for individuals and businesses. This lack of concrete information is also likely to be leading to responses to questions that are inadequate for affected parties, meaning people believe that their ideas and alternative solutions are not being given adequate recognition or consideration. Well-done community engagement and consultation is essential to help allay some of the fears of community members and provide certainty about the effects of partial and full acquisition of properties and design considerations for the transport routes. I have proposed amendments to the Project Information and Stakeholder Community Engagement Management Plan conditions and propose a new Development Response Management Plan (DRMP) condition to address these concerns and ensure that communication is clear, timely and proactive.

### **Social effects of construction**

#### **NoR effects on physical operation of businesses**

- 5.10 A range of businesses are concerned that access to their sites for pedestrians, vehicles and cyclists will be disrupted for long times during construction.<sup>14</sup> There are concerns about whether some changes to access will be permanent or will only occur during construction periods.

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Mr. Walker (#69), Dairy Flat Landowners Group (#70), Mr. and Mrs. Gibson (#74), Mr. Lockie (#89), Ms. Walker (#96);

**NoR2:** Trustee of ZL Family Trust (#02), M. Zarifi (#05), Pet Parks Limited (#15);

**NoR3:** M. Seo (#05), M. Noh (#06), M. Seo (#08), Mr. Hawken (#11), Fletcher Development Ltd (#13),

**NoR4:** Mammoth Ventures Ltd (#17), Mr. Redman (#18), Papanui Station House Limited (#23), Mr. Hawken (#30), Fletcher Development Ltd (#41), Pet Parks Limited (#45);

**NoR5:** Pet Parks Limited (#21);

**NoR6:**Northridge2018 Limited (#04);

**NoR8:** Mammoth Ventures Ltd (#23), DP Boccock No. 2 Trustee Limited (#32), Fletcher Development Ltd (#52)

**NoR9:** M. Wu (#04), Ms. O'Flynn (#24);

**NoR10:**Northridge2018 Limited (#02);

**NoR11:** Mr. Wu (#01), Mr. Sutton (#05), McLeod Investments Trust (#10);

**NoR13:** Ms Walker-Kinnell (#23), Fletcher Development Ltd (#34)

<sup>12</sup>**NoR1:** M. Seo and M. Noh (#37);

**NoR3:** M. Seo (#05), M. Noh (#06), M. Seo (#08)

<sup>13</sup>Manuhiri Kaitiaki Charitable Trust **NoR1:** #23; **NoR2:** #06; **NoR3:** #04; **NoR4:** #07; **NoR6:** #02; **NoR7:** #06; **NoR8:** (#10), **NoR9:** #12; **NoR10:** #01; **NoR11:** #08; **NoR12:** #11; **NoR13:** #14

**NoR13:** Homes of Choice (#24)

<sup>14</sup>**NoR4:** BP Oil New Zealand Ltd (#29),

**NoR6:**Northridge2018 Limited (#04);

**NoR8:** Waste Management NZ Limited (#27), GR & CC McCullough Trustee Limited (#47);

**NoR10:**Northridge2018 Limited (#02);

**NoR11:** GR & CC McCullough Trustee Limited (#18);

**NoR13:** The Hibiscus Trust and Auckland Memorial Park and Cemetery Limited (#22)

Changes to transport movements and reduced traffic exposure can be expected to have a negative effect on businesses who are reliant on good access to operate.

- 5.11 There are also concerns about loss of parking spaces during construction and loss of visible signage.<sup>15</sup>
- 5.12 Submitters are concerned about the noise and vibration effects of construction, and this is of particular concern to the Data Centre which is proposed on the Surf Park site, the accommodation and wedding venue/restaurant at Northridge, and the amenity and quietness of the Memorial Park and Cemetery on East Coast Road.<sup>16</sup> There is concern that vibrations may cause the headstones and other amenity features at the Memorial Park to crack or fail, which is identified as likely to cause significant distress to any families that are affected.
- 5.13 As well as noise and vibration, Waste Management is concerned that dust generated by construction may be attributed to their operations, which they anticipate will lead to complaints from neighbouring landowners which may create issues with their existing resource consent.<sup>17</sup>
- 5.14 Dust is a significant concern for the orchid cultivation business that occurs in greenhouses owned by Tucker Orchid Nursery Ltd. <sup>18</sup>
- 5.15 Northridge is concerned that the golf course may not be able to be reinstated to a suitable state after their land is used for construction. <sup>19</sup>
- 5.16 Z Energy is concerned about the operational safety of the Truck Stop – including storage of fuel, delivery of fuel by tankers. and road frontages and directional signage.<sup>20</sup> Given the critical role that the truck stop plays in supplying diesel to the wider area, in their opinion maintenance and convenient safe access for the site is critical for the duration of the works.
- 5.17 Businesses that are impacted by any of these effects are expected to have a loss in revenue due to inconveniences arising during the construction period. This will have flow on impacts on their ability to employ workers, and potentially to the viability of the business - the Northridge golf course has specifically mentioned that the business is likely to fail. <sup>21</sup>
- 5.18 The requests from network utility and telecommunications operators to coordinate efforts to ensure that infrastructure maintenance and installation occurs at the same time as transport infrastructure construction is a practical way of reducing the inconvenience to transport network users by avoiding on-going construction effects if they do not occur in tandem. Engagement with the network utility providers should occur during the design phase to ensure that any necessary improvements can be incorporated within project time frames.
- 5.19 These are all valid concerns, and in most cases, have been identified in the application and in the SIA, though not for some of the specific businesses mentioned above.

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<sup>15</sup>**NoR11:** Z Energy Limited (#21);

**NoR13:** The Hibiscus Trust and Auckland Memorial Park and Cemetery Limited (#22)

<sup>16</sup>**NoR1:** A W Holdings 2021 Limited Partnership (#66);

**NoR10:**Northridge2018 Limited (#02);

**NoR13:** The Hibiscus Trust and Auckland Memorial Park and Cemetery Limited (#22)

<sup>17</sup>**NoR8:** Waste Management NZ Limited (#27),

<sup>18</sup>**NoR4:** Mr. and Mrs Tucker and Tucker Orchid Nursery Ltd (#22)

<sup>19</sup>**NoR6:**Northridge2018 Limited (#04);

**NoR10:**Northridge2018 Limited (#02)

<sup>20</sup>

<sup>21</sup>**NoR6:**Northridge2018 Limited (#04);

**NoR10:**Northridge2018 Limited (#02)



- 5.20 The key ways of mitigating the effects on individual businesses are to have conversations with them to understand how those businesses operate and what the key constraints are likely to be to ensure that designs can be developed that minimise the impacts on those properties. It is important that disruption is kept to the minimum amount of time necessary, and some businesses may need to be compensated and assisted to continue to operate during the construction period.
- 5.21 Regular and early communication with affected businesses can help provide information about the timing and extent of construction activities and allow businesses to plan for interruptions and have input into strategies to minimise effects. I have proposed a new DRMP condition to address some of these issues.

### Residential amenity

- 5.22 Some residential properties will be affected by changes to their access, with some suggesting that they will become landlocked.<sup>22</sup>
- 5.23 Other concerns relate to noise, dust, and vibration issues.<sup>23</sup> There are also concerns about the impacts of large construction vehicles on rural roads and loss of privacy in residential areas during construction.<sup>24</sup>
- 5.24 The SIA recognises that some of these effects are likely to arise during the construction period and recommends that communication through community information sessions are conducted to provide land owners and occupiers with information about what to expect. Mitigation measures can be developed as part of the CTMP, CNVMP and CEMP. Good communication channels will need to operate to understand how residential properties will be affected, and I have proposed some recommended changes to the SCEMP and CEMP, and a new DRMP condition to help provide more certainty for affected residential property owners.

### Health and Safety

- 5.25 One submitter has raised concerns about the impacts that dust created during construction may have on existing health issues.<sup>25</sup>
- 5.26 There are concerns about the potential for threats to children's safety to potential increases in traffic and safety issues that may arise around schools. The primary traffic safety concerns relate to when students are walking and cycling to school at peak pick-up and drop-off times.<sup>26</sup>
- 5.27 The applicant's SIA recognises that during the development of the CTMP childcare centres and schools will need to be involved with guiding the timings and sensitivities around them. The project team will need to understand the concerns regarding dust in relation to health matters

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<sup>22</sup>**NoR 1:** Mr. and Mrs. McNee, Mr. and Mrs. Plank, and Ms. Forlong (#85);

**NoR8:** Mr. and Mrs. McNee, Mr. and Mrs. Plank, and Ms. Forlong (#49);

**NoR11:** Mr. Sutton (#05); Mr Lyndon (#06)

<sup>23</sup>**NoR1:** Ōkura Park Estates Resident Association Ltd (#44);

**NoR4:** Mr. and Mrs. Brown (#24), Ōkura Park Estates Resident Association Ltd (#16);

**NoR11:** McLeod Investments Trust (#10)

<sup>24</sup>**NoR1:** M. Sharifi (#03);

**NoR2:** Mr. Liebenburg (#01), M. Zarifi (#05);

**NoR4:** Ms. Hoskin (#10)

<sup>25</sup>**NoR4:** Mr. and Mrs Tucker and Tucker Orchid Nursery Ltd (#22)

<sup>26</sup>Ministry of Education **NoR1** #83; **NoR2:** #12; **NoR3** #12; **NoR4:** #40, **NoR5:** #17; **NoR6:** #09; **NoR7:** #14; **NoR8:** #46; **NoR9:** #25; **NoR10:** #12; **NoR11:** #17; **NoR12:** #32; **NoR13:** #33;

**NoR2:** M. Zarifi (#05)

by consulting with specific community members and designing possible solutions, which may include temporarily relocating affected parties during the construction period. Another alternative is encouraging affected parties to make use of the PWA so that they are not affected by the Project's construction activities.

### **Parks, Community Facilities, Open Space and Education**

- 5.28 The Dairy Flat Tennis Club is expected to lose use of one of their tennis courts permanently and two other courts will be unable to be used for up to two years. This has been identified as a 'severe' impact by Auckland Council Parks and the Tennis Club has stated that it would "result in the collapse" of the club.<sup>27</sup> There are concerns that while the construction works are undertaken that the club may be unable to obtain community funding and grants for maintenance and upkeep of the club facilities if it is widely known that the facility will eventually be demolished.
- 5.29 The Dairy Flat Community Hall will also be likely to be impacted by the loss of parking opposite the hall and potential loss of parking directly outside the hall on 6 Postman Road.<sup>28</sup> The proximity of the road to the hall is likely to create safety issues for hall users and the position and situation of the hall will no longer "look aesthetically right".<sup>29</sup>
- 5.30 As mentioned in the Health and Safety section, the Ministry of Education is concerned about safety around schools. They also have concerns that the impacts of noise and other nuisance effects may negatively affect children's learning.<sup>30</sup>
- 5.31 Engagement with affected parties (the Tennis Club, Hall users, and Auckland Council) is essential to try to understand what options there are to resolve the problems associated with the loss of key community facilities. This may include finding a suitable alternative location and providing funding to replace the lost facilities.
- 5.32 I acknowledge that it is widely recognised that significant noise can affect students' ability to learn and concentrate and it will be important that noisy periods of construction occur outside of school hours and exam times and that has been recognised in the applicant's SIA. There are avenues for designing the CEMP after engaging with the Ministry of Education and schools to understand the specific requirements to ensure student's learning is not compromised.

### **Social effects of operation**

#### **NoR effects on physical operation of businesses**

- 5.33 There is concern from submitters about access to businesses once the NoRs are operational, including to allow for subdivision and agricultural/rural activities, properties becoming landlocked, proposed controlled access to the landfill, and the inability to turn across the road to travel in both directions.<sup>31</sup>

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<sup>27</sup> **NoR8:** Dairy Flat Tennis Club (#28), Auckland Council (#37)

<sup>28</sup> **NoR8:** Auckland Council (#37)

<sup>29</sup> **NoR8:** Mr. de Witte (#22)

<sup>30</sup> Ministry of Education **NoR1** #83; **NoR2:** #12; **NoR3** #12; **NoR4:** #40, **NoR5:** #17; **NoR6:** #09; **NoR7:** #14; **NoR8:** #46; **NoR9:** #25; **NoR10:** #12; **NoR11:** #17; **NoR12:** #32; **NoR13:** #33

<sup>31</sup> **NoR4:** Mr. and Mrs. Brown (#24), Snowplanet Limited (#32);

**NoR8:** Waste Management NZ Limited (#27), GR & CC McCullough Trustee Limited (#47);

**NoR11:** GR & CC McCullough Trustee Limited (#18);

**NoR13:** NZ Property Investments Ltd (#12);

- 5.34 A number of businesses are expected to lose carparking on an ongoing basis, including Northridge Lodge and club (25 spaces), Dairy Flat school (3 spaces), and Vantage Point commercial/retail centre (10 spaces).<sup>32</sup> There will be changes to the road berm which is used during pick-up and drop-off periods, and loss of that area will be difficult for Dairy Flat School.<sup>33</sup> In general some submitters seem unsure about whether car parking will be impacted only during the construction period or whether this will be a permanent loss.
- 5.35 Waste Management is concerned about the operational dust, vibration and noise effects that are likely to occur, and they are especially concerned to avoid complaints from neighbouring properties which may mistakenly attribute the increase in effects to be caused by activities at the landfill.<sup>34</sup>
- 5.36 Other physical changes to business operations are likely to negatively affect business operations and profitability, for example the golf course is likely to be reduced from a nine hole course to seven holes, and the formal garden associated with the restaurant and wedding venue, storage sheds and maintenance buildings are also likely to be impacted.<sup>35</sup> Other properties are likely to lose buildings associated with rural activities and in some cases the reduction in total land area will cause a property to become uneconomic for agricultural activities, such as grazing.<sup>36</sup>
- 5.37 Homes of Choice, a community housing provider that provides housing for people with disabilities is concerned about the potential loss of their business within the community. They seek opportunities for engagement to understand how they can plan for their long-term future operations.<sup>37</sup>
- 5.38 A range of other submitters are concerned about the long-term effects on businesses viability.<sup>38</sup>
- 5.39 Other submitters question why a transport option is being pursued that turns its back on the existing Hibiscus Coast bus station, which has had significant residential and commercial investment made surrounding it based on proximity to the rapid transit station. Submitters have called this a waste of financial resources.<sup>39</sup> I am also concerned about the effects of no longer using the Hibiscus Park and Ride as a public transit station, as significant commercial investment has been made by the residential and commercial sector based on its location.
- 5.40 While the SIA did not identify all the businesses specifically who have submitted on the Projects, it did state that there will be a high negative impact for affected parties arising from effects on the physical operation of businesses, although there will be a small number of people impacted.

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<sup>32</sup>**NoR1:** A W Holdings 2021 Limited Partnership (#66);

**NoR8:** A W Holdings 2021 Limited Partnership (#66);

**NoR13:** Caldera Trust (#03), North Homes Limited (#05), Mr. McColl (#13)

Ministry of Education **NoR1** #83; **NoR2:** #12; **NoR3** #12; **NoR4:** #40, **NoR5:** #17; **NoR6:** #09; **NoR7:** #14; **NoR8:** #46; **NoR9:** #25; **NoR10:** #12; **NoR11:** #17; **NoR12:** #32; **NoR13:** #33

<sup>33</sup>Ministry of Education **NoR1** #83; **NoR2:** #12; **NoR3** #12; **NoR4:** #40, **NoR5:** #17; **NoR6:** #09; **NoR7:** #14; **NoR8:** #46; **NoR9:** #25; **NoR10:** #12; **NoR11:** #17; **NoR12:** #32; **NoR13:** #33

<sup>34</sup>**NoR8:** Waste Management NZ Limited (#27)

<sup>35</sup>**NoR4:** Mr. Redman (#18), Mr. Redman (#19);

**NoR6:**Northridge2018 Limited (#04);

**NoR10:**Northridge2018 Limited (#02);

**NoR12:** Mr. Johnson (#29)

<sup>37</sup>**NoR13:** Homes of Choice (#24)

<sup>38</sup>**NoR12:** Vine Trustees (#06), Mr. Sloan (#05)

<sup>39</sup>**NoR1:** Mr. Cho (#11); M. Seo and M. Noh (#37);

**NoR3:** Mr. Seo (#01), M. Seo (#05), M. Noh (#06), M. Seo (#08)

The main techniques proposed for addressing on going effects were giving consideration to detailed design.

- 5.41 Communication with affected parties to understand any possible solutions, for example purchasing land for redesigning the golf-course, will need to occur to understand whether there are solutions that can be achieved to retain some of the businesses within the existing community. The PWA is also a mechanism for addressing financial losses which may provide some capital for the re-design of businesses.

### **Residential amenity**

- 5.42 Access to residential properties and the inability to turn onto roads and drive in both directions are key concerns.<sup>40</sup> Property owners are also worried that their properties may become landlocked.
- 5.43 There are concerns that streets may be used for parking overflow for the rapid transit stations, which will reduce residents' ability to use those parking spaces and create competition for on-street parking.<sup>41</sup>
- 5.44 There are concerns about privacy in residential areas due to increased pedestrian movements to access the rapid transit stations and high embankments beside properties.<sup>42</sup>
- 5.45 Residents anticipate that there will be more noise at all times of the day and potential for accumulation of noise from increased traffic passing by.<sup>43</sup>
- 5.46 Residents expect to experience a loss of amenity due to changes to rural and residential views due to the presence of transportation structures.<sup>44</sup>
- 5.47 The effects raised by submitters will contribute to a reduction in their ability to enjoy and utilise their properties for residential activity every day. The SIA suggests that detailed design is the best method for alleviating some of the residential amenity concerns. Other mechanisms may need to be used such as parking restrictions on streets surrounding the stations, the use of residential parking permits, or provision of connecting public transport services through the use of mini-vans or encouraging people to use active modes to get to the public transit stations.

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<sup>40</sup>**NoR4:** Papanui Station House Limited (#23), Mr. and Mrs. Brown (#24), Mr. Redman (#19);

**NoR7:** Starglow Ltd (#04), Mr. and Mrs. Cathpole (#05);

**NoR8:** Mr. De Keyser and M. Liefferinge (#42);

**NoR9:** Ms. Ellwood (#21), Mr. Bartlett (#23);

**NoR11:** Mr. Sutton (#05), Mr Lyndon (#06), McLeod Investments Trust (#10);

**NoR12:** Mr. De Keyser and M. Liefferinge (#28);

**NoR12:** Ms. Marais (#12)

**NoR13:** Mr. Clark and M. Jeffs (#15)

<sup>41</sup>**NoR1:** M. Sharifi (#03), Mr. Mathewson (#04);

**NoR2:** M. Sharifi (#03), M. Zarifi (#05)

<sup>42</sup>**NoR1:** M. Sharifi (#03);

**NoR2:** Mr. Liebenburg (#01), M. Sharifi (#03); Mr. Mathewson (#04), M. Zarifi (#05);

**NoR12:** Mr. Sloan (#05)

<sup>43</sup>**NoR2:** Mr. Liebenburg (#01), Trustee of ZL Family Trust (#02), Mr. Mathewson (#04);

**NoR4:** Mr. and Mrs. Brown (#24);

**NoR13:** Mr. Chou (#11)

<sup>44</sup>**NoR1:** Pet Parks Limited (#25), Ōkura Park Estates Residents Association Ltd (#44), M. Kim (#64);

**NoR2:** Mr. Mathewson (#04), Pet Parks Limited (#15);

**NoR4:** Ōkura Park Estates Residents Association Ltd (#16), Mr. Redman (#18), Pet Parks Limited (#45);

**NoR5:** Pet Parks Limited (#21)

5.48 It is to be expected that there will be noise and visual impacts that will result from the changed environment from rural to urban, as well as the introduction of large transport structures. Urban and landscape design expertise should be involved in the development of the ULDMP.

### Health and Safety

5.49 Residents are concerned about noise and pollution caused by dust and fumes that will lead to a less 'tranquil environment' and may affect health and wellbeing.<sup>45</sup>

5.50 There are many concerns about safety issues that may be created during the operational phase, including:

- Congestion around the new rapid transit stations.<sup>46</sup>
- Conflict with the Obstacle Limitation Surface associated with the North Shore Airport, especially with works proposed on East Coast Road.<sup>47</sup>
- Light pollution on roads near the flight path for aircraft landing and take-off may distract pilots.<sup>48</sup>
- The proposed data centre at the Surf Park requires a 91m setback from noise and vibration associated with vehicle movements, pollutants, vehicle accidents, fires and explosions associated with dangerous goods and electromagnetic interference to mitigate potential safety risks.<sup>49</sup>
- There are concerns about the operational safety at Truck Stop, including fuel storage, delivery of fuel by tankers, changes to road frontages and directional signage.<sup>50</sup>
- Road user safety for the six properties leading directly onto a proposed roundabout, increased gradients and difficult driveway access on East Coast Road, and driveway accesses and safety on Lonely Track Road.<sup>51</sup>
- Waste Management is concerned about cyclist and pedestrian safety around Landfill Access Road, particularly the potential for conflicts with heavy vehicles.<sup>52</sup>
- The Ministry of Education would like to see the speed limits outside Dairy Flat School reduced to 50 km/hr and a pedestrian crossing included in plans to provide for safe access across the road to bus stops.<sup>53</sup> In addition safety measures need to consider bus queuing on both sides of the road.
- A fourth leg off the roundabout proposed adjacent to the proposed stormwater pond is proposed to improve safety for users accessing Dairy Flat School. It is suggested that

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<sup>45</sup>**NoR2:** Trustee of ZL Family Trust (#02);

**NoR4:** Mr. and Mrs. Brown (#24);

**NoR12:** Vine Trustees (#06)

<sup>46</sup>**NoR1:** M. Sharifi (#03);

**NoR2:** M. Sharifi (#03)

<sup>47</sup>North Shore Aero Club **NoR1:** #40; **NoR11:** #09, **NoR13:** #18

<sup>48</sup>**NoR11:** Mr. Morris (#04)

<sup>49</sup>**NoR1:** A W Holdings 2021 Limited Partnership (#66)

<sup>50</sup>**NoR8:** Z Energy Limited (#54);

**NoR11:** Z Energy Limited (#21)

<sup>51</sup> **NoR4:** Mr. and Ms. Valder (#20)

**NoR7:** Mr. Dickon (#13)

<sup>52</sup>**NoR8:** Waste Management NZ Limited (#27),

<sup>53</sup>Ministry of Education **NoR1** #83; **NoR2:** #12; **NoR3** #12; **NoR5:** #17; **NoR6:** #09; **NoR7:** #14; **NoR8:** #46; **NoR9:** #25; **NoR10:** #12; **NoR11:** #17; **NoR12:** #32; **NoR13:** #33;;

this could become a more suitable alternative primary entry to the school for pick-up and drop-off activity.<sup>54</sup>

- The Ministry of Education expects that the fencing on the road boundary beside Dairy Flat School would be reinstated after construction work is completed to ensure the safety of children.<sup>55</sup>
- One submitter is concerned about preserving the ability to travel through the area at the existing speed limits of 100 km/hr, without additional conflicts due to driveways and intersections.<sup>56</sup> These sentiments are echoed by another submitter who is concerned about safety of Dairy Flat Highway if it becomes busier.<sup>57</sup>
- There is a request for safe well-lit pedestrian connections along East Coast Road to connect with the Hibiscus Park and Ride.<sup>58</sup>

5.51 The Ministry of Education is supportive of strategies to provide safe and accessible active modes for accessing schools, and the provisions for schools in Ōrewa are assessed as being adequate. There are health benefits associated with using more active transport modes, as well as reductions in traffic congestion during peak periods.<sup>59</sup>

5.52 An important way of ensuring that these submitters get adequate solutions to the matters raised in submissions is to engage with them individually to design the transport projects to ensure that safety obligations are met. This exercise would need to be undertaken by experts with traffic, urban design, and planning expertise in consultation with affected parties.

5.53 As urbanisation is a likely outcome for the area, those submitters who are requesting high speed limits to ensure that they can continue to move around the community as expected will need to adjust their expectations or relocate to other more rural areas. The changes are likely to happen over a lengthy period of time which would provide for sufficient time to adjust perceptions.

### **Parks, Community Facilities, Open Space and Education**

5.54 There are likely to be significant long-term effects on the Dairy Flat Hall and Dairy Flat Tennis Club which may include having to relocate the facilities, which may put short-term strain on provision of recreational opportunities in the wider community.<sup>60</sup>

5.55 Northridge also maintains that it operates a social facility for the wider community through the provision of opportunities to meet for social connections and recreation. They stress that such facilities will be important in the future as the area intensifies and adequate provision and support needs to be provided as it is difficult to retrofit community facilities after the urban area has been developed.<sup>61</sup>

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<sup>54</sup>Ministry of Education **NoR1** #83; **NoR2**: #12; **NoR3** #12; **NoR4**: #40, **NoR5**: #17; **NoR6**: #09; **NoR7**: #14; **NoR9**: #25; **NoR10**: #12; **NoR11**: #17; **NoR12**: #32; **NoR13**: #33

<sup>55</sup>Ministry of Education **NoR1** #83; **NoR2**: #12; **NoR3** #12; **NoR4**: #40, **NoR5**: #17; **NoR6**: #09; **NoR7**: #14; **NoR8**: #46; **NoR9**: #25; **NoR10**: #12; **NoR11**: #17; **NoR12**: #32; **NoR13**: #33

<sup>56</sup>**NoR7**: Mr. Upson (#01);

**NoR11**: Mr. Upson (#02)

<sup>57</sup>**NoR9**: Ms. Ellwood (#21)

<sup>58</sup>**NoR13**: Ms. Walker-Kinnell (#23)

<sup>59</sup>Ministry of Education **NoR1** #83; **NoR2**: #12; **NoR3** #12; **NoR5**: #17; **NoR6**: #09; **NoR7**: #14; **NoR8**: #46; **NoR9**: #25; **NoR10**: #12; **NoR11**: #17; **NoR12**: #32; **NoR13**: #33;

<sup>60</sup>**NoR8**: Dairy Flat Tennis Club (#28), Auckland Council (#37)

<sup>61</sup> **NoR6**:Northridge2018 Limited (#04)

**NoR10**:Northridge2018 Limited (#02)

- 5.56 The Ministry of Education is concerned about the high level of impact that will arise from the interface between the Wainui School and the road due to the batters and access issues. It also considers that once the future school campus is established it will require access from Upper Ōrewa Road and an extension to Lysnar Road due to the majority of students originating from Milldale. A signalised intersection is considered appropriate for active mode connections at the intersection with Wainui Road.<sup>62</sup>
- 5.57 As mentioned earlier, it will be important to engage with affected parties to design solutions so that they are timed to provide as little disruption to members as possible. This will mean long term planning is required to allow for the redevelopment or relocation of community facilities, and support will be required, including financial assistance, to transition to new premises or new configurations that will be appropriate for each facility.

### Urban Design

- 5.58 One submitter is concerned about the potential for anti-social behaviour, such as graffiti, noise and crime, to occur around the bus corridor.<sup>63</sup> The ULDMP should be developed to ensure that safety and crime issues caused by anti-social behaviour are addressed using urban design principles including CPTED.
- 5.59 North Shore Airport would like consideration of some key proposed transport connections, including that a rapid transit station should be earmarked for future development alongside the Airport to provide for better urban connectivity, and that a full interchange at Wilks Road rather than solely a southbound interchange would be more appropriate for business transport connectivity.<sup>64</sup>
- 5.60 Fletcher Development Limited is generally concerned that the proposals do not integrate well with existing programmed land use and development proposed for the Silverdale West Industrial Precinct.<sup>65</sup>
- 5.61 Some submitters raise concerns that provision of the infrastructure will reduce the available usable land for urban development for industrial activities.<sup>66</sup>
- 5.62 Some submitters question the intention to redevelop the FUZ, insisting that there are better places in Auckland to consider higher intensity land uses. The basic proposition is that the infrastructure provision will encourage “low employment, car-centric” growth and detract away from 15 minute city and smart growth concepts.<sup>67</sup> There are also concerns about the flooding potential in the area and whether new residential and commercial buildings will be able to gain insurance.<sup>68</sup> However, I note that the planning environment anticipates that the wider area will

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<sup>62</sup>Ministry of Education **NoR1** #83; **NoR2**: #12; **NoR3** #12; **NoR4**: #40, **NoR5**: #17; **NoR6**: #09; **NoR7**: #14; **NoR8**: #46; **NoR9**: #25; **NoR10**: #12; **NoR11**: #17; **NoR12**: #32; **NoR13**: #33

<sup>63</sup>**NoR1**: M. Kim (#64);

**NoR2**: Mr. Mathewson (#04),

<sup>64</sup>North Shore Aero Club **NoR1**: #40; **NoR11**: #09, **NoR13**: #18

<sup>65</sup>**NoR3**: Fletcher Development Ltd (#13)

<sup>66</sup> **NoR4**: Fletcher Development Ltd (#41),

**NoR8**: Fletcher Development Ltd (#52)

<sup>67</sup>**NoR1**: Mr. Lyndon (#18), Mr. Sutton (#19), Mr. Cross (#24), Ms. Cross (#26), M. Seo and M. Noh (#37), Burnell Family Trust (#41), Mr. and Mrs. Bourhill (#55), Mr. Stones (#61), Mr Stevens (#67), Mr. Walker (#69), Dairy Flat Landowners Group (#70), Mr. and Mrs. Gibson (#74), Mr. Lockie (#89), Ms. Walker (#96),

<sup>68</sup>**NoR1**: Mr. Lyndon (#18), Mr. Sutton (#19), Mr. Cross (#24), Ms. Cross (#26), Mr. and Mrs. Bourhill (#55), Mr. Stones (#61), Mr Stevens (#67), Mr. Walker (#69), Dairy Flat Landowners Group (#70), Mr. and Mrs. Gibson (#74), Mr. Lockie (#89), Ms. Walker (#96);

**NoR12**: Mr. Cross (#13)

be urbanised in the future and providing transport connections is a critical way of doing this. Urban expansion and intensification is supported by Auckland Council's FDS.

- 5.63 Conversely, other submitters support the concept of rapid transport corridors as a way of supporting growth and helping to constrain rising house prices.<sup>69</sup> There is also support for transport infrastructure being developed ahead of urbanisation of the wider area.<sup>70</sup>
- 5.64 Considerations of new other transport connections should be assessed by transport and planning experts, though from a connectivity perspective it would make sense to consider planning for a transit station around the North Shore Airport if its future role is likely to be expanded in the future.
- 5.65 Coordination with other development agencies, including Fletcher Development and Fulton Hogan is essential to ensure that the activities complement each other rather than create unanticipated adverse effects.

### **Social cohesion and social equity**

- 5.66 Submitters have concerns about the community becoming segregated by wide roading infrastructure where buses can travel at speed and roads become difficult to cross due to high concrete walls and fences.<sup>71</sup>
- 5.67 Submitters are concerned that the social wellbeing effects to existing owners are given less priority than those of future residents in the applicant's SIA.<sup>72</sup>
- 5.68 There are concerns about the long-term financial impact on ratepayers and taxpayers for funding the costs of the project, which is perceived as not being well planned.<sup>73</sup> This is described as being the 'cart before the horse' in many submissions.
- 5.69 There is also a unique situation where a property has been subdivided to provide adjacent living for different generations of the same family, those families will be separated due to the proposed designations.<sup>74</sup> One of the children in the family has high needs for caring support and having other family members close by helps to provide the necessary support for the child and their parents.
- 5.70 Parts of the community are likely to be physically separated by the roading infrastructure and it will be important to provide opportunities for safe crossing places for those not in cars. This

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<sup>69</sup>**NoR1:** Mr. Stewart (#10),

<sup>70</sup>**NoR1:** Mr. Hawken (#58);

**NoR3:** Mr. Hawken (#11);

**NoR4:** Mr. Hawken (#30)

<sup>71</sup>**NoR1:** Mr. Lyndon (#18), Mr. Sutton (#19), Mr. Cross (#24), Ms. Cross (#26), Mr. and Mrs. Bourhill (#55), Mr. Stones (#61), Mr. Stevens (#67), Mr. Walker (#69), Dairy Flat Landowners Group (#70), Mr. and Mrs. Gibson (#74), Mr. Lockie (#89), Ms. Walker (#96),

**NoR3:** M. Seo (#05), M. Noh (#06), M. Seo (#08),

**NoR4:** Mr. and Mrs. Brown (#24)

**NoR12:** Mr Cross

<sup>72</sup>**NoR1:** Mr. Lyndon (#18), Mr. Sutton (#19), Mr. Cross (#24), Ms. Cross (#26), Mr. and Mrs. Bourhill (#55), Mr. Stones (#61), Mr. Stevens (#67), Mr. Walker (#69), Dairy Flat Landowners Group (#70), Mr. and Mrs. Gibson (#74), Mr. Lockie (#89), Ms. Walker (#96);

<sup>73</sup>**NoR1:** M. Seo and M. Noh (#37), Ms. O'Hara (#38), Ms. Walker (#96);

**NoR3:** M. Seo (#05), M. Noh (#06), M. Seo (#08);

**NoR4:** Mr. and Mrs. Brown (#24);

**NoR9:** Ms. Ellwood (#21)

<sup>74</sup>**NoR4:** Mr. White (#34), Mrs. and Mr. White (#36), Mr. White (#37);

**NoR13:** Mr. White (#29), Mrs. and Mr. White (#30), Mr. White (#32)



outcome would be likely as urbanisation of the area occurs and would be less predictable if it happened in an ad hoc manner. Transport, urban design and planning expertise will be required inputs into the ULDMP to ensure that the impacts of severance are reduced as much as possible.

- 5.71 I agree with the perspective of submitters who believe that progress is likely to happen at their expense and the long-term benefits have tipped the scales in favour of progressing the projects. It is important to understand specific concerns of affected and adjacent land owners and occupiers to look for opportunities to provide mitigation strategies and assistance and ensure that those who are suffering from stress related to the changes to their properties are provided with assistance. I have made some recommended changes to the PIC, SCEMP and introduced a new DRMP condition to help ensure that adequate support is provided.
- 5.72 The AEE provides a strong planning rationale for providing staged transport infrastructure aligned with urbanisation and growth, but there is no supporting economic information which estimates the costs of the projects and provides information about who will be paying for the projects. The Requiring Authority should provide this information at the hearing.
- 5.73 The applicant's SIA has acknowledged that the situation of multi-generational families living on the same properties or adjoining properties is more likely to happen in rural communities. It has provided recommendations that land owners affected by the designations should be provided with lengthy timeframes to enable them to find other appropriate places to live within similar communities and to allow for engagement with the PWA. This case of the three families living on adjoining properties is a good example where these measures would be helpful.

#### **NoR Conditions**

- 5.74 There are a range of requests from submitters about the proposed conditions. This sub-section summarises those opinions and provides commentary about how suitable the suggestions may be to mitigate some of the social effects.
- 5.75 Property developers, such as Fulton Hogan Land Development Ltd and Fletcher Development Ltd, would like a Land Use Integration Process ("LUIP") with the objective of allowing for direct discussions between the Requiring Authority and developers. They request that the conditions are consistent with Condition 10 of NoR8, with an amendment suggesting that "(i) that this an avenue for open and honest two-way collaboration for the purposes of integration of transport infrastructure and land use (ii) that it is not simply a mechanism for land use to coordinate with transport infrastructure, but that where appropriate, transport infrastructure may be amended to align with or accommodate proposed land use".<sup>75</sup>
- 5.76 Submitters request that the management plans which are currently conditioned to be provided "prior to construction" are timed to coincide with the time that the application for the Outline Plan is submitted.<sup>76</sup> Consultation with key stakeholders is an important part of developing the

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<sup>75</sup>Fulton Hogan Land Development Ltd **NoR1:** #43, **NoR4:** #15, **NoR7:** #09, **NoR8:** #21, **NoR10:** #09, **NoR13:** #28  
Fletcher Development Ltd **NoR3:** #13, **NoR4:** #41, **NoR8:** #52, **NoR13:** #34

<sup>76</sup>Fulton Hogan Land Development Ltd **NoR1:** #43, **NoR4:** #15, **NoR7:** #09, **NoR8:** #21, **NoR10:** #09, **NoR13:** #28  
Fletcher Development Ltd **NoR3:** #13, **NoR4:** #41, **NoR8:** #52, **NoR13:** #34  
**NoR4:** Papanui Station House Limited (#23), Mammoth Ventures Ltd (#17);  
**NoR6:** Northridge2018 Limited (#04);  
**NoR8:** Mammoth Ventures Ltd (#23), DP Bocock No. 2 Trustee Limited (#32);  
**NoR10:** Northridge2018 Limited (#02);  
**NoR13:** The Hibiscus Trust and Auckland Memorial Park and Cemetery Limited (#22)

management plans and regular communication will provide more certainty to the community about the timing of construction.<sup>77</sup> There is an expectation that once feedback has been provided to the Requiring Authority that explanations will be provided about the reasons why concerns have been addressed or dismissed.

5.77 Specific requests relating to conditions include:

- Urban and Landscape Design Management Plan (Condition 11): key stakeholders shall be invited to participate in the management plan at least six months prior to the detailed design of the work.<sup>78</sup>
- Stakeholder and Community Engagement Plan (Condition 15): A schedule of affected sites and site specific matters identified in the schedule to be addressed through consultation.<sup>79</sup>
- Construction and Noise Vibration Management Plan (Condition 22): The trigger for notification needs to be reduced to two weeks duration and all receivers should be identified along with anticipated noise and vibration levels.<sup>80</sup>
- Consented dwellings not yet constructed adjacent to and along the designation boundary will be provided with operational acoustic mitigation/attenuation<sup>81</sup>

5.78 There are requests for more detail in the Project Information condition (2) for example to have information about the frequency of updates and quality of the information to be provided. It is important that website is easily readable and to navigate for lay people. A number of submitters have asked that a complaints portal be provided as part of the website, including publishing a register with how complaints have been addressed and resolved.<sup>82</sup>

5.79 There have been requests that the Outline Development Plan is published on the website.<sup>83</sup>

5.80 The Ministry of Education has the following key requests to be contained in the relevant management plans:<sup>84</sup>

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<sup>77</sup>North Shore Aero Club **NoR1**: #40; **NoR11**: #09, **NoR13**: #18

**NoR1**: A W Holdings 2021 Limited Partnership (#66);

**NoR4**: BP Oil New Zealand Ltd (#29),

**NoR6**: Northridge2018 Limited (#04);

**NoR8**: A W Holdings 2021 Limited Partnership (#66), Z Energy Limited (#54);

**NoR10**: Northridge2018 Limited (#02);

**NoR11**: Z Energy Limited (#21);

**NoR13**: The Hibiscus Trust and Auckland Memorial Park and Cemetery Limited (#22), M. Zhao (#25)

<sup>78</sup>**NoR8**: Z Energy Limited (#54);

**NoR11**: Z Energy Limited (#21)

<sup>79</sup>**NoR8**: Z Energy Limited (#54);

**NoR11**: Z Energy Limited (#21)

<sup>80</sup>**NoR6**: Northridge2018 Limited (#04);

**NoR10**: Northridge2018 Limited (#02)

<sup>81</sup>**NoR6**: AV Jennings (#06)

<sup>82</sup>**NoR4**: Mammoth Ventures Ltd (#17), Papanui Station House Limited (#23);

**NoR6**: Northridge2018 Limited (#04);

**NoR8**: Mammoth Ventures Ltd (#23), DP Bocock No. 2 Trustee Limited (#32);

**NoR10**: Northridge2018 Limited (#02);

**NoR11**: McLeod Investments Trust (#10);

**NoR13**: The Hibiscus Trust and Auckland Memorial Park and Cemetery Limited (#22)

<sup>83</sup>**NoR4**: Papanui Station House Limited (#23), Mammoth Ventures Ltd (#17);

**NoR8**: Mammoth Ventures Ltd (#23), DP Bocock No. 2 Trustee Limited (#32);

**NoR13**: The Hibiscus Trust and Auckland Memorial Park and Cemetery Limited (#22)

<sup>84</sup> Ministry of Education **NoR1** #83; **NoR2**: #12; **NoR3** #12; **NoR4**: #40, **NoR5**: #17; **NoR6**: #09; **NoR7**: #14; **NoR8**: #46; **NoR9**: #25; **NoR10**: #12; **NoR11**: #17; **NoR12**: #32; **NoR13**: #33;

- Existing and future schools will be consulted to manage construction effects on schools (SCEMP).
  - Affected schools are engaged with regarding construction noise and vibration impacts (CNVMP). It is expected that construction activities that may be expected to significantly exceed permitted noise and vibration levels are undertaken outside of study and exam periods.
  - Management of heavy traffic routes that pass in the vicinity of schools during pick-up and drop-off times to ensure safe environments are created for walking and cycling from and to school (CTMP).
- 5.81 Watercare would like to ensure that management and construction plans are constantly able to be updated and changed prior to construction commencing. It is important for them to have access to its assets 24 hours a day, 7 days a week, for maintenance, safety, and efficient operations.<sup>85</sup> They therefore request a new condition requiring the preparation of a “Network Utility Strategic Outcomes Plan (NUSOP) be added to all 13 NoRs to future proof assets in consultation with network utility operators. The objective will be to “set out a strategic framework for asset resilience that includes consideration of growth, corridor protection and asset renewals over time”. It is intended that will be prepared as early as possible and there will be opportunities for the Network Utility Operators to provide feedback into the NUSOP.
- 5.82 If a new condition is not developed, then changes to the NUMP condition are requested that the plan is prepared after consultation with the Network Utility Operators during the feasibility and detailed design phase.
- 5.83 This viewpoint is consistent with the views of the Telecommunications Submitters who have described the importance of integrating necessary services into infrastructure projects to enable the design and construction of services at the same time as construction rather than having to retrofit them at a later date.<sup>86</sup> Their request cites conditions that were incorporated in the Airport to Botany and Northwest Transport projects as good examples of such conditions.
- 5.84 Best practice management of social impacts requires clear and transparent communication with affected stakeholders and requests from submitters to be involved in any planning should be accepted and both parties should work together to achieve the best possible outcomes for the community from the project. Continuing with public information, including through alerting residents to the proposed website is an important way of communicating with the wider community.
- 5.85 The requests from network utility and telecommunications operators to coordinate efforts to ensure that infrastructure maintenance and installation occurs during the further project stages including detailed design as transport infrastructure construction is a practical way of reducing the inconvenience to transport networks by avoiding on-going construction effects if they do not occur in tandem. Engagement with the network utility providers should occur during the design phase to ensure that any necessary improvements can be incorporated within project time frames. If conditions are required to ensure that this does happen, then I support this request.

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<sup>85</sup>Watercare **NoR1:** #88; **NoR2:** #13; **NoR3:** #14; **NoR4:** #42 **NoR5:** #18; **NoR6:** #10; **NoR7:** #15; **NoR8:** #53; **NoR9:** #26; **NoR10:** #13; **NoR11:** #19; **NoR12:** #36; **NoR13:** #35

<sup>86</sup>Telecommunications Submitters **NoR1:** #34; **NoR2:** #07; **NoR3:** #07; **NoR4:** #13; **NoR5:** #14; **NoR6:** #03; **NoR7:** #08; **NoR8:** #20, **NoR9:** #13; **NoR10:** #04; **NoR11:** #13; **NoR12:** #20; **NoR13:** #20

- 5.86 The following section (Section 6.0) proposes changes to the conditions which addresses the concerns raised by submitters discussed in this section.

## **6.0 Comment on SGA Proposed Conditions**

- 6.1 The section is structured to firstly make general comments about the conditions as they are proposed by the Requiring Authority and then proposed amendments to the conditions to provide outcomes that will meet the feedback and needs of the surrounding community better.
- 6.2 The PIC (Condition 2) refers to a project website being established within 12 months of the establishment of the designation, and written notification to all directly affected owners and occupiers being provided alerting them to the existence of the virtual information resource. There are no provisions explicitly stated that list who those affected parties may be or how those parties may provide feedback to the project team and discuss design changes, as highlighted by some submitters. An important consideration is ensuring that property owners who are not immediately affected by the designations but will be affected by significant transport projects are also aware of the plans and the likely impacts. Therefore, a wider public information campaign that specifically makes the wider community aware of the proposal, is essential over the long-term as the community is likely to change as people move away from it and new people move in (especially with significant development anticipated).
- 6.3 The SCEMP (Condition 13) makes provision for identifying which community members and stakeholders shall be engaged with and when (“at least 18 months prior to any Outline Plan being submitted for Construction of a Stage of Work”). The emphasis of that condition appears to be on preparing for construction and providing information about timings and the locations of that work.
- 6.4 As the conditions stand, there is a gap in the timeframe where those who have had a designation applied to their property will only have a website to refer to so they can understand what is proposed (PIC), prior to the point at which they are directly contacted to be provided with information about when construction is starting and what that means for their properties (SCEMP). Given the length of the designations, some property owners may be in a state of limbo for more than twenty years which will lead to uncertainty, stress, and frustration, as has already been highlighted in many submissions. Those who want to exit their properties will be uncertain about when the best time is to start the PWA process.
- 6.5 People or businesses that are new to the area after the initial notification may be uninformed about plans and timeframes if they miss the initial notification and are unaware of the existence of a website. Some regular and ongoing communication about the website address and general transformation plans would be useful to refresh the community about its existence, and to inform new community members about the projects.
- 6.6 There should also be opportunities for ongoing dialogue with the Project team over this period which is informative enough to ensure that individuals do not need to seek independent advice at their own cost. That is, communication should include options for the ability to engage and ask questions, and not be limited to a statement of facts such as a website provides.
- 6.7 An important SIA philosophy is to constantly monitor changes occurring in the surrounding environment to understand who is living, working, using spaces, and moving through affected communities, and to update any concerns about the likely effects as the community changes. Given the long lapse periods for these designations, and the applicant’s recognition that the

environment is highly likely to be undergoing change and transformation, it will be important to understand what those changes have been and if any new parties are affected by the time that construction commences. The proposed new DRMP condition will fulfil this obligation.

6.8 I recommend that new conditions that specifically provide for the activities that need to be undertaken in this in between period are developed to ensure that adverse social impacts are minimised, and community members are provided with more certainty.

6.9 Proposed amendments to **Project Information (additional text underlined)**

(a) A project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected and adjacent owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The project website or virtual information source shall include these conditions and shall provide information on:

(i) the status of the Project, including ongoing engagement and activities in relation to implementation of the management plans;

(ii) anticipated construction timeframes;

(iii) contact details for enquiries;

(iv) the implications of the designation for landowners, occupiers, and business owners and operators within the designation, and information on how/where they can receive additional support following confirmation of the designation;

(v) a subscription service to enable receipt of project updates by email; and

(vi) the types of activities that can be undertaken by landowners without the need for written consent to be obtained under s176(1)(b) of the RMA; and

(vii) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA (i.e. for activities not covered by (vi) above)

(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.

(c) The project website or virtual information source shall be updated to provide a copy of all SCEMPs, and of all Management Plans outlined in Conditions 7 as they are developed for a Stage of Works.

6.10 Proposed amendments to **Outline Plan**

(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.

(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project.

(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, which may include:

(i) Construction Environmental Management Plan (CEMP);

(ii) Construction Traffic Management Plan (CTMP);

(iii) Construction Noise and Vibration Management Plan (CNVMP);

(iv) Urban and Landscape Design Management Plan (ULDMP);

(v) Historic Heritage Management Plan (HHMP);

(vi) Ecological Management Plan (EMP);

(vii) Tree Management Plan;

(viii) Network Utilities Management Plan (NUMP); ~~and~~

(ix) Network Integration Management Plan (NIMP); and

(x) Development Response Management Plan.

6.11 Proposed amendments to **Management Plans**

- (a) Any management plan shall:
- (i) Be prepared and implemented in accordance with the relevant management plan condition;
  - (ii) Be prepared by a Suitably Qualified Person(s);
  - (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates.
  - (iv) Summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:
    - a. Been incorporated; and
    - b. Where not incorporated, the reasons why.
  - (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules.
  - (vi) Once finalised, uploaded to the Project website or equivalent virtual information source.
- (b) Any management plan developed in accordance with Condition 7(a)<sup>87</sup>/ Condition 6a/<sup>88</sup>Condition 8<sup>89</sup> may:
- (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation.
  - (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process.
  - (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision;
- (c) Any material changes to the SCEMPs, are to be submitted to the Council for ~~information~~ certification.

6.12 Proposed amendments to **Urban and Landscape Design Management Plan (ULDMP)**<sup>90</sup>

- (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. Key stakeholders identified in the SCEMP shall be invited to contribute to development of the management plan at least six months prior to the finalisation of the plan.
- (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
- (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and
  - (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment.
- (c) ~~(b)~~The ULDMP shall be prepared in general accordance with:
- (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
  - (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
  - (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and

<sup>87</sup> Waka Kotahi Conditions - NoRs 1, 2, 3

<sup>88</sup> Waka Kotahi Conditions – NoR 4

<sup>89</sup> Auckland Transport North Conditions (NoRs 5-13)

<sup>90</sup> Waka Kotahi Conditions - NoRs 1, 2, 3

- (d) ~~(e)~~To achieve the objective, the ULDMP(s) shall provide details of how the project:
- (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;
  - (ii) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;
  - (iii) Promotes inclusive access (where appropriate); and
  - (iv) Promotes a sense of personal safety by aligning with best practice guidelines, such as:
    - a. Crime Prevention Through Environmental Design (CPTED) principles;
    - b. Safety in Design (SID) requirements; and
    - c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.

(e) ~~(d)~~The ULDMP(s) shall include:

- (i) a concept plan – which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals;
- (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and
- (iii) landscape and urban design details – that cover the following:
  - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment;
  - b. Roadside elements – such as lighting, fencing, wayfinding and signage;
  - c. Architectural and landscape treatment of all major structures, including bridges and retaining walls;
  - d. Architectural and landscape treatment of noise barriers;
  - e. Landscape treatment of permanent stormwater control wetlands and swales;
  - f. Integration of passenger transport;
  - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;
  - h. Historic heritage places with reference to the HHMP;
  - i. Reinstatement of construction and site compound areas, driveways, accessways and fences;

### NoRs 2 and 3

- j. Any design measures which assist to manage potential for noise nuisance from station operation to residential neighbours;

### All

- (f) ~~(e)~~ The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
    - a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan. Where practicable, mature trees and native vegetation should be retained;
    - b. street trees, shrubs and ground cover suitable for the location;
    - c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;
    - d. planting of stormwater wetlands;
    - e. identification of vegetation to be retained and any planting requirements under Condition 23 Ecological Management Plan (EMP) and Condition 24 Tree Management Plan;

- f. integration of any planting requirements required by conditions of any resource consents for the project; and
- (i) re-instatement planting of construction and site compound areas as appropriate.
- (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and
- (iii) detailed specifications relating to the following:
  - a. weed control and clearance;
  - b. pest animal management (to support plant establishment);
  - c. ground preparation (top soiling and decompaction);
  - d. mulching; and
  - e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

6.13 Proposed amendments to **Urban and Landscape Design Management Plan (ULDMP)**<sup>91</sup>

- (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. Key stakeholders identified in the SCEMP shall be invited to contribute to development of the management plan at least six months prior to the finalisation of the plan.
- (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:
  - (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and
  - (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment.
- (c) ~~(b)~~The ULDMP shall be prepared in general accordance with:
  - (i) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
  - (ii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
  - (iii) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
- (d) ~~(c)~~To achieve the objective, the ULDMP(s) shall provide details of how the project:
  - (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;
  - (ii) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;
  - (iii) Promotes inclusive access (where appropriate); and
  - (iv) Promotes a sense of personal safety by aligning with best practice guidelines, such as:
    - a. Crime Prevention Through Environmental Design (CPTED) principles;
    - b. Safety in Design (SID) requirements; and
    - c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
- (e) ~~(d)~~The ULDMP(s) shall include:
  - (i) a concept plan – which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals;

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<sup>91</sup> Waka Kotahi Conditions – NoR 4



- (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and
  - (iii) landscape and urban design details – that cover the following:
    - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment;
    - b. Roadside elements – such as lighting, fencing, wayfinding and signage;
    - c. Architectural and landscape treatment of all major structures, including bridges and retaining walls;
    - d. Architectural and landscape treatment of noise barriers;
    - e. Landscape treatment of permanent stormwater control wetlands and swales;
    - f. Integration of passenger transport;
    - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;
    - h. Historic heritage places with reference to the HHMP;
    - i. Reinstatement of construction and site compound areas, driveways, accessways and fences;
- (f) ~~(e)~~ The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
    - a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan. Where practicable, mature trees and native vegetation should be retained;
    - b. street trees, shrubs and ground cover suitable for the location;
    - c. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;
    - d. planting of stormwater wetlands;
    - e. identification of vegetation to be retained and any planting requirements under Condition 21 Ecological Management Plan (EMP) and Condition 22 Tree Management Plan;
    - f. integration of any planting requirements required by conditions of any resource consents for the project; and
  - (i) re-instatement planting of construction and site compound areas as appropriate.
  - (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and
  - (iii) detailed specifications relating to the following:
    - a. weed control and clearance;
    - b. pest animal management (to support plant establishment);
    - c. ground preparation (top soiling and decompaction);
    - d. mulching; and
    - e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

6.14 Proposed amendments to **Urban and Landscape Design Management Plan (ULDMP)**<sup>92</sup>

- (a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work. Key stakeholders identified in the SCEMP shall be invited to contribute to development of the management plan at least six months prior to the finalisation of the plan.
- (b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8(c) may be reflected in the ULDMP. The objective of the ULDMP(s) is to:

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<sup>92</sup> Auckland Transport North Conditions (NoRs 5-13)

- (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and
  - (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment.
- (c) ~~(b)~~The ULDMP shall be prepared in general accordance with:
- (i) Auckland Transport's Urban Roads and Streets Design Guide;
  - (ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;
  - (iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;
  - (iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and
- (d) ~~(c)~~To achieve the objective, the ULDMP(s) shall provide details of how the project:
- (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;
  - (ii) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;
  - (iii) Promotes inclusive access (where appropriate); and
  - (iv) Promotes a sense of personal safety by aligning with best practice guidelines, such as:
    - a. Crime Prevention Through Environmental Design (CPTED) principles;
    - b. Safety in Design (SID) requirements; and
    - c. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
- (e) ~~(d)~~The ULDMP(s) shall include:
- (i) a concept plan – which depicts the overall landscape and urban design concept, and explains the rationale for the landscape and urban design proposals;
  - (ii) developed design concepts, including principles for walking and cycling facilities and public transport; and
  - (iii) landscape and urban design details – that cover the following:
    - a. Road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses and existing roads (including slip lanes), benching, spoil disposal sites, median width and treatment, roadside width and treatment;
    - b. Roadside elements – such as lighting, fencing, wayfinding and signage;
    - c. Architectural and landscape treatment of all major structures, including bridges and retaining walls;
    - d. Architectural and landscape treatment of noise barriers;
    - e. Landscape treatment of permanent stormwater control wetlands and swales;
    - f. Integration of passenger transport;
    - g. Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;
    - h. Historic heritage places with reference to the HHMP;
    - i. Reinstatement of construction and site compound areas, driveways, accessways and fences;
- (f) ~~(e)~~ The ULDMP shall also include the following planting details and maintenance requirements:
- (i) planting design details including:
    - a. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan. Where practicable, mature trees and native vegetation should be retained;
    - b. street trees, shrubs and ground cover suitable for the location;
    - c. treatment of fill slopes to integrate with adjacent land use, streams,

- riparian margins and open space zones;
- d. planting of stormwater wetlands;
- e. identification of vegetation to be retained and any planting requirements under Condition 21 Ecological Management Plan (EMP) and Condition 22 Tree Management Plan;
- f. integration of any planting requirements required by conditions of any resource consents for the project; and
- (i) re-instatement planting of construction and site compound areas as appropriate.
- (ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and
- (iii) detailed specifications relating to the following:
  - a. weed control and clearance;
  - b. pest animal management (to support plant establishment);
  - c. ground preparation (top soiling and decompaction);
  - d. mulching; and
  - e. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

6.15 Proposed amendments to **Construction Environmental Management Plan (CEMP)**

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:
- (i) the roles and responsibilities of staff and contractors;
  - (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);
  - (iii) the Construction Works programmes and the staging approach, and the proposed hours of work;
  - (iv) Development of a Good Neighbour Policy including a schedule for educating construction workers on expectations associated with ensuring that the surrounding community (landowners, occupiers, businesses, and social organisations) feel safe and respected;
  - (v) ~~(iv)~~ details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;
  - (vi) ~~(v)~~ methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
  - (vii) ~~(vi)~~ methods for providing for the health and safety of the general public;
  - (viii) ~~(vii)~~ measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstructions to flood flows, actions to respond to warnings of heavy rain;
  - (ix) ~~(viii)~~ procedures for incident management;
  - (x) ~~(ix)~~ procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;
  - (xi) ~~(x)~~ measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;
  - (xii) ~~(xi)~~ location and procedures for responding to complaints about Construction Works; and
  - (xiii) ~~(xii)~~ methods for amending and updating the CEMP as required.

6.16 Proposed amendments to **Stakeholder Communication and Engagement Management Plan (SCEMP)**<sup>93</sup>

- (a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objectives of the SCEMP are to: is to

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<sup>93</sup> Waka Kotahi Conditions - NoRs 1, 2, 3

- (i) Identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be proactively engaged with prior to and throughout the Construction Works to develop, maintain and build relationships.
- (ii) Provide opportunities for those new to the area to find out about and engage with the project;

(c) To achieve the objective, the SCEMP shall:

(i) At least 18 months prior to any Outline Plan being submitted for Construction of a Stage of Work, the Requiring Authority shall identify:

- A. ~~(v) Identification of~~ The properties whose owners and occupiers will be engaged with;
- B. ~~(iv)~~ a A list of key stakeholders (including but not limited to Rodney Local Board, Ministry of Education, existing and future schools, North Shore Aero Club, and Network Utility operators) organisations (such as community facilities, including but not limited to the Dairy Flat Tennis Club, Dairy Flat Hall and Auckland Council Parks), and businesses who will be engaged with;
- C. ~~(vi)~~ Methods and timing to engage with landowners whose access is directly affected;
- D. Methods to engage and consult with the public, key stakeholders, community groups, organisations and businesses.

(ii) The SCEMP shall include:

- A. Details of (c)(i) A to D;
- B. ~~(i)~~ the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
- C. ~~(ii)~~ the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
- D. ~~(iii)~~ methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
- E. ~~(vii)~~ methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (c)(i) A-B ~~(iv) and (v)~~ above; and
- F. ~~(vii)~~ linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- G. details of opportunities to strengthen the relationship of the Requiring Authority with key stakeholders and the wider community;
- H. A record of the consultation undertaken with Mana Whenua and the community, including summaries of feedback and any response given or action taken by the Requiring Authority as a result of that feedback; and
- I. Any outcomes or actions undertaken in response to feedback, as well as public complaints that are not covered by Condition 14 (Complaints Register).

(d) ~~(b)~~ Any SCEMP prepared for a Stage of Work shall be submitted to Council for certification information ten working days prior to the Start of Construction for a Stage of Work.

6.17 Proposed amendments to **Stakeholder Communication and Engagement Management Plan (SCEMP)**<sup>94</sup>

(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work.

(b) The objectives of the SCEMP are to: is to

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<sup>94</sup> Waka Kotahi Conditions – NoR 4

- (i) Identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be proactively engaged with prior to and throughout the Construction Works to develop, maintain and build relationships.

(ii) Provide opportunities for those new to the area to find out about and engage with the project;

(c) To achieve the objective, the SCEMP shall:

- (i) At least 18 months prior to any Outline Plan being submitted for Construction of a Stage of Work, the Requiring Authority shall identify:

- A. ~~(v) Identification of~~ The properties whose owners and occupiers will be engaged with;
- B. ~~(iv)-a~~ A list of key stakeholders (including but not limited to Rodney Local Board, and Network Utility operators) organisations, and businesses who will be engaged with;
- C. ~~(vi)~~ Methods and timing to engage with landowners whose access is directly affected;
- D. Methods to engage and consult with the public, key stakeholders, community groups, organisations and businesses.

(ii) The SCEMP shall include:

- A. Details of (c)(i) A to D;
- B. ~~(i)~~ the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
- C. ~~(ii)~~ the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
- D. ~~(iii)~~ methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
- E. ~~(vi)~~ methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (c)(i) A-B (iv) and (v) above; and
- F. ~~(vii)~~ linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- G. details of opportunities to strengthen the relationship of the Requiring Authority with key stakeholders and the wider community;
- H. A record of the consultation undertaken with Mana Whenua and the community, including summaries of feedback and any response given or action taken by the Requiring Authority as a result of that feedback; and
- I. Any outcomes or actions undertaken in response to feedback, as well as public complaints that are not covered by Condition 12 (Complaints Register).

~~(d) (b)~~ Any SCEMP prepared for a Stage of Work shall be submitted to Council for certification information ten working days prior to the Start of Construction for a Stage of Work.

#### 6.18 Proposed amendments to **Stakeholder Communication and Engagement Management Plan (SCEMP)**<sup>95</sup>

(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work.

(b) The objectives of the SCEMP are to: is to

- (i) Identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be proactively engaged with prior to and throughout the Construction Works to develop, maintain and build relationships.
- (ii) Provide opportunities for those new to the area to find out about and engage with the project;

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<sup>95</sup> Auckland Transport North Conditions (NoRs 5-13)

(c) To achieve the objective, the SCEMP shall:

(iii) At least 18 months prior to any Outline Plan being submitted for Construction of a Stage of Work, the Requiring Authority shall identify:

- A. ~~(v)~~ Identification of The properties whose owners and occupiers will be engaged with;
- B. ~~(iv)~~ a A list of key stakeholders (including but not limited to Rodney Local Board, Ministry of Education, existing and future schools, North Shore Aero Club, and Network Utility operators) organisations (such as community facilities, including but not limited to the Dairy Flat Tennis Club, Dairy Flat Hall and Auckland Council Parks), and businesses who will be engaged with;
- C. ~~(vi)~~ Methods and timing to engage with landowners whose access is directly affected;
- D. Methods to engage and consult with the public, key stakeholders, community groups, organisations and businesses.

(iv) The SCEMP shall include:

- A. Details of (c)(i) A to D;
- B. ~~(i)~~ the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
- C. ~~(ii)~~ the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
- D. ~~(iii)~~ methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
- E. ~~(vii)~~ methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (c)(i) A-B (iv) and (v) above; and
- F. ~~(vii)~~ linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- G. details of opportunities to strengthen the relationship of the Requiring Authority with key stakeholders and the wider community;
- H. A record of the consultation undertaken with Mana Whenua and the community, including summaries of feedback and any response given or action taken by the Requiring Authority as a result of that feedback; and
- I. Any outcomes or actions undertaken in response to feedback, as well as public complaints that are not covered by Condition 14 (Complaints Register).

(d) ~~(b)~~ Any SCEMP prepared for a Stage of Work shall be submitted to Council for certification information ten working days prior to the Start of Construction for a Stage of Work.

#### 6.19 Proposed amendments to **Network Utility Management Plan (NUMP)**<sup>96</sup>

(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.

(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:

- (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;
- (ii) Protect and where necessary, relocate existing network utilities;
- (iii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;
- (iv) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines;

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<sup>96</sup> Waka Kotahi Conditions - NoRs 1, 2, 3; Auckland Transport North Conditions (NoRs 5-13)

- (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project at least six months prior to finalisation of the plan. This is to be revisited over the length of the Projects until the last project has been completed.
- (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.
- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.
- (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.

6.20 Proposed amendments to **Network Utility Management Plan (NUMP)**<sup>97</sup>

- (a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:
  - (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;
  - (ii) Protect and where necessary, relocate existing network utilities;
  - (iii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;
  - (iv) Demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines;
- (c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project at least six months prior to finalisation of the plan. This is to be revisited over the length of the Projects until the last project has been completed.
- (d) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) where practicable.
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.
- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.
- (g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.

6.21 Two new proposed conditions are outlined below. Each of these originates from conditions that were recommended by Hearings Panel to the Requiring Authority for the Airport to Botany NoR and the City Rail Designation with some minor changes as appropriate for the North Auckland location. Due to the uncertainty arising from the long lapse periods and the timing of any land use transition from rural to urban land uses, at this stage it is difficult to predict who the affected parties will be within the receiving environments, for example land development submitters have indicated that they will continue to follow their development schedules, and therefore some new residential and commercial activities may be established in the receiving environment before construction of transport projects commences. The applicant's SIA recommends that a SIA is undertaken prior to construction works, and these proposed conditions make provisions to

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<sup>97</sup> Waka Kotahi Conditions – NoR 4

accommodate any changes in the land use composition between now and when construction commences by ensuring that affected parties are identified and engaged with.

#### **6.22 Development Response Management Plan (DRMP) (new recommended condition)**

- (a) A DRMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objective of the DRMP is to provide a framework and suite of strategies and measures in consultation with local business and community stakeholders that assist those directly affected by the Project (including directly affected and adjacent owners (e.g. businesses, community organisations, households, and their tenants) to manage the impacts of construction and to maximise the opportunities the Project presents.
- (c) Business Associations and Community groups representing businesses and residents within the relevant Stage of Work shall be invited no later than 18 months prior to the Start of Construction for a Stage of Work, to participate in the development of the DRMP.
- (d) To achieve the objective, the DRMP shall include:
  - (i) A list of those likely to be affected by the Project
  - (ii) Recommended measures to mitigate impacts on those identified as affected by the Project associated with construction effects such as the potential loss of visibility of businesses from public spaces, reduction in accessibility and severance, loss of amenity, mental and physical health effects, and relocation. Such mitigation measures may include business support, business relocation, temporary placemaking and place activation measures and temporary wayfinding and signage, and mental health support and advice.
  - (iii) Identification of opportunities to coordinate the forward work programme, where appropriate with infrastructure providers and development agencies.
  - (iv) Recommended measures to mitigate effects on the operation and financial wellbeing of community organisations and sports clubs;
  - (v) Recommended measures to mitigate the loss of community facilities, assets and open space based on stakeholder feedback during the SCEMP process, including, but not limited to, means for funding and implementing the mitigation. Mitigation that is not contingent on Construction Works being completed must be implemented prior to construction commencing.
  - (vi) Recommended measures to provide support for anxiety and mental health outcomes;
  - (vii) Recommended hardship assistance package and hardship fund to be available for compensation to landowners, tenants, and adjacent property owners and details of how people will qualify for assistance.
  - (viii) Recommended assistance for residential and business tenants, leaseholders or owners who are asked to move during the works.
  - (ix) Measures to achieve positive social outcomes, which may include supply chain opportunities, education, training and employment opportunities including partnerships with local business associations and community organisations, and by working with local organisations repurposing and recycling of demolition materials.
  - (x) Identification of any other development response measures designed to support those businesses, residents and community services/facilities affected during construction
  - (xi) A record of the activities and assistance provided as a result of the measures listed in (ii)-(ix).
  - (xii) Linkages and cross-references to communication and engagement methods set out in other conditions and management plans (e.g the SCEMP) where relevant.

#### **6.23 Property Management Strategy (PMS) (new recommendation condition)**

- (a) The Requiring Authority shall prepare and submit to Council for Certification a PMS within 12 months of the date on which this designation is included in the AUP:OP.
- (b) Within 40 working days of receiving written notice of Certification of the PMS by Council, the Requiring Authority shall notify in writing all directly affected owners and occupiers that the PMS is available on the Project Information website or equivalent that is required under Condition 2.
- (c) The purpose of the Strategy is to set out how the Requiring Authority will ensure the properties acquired for the North Projects are appropriately managed so they do not deteriorate and adversely affect adjoining properties and the surrounding area.



- (d) The Strategy shall identify measures and methods to ensure the properties are managed in a manner that:
- (i) does not significantly change the character, intensity and scale of the effects of the existing use of the land;
  - (ii) maintains the condition of the property at that which existed at the time of purchase by the Requiring Authority;
  - (iii) Contributes to the functioning of the area within which the property is located;
  - (iv) Maintains occupancy as far as reasonably practicable; and
  - (v) Provides confidence to occupants, adjoining property owners, and the community that the properties are managed responsibly pending construction.

## **7.0 Recommendations**

- 7.1 In my opinion the NoRs will have significant positive outcomes for the wider communities by providing transport clarity about the location and timing of transport connections to service projected growth in the wider area, and are consistent with the direction and framework of the Auckland Unitary Plan (AUP), including giving effect to the Regional Policy Statement (“RPS”), and the FDS.
- 7.2 The AEE provides a strong planning rationale for providing staged transport infrastructure aligned with urbanisation and growth, but there is no supporting economic information which estimates the costs of the projects and provides information about who will be paying for the projects. The Requiring Authority should provide this information at the hearing.
- 7.3 I confirm that the SIA undertaken by the applicant thorough and has considered most of the range of social effects that may arise from the proposed changes and highlighted that many of those effects may be significant to immediately affected parties. There has been an appropriate level of effort put into contacting and communicating with affected parties, though there has been frustration expressed by submitters potentially due to the limited information currently available and dissatisfaction with the perceived late notification of lodgement of the NoR designations.
- 7.4 There is some confusion in the numbers of properties that will be directly affected by the designations between the AEE and SIA Reports and the Requiring Authority should confirm the total number of properties and their land uses at the hearing.
- 7.5 I have outlined my specific recommendations with respect to submitters’ concerns about the proposed conditions in Section 5.0, and my concerns about ensuring that suggestions in the SIA about mitigation strategies have not been adequately incorporated in conditions in Section 6.0. Several matters were widely raised in submissions and require more clarification and incorporation of specific provisions in the conditions to guarantee that issues identified in the SIA and submissions are adequately addressed.
- 7.6 Many submitters have highlighted that they have an active interest in the design of the proposed new transport routes and the likely effects on their properties, businesses, and the surrounding transport network. This registration of interest should be recorded and those parties should automatically be invited to participate in stakeholder group or individual meetings. The list of key stakeholders should extend out to other parties in the wider environment rather than solely those properties directly affected by the property designations. Ongoing clear and open communication is an important mechanism for avoiding grievances and placing additional stress on residential and business owners and occupiers and users of social infrastructure.

- 7.7 In addition to those recommendations, it will be important to ensure that Auckland Council is provided with the ability to review any of the plans that are identified in the conditions to ensure that the social effects of each stage are adequately considered.
- 7.8 Overall, I support the NoRs, but consider that the mitigation strategies proposed by the applicant's SIA are better incorporated in revised or new conditions and that particular consideration is given to how information is communicated to affected parties through advisory services in the long period between the PIC and the CEMP, so that concerns can be actively discussed, directly affected parties can easily access PWA compensation, and community views can be incorporated into designs.







