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

Date: Monday 18 to Thursday 21 September 2023
Monday 25 to Thursday 28 September 2023
Monday 2 to Thursday 5 October 2023
Monday 9 to Thursday 12 October 2023

Time: 9:30am

Meeting room: Henderson Council Chamber

Venue: 3 Smythe Road, Henderson
(potentially the week of 25 Sept in Kumeu)

SUBMISSIONS – VOLUME THREE

North West Local

19 NOTICE OF REQUIREMENTS FOR THE NORTH WEST

THE SUPPORTING GROWTH ALLIANCE (AUCKLAND TRANSPORT AND WAKA KOTAHI NZ TRANSPORT AGENCY)

COMMISSIONERS

Chairperson
Commissioners

Richard Blakey
Mark Farnsworth
Vaughan Smith

Patrice Baillargeon
**KAITOHUTOHU MATAAMUA WHAKAWĀ/
SENIOR HEARINGS ADVISOR**

Telephone: 09 890 4692 or 027 338 5383
Email: patrice.baillargeon@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

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.

19 NOTIFIED NOTICE OF REQUIREMENTS TO THE AUCKLAND COUNCIL UNITARY PLAN BY THE SUPPORTING GROWTH ALLIANCE (AUCKLAND TRANSPORT AND WAKA KOTAHĪ NZ TRANSPORT AGENCY)

VOLUME ONE – HIF REDHILLS AND HIF TRIG ROAD

NoR1 - NORTH WEST HIF REDHILLS NETWORK: REDHILLS NORTH -SOUTH ARTERIAL TRANSPORT CORRIDOR (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new urban arterial transport corridor and upgrade of the Don Buck and Royal Road intersections.

Project NoR1 in North West HIF - Redhills Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Housing Infrastructure Fund (HIF) transport projects are for roading upgrades in the Redhills area that has funding from Central Government. These projects will create new arterial roads, upgrade arterial roads, and upgrade intersections in the Redhills area.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 33	Rex Jungho Hwang
Page 38	Daniel Elder
Page 40	Edwin Konrad Schaufelberger
Page 42	Yanhui Liao
Page 44	Ministry of Education
Page 50	Mangesh Hinge
Page 55	Acanthus Limited
Page 71	Heritage NZ Pouhere Taonga
Page 74	L Li and SW Tsang
Page 76	Watercare Services Limited
Page 82	Telecommunications Submitters
Page 102	Redhills Green Limited
Page 143	NZRPG
Page 144	Stride Property Limited
Page 152	LZY Limited
Page 161	Leonardo Franca Brant
Page 163	LeaAnn Case
Page 165	Angela Mitchell
LATE SUBMITTER	
Page 167	Kāinga Ora Homes and Communities

NoR2a - NORTH WEST HIF REDHILLS NETWORK: REDHILLS EAST-WEST ARTERIAL TRANSPORT CORRIDOR – DUNLOP ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the remaining East-West connection (NoR2c) at the intersection with the Redhills North-South arterial corridor.

Project NoR2a in North West HIF - Redhills Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Housing Infrastructure Fund (HIF) transport projects are for roading upgrades in the Redhills area that has funding from Central Government. These projects will create new arterial roads, upgrade arterial roads, and upgrade intersections in the Redhills area.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 181	Ministry of Education
Page 187	O Nuich
Page 197	Redhills Green Limited
Page 239	New South Development Limited and Lunar Trustee Services Limited
Page 265	New South Development Limited
Page 279	Max Land Property Limited
Page 289	Heritage New Zealand Pouhere Taonga
Page 292	Universal Homes Ltd
Page 421	Watercare Services Limited
Page 427	Telecommunications Submitters
Page 447	Stride Property Limited
Page 455	NZRPG
LATE SUBMITTER	
Page 456	Kāinga Ora Homes and Communities

NoR2b - NORTH WEST HIF REDHILLS NETWORK: REDHILLS EAST-WEST ARTERIAL TRANSPORT CORRIDOR – BAKER LANE (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road (NoR2a).

Project NoR2b in North West HIF - Redhills Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Housing Infrastructure Fund (HIF) transport projects are for roading upgrades in the Redhills area that has funding from Central Government. These projects will create new arterial roads, upgrade arterial roads, and upgrade intersections in the Redhills area.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 471	Ministry of Education
Page 477	O Nuich
Page 487	Max Land Property Limited
Page 497	New South Development Limited and Lunar Trustee Services Limited
Page 523	New South Development Limited
Page 537	Heritage New Zealand Pouhere Taonga
Page 540	Universal Homes Limited
Page 546	Watercare Services Limited
Page 552	Bunnings Ltd
Page 555	Telecommunications Submitters
Page 575	Redhills Green Limited
Page 617	Stride Property Limited
Page 625	The National Trading Company of New Zealand Limited
Page 631	NZRP
LATE SUBMITTER	
Page 632	Kāinga Ora Homes and Communities

NoR2c - NORTH WEST HIF REDHILLS NETWORK: REDHILLS EAST-WEST ARTERIAL TRANSPORT CORRIDOR – NIXON ROAD CONNECTION (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new urban arterial transport corridor that intersects with the Redhills East West Arterial Corridor – Dunlop Road.

This includes the upgrade of the existing Redhills Road/Nelson Road/Nixon Road intersection, and the existing Nixon Road/Henwood Road intersection.

Project NoR2c in North West HIF - Redhills Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Housing Infrastructure Fund (HIF) transport projects are for roading upgrades in the Redhills area that has funding from Central Government. These projects will create new arterial roads, upgrade arterial roads, and upgrade intersections in the Redhills area.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 647	Linda Marie Christensen
Page 653	T Phalasundram and MS Govindan
Page 656	Ministry of Education
Page 662	Heritage New Zealand Pouhere Taonga
Page 665	Watercare Services Limited
Page 671	Telecommunications Submitters
Page 691	Redhills Green Limited
Page 733	Stride Property Limited
Page 741	NZRPG
Page 742	Nation Shine Limited
LATE SUBMITTER	
Page 745	Kāinga Ora Homes and Communities

HIFTR - NORTH WEST HIF TRIG ROAD NETWORK: TRIG ROAD CORRIDOR UPGRADE (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for an upgrade of Trig Road, Whenuapai, to an urban arterial corridor. This includes the upgrade of the existing Hobsonville Road/Trig Road and Hobsonville Road/Luckens Road intersections.

The North West Housing Infrastructure Fund (HIF) transport project is to upgrade the section of Trig Road in Whenuapai between State Highway 18 and Hobsonville Road. This will turn Trig Road into an Arterial Road and upgrade parts of Hobsonville Road, and the Luckens Road and Trig Road intersections.

This upgrade is the section of Trig Road between State Highway 16 and 18. This project involves both a Notice of Requirement for designation and a Resource Consent.

The Notice of Requirement will provide route protection and district plan effects. The Resource Consent will involve regional plan matters (e.g. Earthwork and stream work consents)

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 759	Marvin Rey Garcia
Page 764	Hsiu Ho Lin
Page 766	Ministry of Education
Page 774	Alex Robin Nieuwenhuis
Page 776	Peixia Feng
Page 778	West Harbour Cattery
Page 780	CDL Land New Zealand Limited
Page 802	John Kahukiwa and Lisa Roberts, Corban Revell Lawyers
Page 806	Peng Li
Page 808	Aimee Kuei Ling Lin
Page 810	Nicole Craig, Davenports West Lawyers
Page 816	Watercare Services Limited
Page 822	Telecommunications Submitters
Page 842	NZRPG
Page 843	Lakshman Vadhiparthi
LATE SUBMITTER	
Page 845	Kāinga Ora Homes and Communities

VOLUME TWO – NORTH WEST STRATEGIC

S1 - NORTH WEST STRATEGIC NETWORK: ALTERNATIVE STATE HIGHWAY (WAKA KOTAHI NZTA)

Notice of requirement lodged by Waka Kotahi for a new designation, for a new dual carriageway highway and the upgrade of the Brigham Creek Interchange.

Project Alternative State Highway (“S1”) in North West Strategic Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Strategic are six individual transport projects in Auckland located in Whenuapai, Kumeū, Huapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection. These projects include an Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. Access Road is also being upgraded.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 33	Kingsley Seol
Page 35	Peiping Liu and Tony Wu
Page 37	CJS NZ Limited
Page 47	Morris Chang
Page 48	Christopher Penk - Member of Parliament for Kaipara ki Mahurangi
Page 50	GH Atchison and PM Atchison
Page 51	John Martin Alexander
Page 56	Emily McGowan
Page 58	Samuel L Cooper
Page 60	Geoffrey Sinclair
Page 62	Spark New Zealand Trading Limited
Page 69	Te Kawerau a Maki (Te Kawerau Iwi Tiaki Trust)
Page 71	Merchant Timber Ltd
Page 73	Future-Kumei Incorporated
Page 81	Robyn Emm
Page 83	Nickolas Salter & Donna Young
Page 90	Dave Watt
Page 92	Colin Emm
Page 94	Lynette Carter
Page 96	Clement Lim
Page 97	Peter Edward Clark and Diane Margaret Clark
Page 99	Phelan Pirrie
Page 100	Chao Family Trust
Page 104	Rob Mihaljevich
Page 105	Qihui Michael Zhou
Page 106	Gail and Graham Mcintryre, Country Living Realty

Page 112	Huapai Truck Painters Ltd.
Page 114	The Way Family Trust
Page 116	Anne Smith
Page 117	Steve Clark
Page 118	Briar Dunn
Page 119	Dean Forster
Page 121	Lendich Construction Limited
Page 126	Body Corporates number 98706 (90a, 90B, 90c and 90D Main Rd Kumeu)
Page 128	All Seasons Properties Limited
Page 146	Liam Alexander Josef Kiely
Page 147	Katie Richards
Page 150	Chohan Lanka Dissanayake
Page 151	Andrew Kinzett
Page 152	Huihui Chen
Page 153	Bruce and Lisbeth Norton
Page 155	Lien Wang
Page 157	Jurene Andrew
Page 159	Russell Williams
Page 161	Beverley Speedy
Page 163	Vicki Jones
Page 165	John Richard Baker, Phillipa Clare Baker, Gwillim Family Trust
Page 167	Kumeu Shopping Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614
Page 169	Laureen Reeve
Page 171	Colin and Lenore Read
Page 173	Jim Hickling
Page 175	Stephanie Reilly
Page 177	Mary Connelly and James Scully
Page 179	Ms Yulan Xu and Ms Shuang He
Page 185	Kumeu Dental Surgery Ltd
Page 187	Paul Jared Kennedy
Page 195	Anna Barnett
Page 197	Peter Lawrence Gifkins
Page 199	Roseanne Kalley Dassler
Page 201	Simply Events Holdings Ltd
Page 203	Victoria Sydney Facoory
Page 207	Holly Southernwood
Page 209	ComDev Ltd
Page 210	Atlas Concrete Limited
Page 216	Tiger Aspell

Page 217	Ray Chong and Judy Chong
Page 219	Price Properties Limited
Page 224	Margaret Anne White
Page 234	Firstgas Ltd
Page 238	Simon Papa
Page 239	Alesana and Stacie Levi
Page 240	Topland New Zealand Limited
Page 242	Dianne Mary Kamuhemu
Page 244	Muyi Zeng and Bihui Zhao
Page 249	KiwiRail Holdings Limited
Page 251	Bradford Dibble
Page 253	Anca Joicey
Page 255	Arlene Ross
Page 257	W&P Enterprises Limited
Page 269	Jose Alberto Cosio and Deborah Naire Cosio
Page 271	Heritage New Zealand Pouhere Taonga
Page 275	Steve Clark & Anne Smith
Page 276	Ross Roderick Spence and Adrienne Mayo Spence
Page 279	John Russell Falconer and Karen Anderson
Page 283	Watercare Services Limited
Page 289	Victoria Sydney Facooory (duplicate)
Page 293	Natalya Ujdur
Page 295	Telecommunications Submitters
Page 315	NZRPG
LATE SUBMITTER	
Page 316	Kāinga Ora Homes and Communities

**S2 - NORTH WEST STRATEGIC NETWORK: ALTERATION TO DESIGNATION 6766
STATE HIGHWAY 16 MAIN ROAD UPGRADE (WAKA KOTAHI NZTA)**

Notice of requirement lodged by Waka Kotahi to alter Designation 6766 to provide for the upgrade of the corridor, including provision of active mode facilities and realignment of the Station Road intersection with SH16.

Project Highway 16 Main Road Upgrade (“S2”) in North West Strategic Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Strategic are six individual transport projects in Auckland located in Whenuapai, Kumeū, Huapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection. These projects include an Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. Access Road is also being upgraded.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 331	Peiping Liu and Tony Wu
Page 333	Ms Susan Newnham
Page 335	GT Marine
Page 337	Christopher Penk - Member of Parliament for Kaipara ki Mahurangi
Page 339	John Martin Alexander
Page 344	Spark New Zealand Trading Limited
Page 351	Ministry of Education
Page 358	McDonalds Restaurants (NZ) Limited
Page 362	Ben Xu
Page 371	Louise Baker
Page 372	Andrew Kinzett
Page 373	Molly Whittington - Kumeu Shopping Village Combined Owners' Committee [Lot 1: Kumeu Medical Centre; Lot 2: Body Corporate 98706 (90A-90D Main Rd)]
Page 375	Future-Kumeu Incorporated
Page 386	Kumeu Medical Centre
Page 388	Kiran Kumar - Kumeu Shopping Village Combined Owners' Cttee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614
Page 390	James Mcspadden - Kumeu Shopping Village Combined Owners' Cttee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614
Page 392	Jay Valavil - Kumeu Shopping Village Combined Owners' Cttee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614
Page 394	Mary Connelly and James Scully
Page 396	Kumeu Dental Surgery Ltd
Page 398	Joshua Nuske
Page 400	Jim Hickling
Page 401	Peter Lawrence Gifkins
Page 403	Roy Stansfield

Page 405	Spraggs Investments Ltd
Page 409	Kumeu River Wines
Page 412	Brajkovich Family Trust
Page 415	Atlas Concrete Limited
Page 421	Barney Holdings Limited
Page 433	Michael Davis Family Trust
Page 435	S Nuich and I Selak and S A Nuich and Gibson Nominee Ltd
Page 451	Stephen Anderson
Page 456	Colin and Lenore Read
Page 458	Faye and James O'Neill
Page 463	Price Properties Limited
Page 470	Eileen Spence and David Gillespie
Page 475	KiwiRail Holdings Limited
Page 477	Morleyvest Limited
Page 489	Pedro's Roast Kumeu Village
Page 491	Kumeu Properties Limited
Page 498	Anca Joicey
Page 500	W&P Enterprises Limited
Page 502	Heritage New Zealand Pouhere Taonga
Page 505	The Walker Family Trust
Page 512	The Walker Family Trust and Sharon Walker Family Trust
Page 519	Ross Roderick Spence and Adrienne Mayo Spence
Page 522	The Roman Catholic Bishop of the Diocese of Auckland
Page 527	John Russell Falconer and Karen Anderson
Page 531	Adrian Bullock
Page 533	Watercare Services Limited
Page 539	Victoria Sydney Facooory
Page 542	Mirko Daniel Ujdur
Page 546	Bowring Properties Group
Page 550	T A S Ltd
Page 554	Telecommunications Submitters
Page 574	Z Energy Limited
Page 583	Barry Frank Boric et al
Page 591	The Beachaven Trust
Page 595	The Country Club Huapai LP
Page 604	The National Trading Company of New Zealand Limited
Page 611	Christopher McGuire
Page 613	NZRPG
LATE SUBMITTER	
Page 614	Kāinga Ora Homes and Communities

S3 - NORTH WEST STRATEGIC NETWORK: RAPID TRANSIT CORRIDOR (WAKA KOTAHI NZTA)

Notice of requirement lodged by Waka Kotahi for a new designation, for a new Rapid Transit Corridor and active mode corridor.

Project Rapid Transit Corridor (“S3”) in North West Strategic Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Strategic are six individual transport projects in Auckland located in Whenuapai, Kumeū, Huapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection. These projects include an Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. Access Road is also being upgraded.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 629	Peiping Liu and Tony Wu
Page 632	CJS NZ Limited
Page 642	Morris Chang
Page 643	Christopher Penk - Member of Parliament for Kaipara ki Mahurangi
Page 645	GH Atchison and PM Atchison
Page 646	John Martin Alexander
Page 651	Steve Morpeth
Page 654	Emily McGowan
Page 656	Christine Lynda Brown
Page 657	Spark New Zealand Trading Limited
Page 665	Merchant Timber Ltd
Page 667	Nicole Matthews
Page 669	Robyn Emm
Page 681	Colin Emm
Page 683	Future-Kumei Incorporated
Page 693	Huapai Truck Painters Ltd
Page 695	The Way Family Trust
Page 697	Lance Williams
Page 699	Michael Land
Page 701	Ministry of Education
Page 708	Theresa Smith
Page 710	Jonathan and Wendi Williamson
Page 727	Nickolas Salter and Donna Young
Page 734	Chao Family Trust
Page 740	West Coast Rangers Football and Sports Club Incorporated
Page 749	Kumeū Cricket Club
Page 751	Phelan Pirrie
Page 753	Qihui Michael Zhou

Page 755	Country Living Realty Limited
Page 761	Mate Tolj
Page 763	Ben Xu
Page 771	Anthony T Osman
Page 772	Anne Smith
Page 773	Briar Dunn
Page 774	Steve Clark
Page 775	TechSavvy Ltd
Page 776	Louise Baker
Page 778	Kumeu Central Limited
Page 819	Lauren Windross
Page 820	Lendich Construction Limited
Page 825	Mohammad Ali Muttaqi
Page 826	All Seasons Properties Limited
Page 844	Steve Clark and Anne Smith
Page 845	Katie Richards
Page 847	Andrew Kinzett
Page 848	Huihui Chen
Page 849	Hot Property Trust
Page 851	Lien Wang
Page 853	Jurene Andrew
Page 855	Russell Williams
Page 857	Shona Grundy
Page 858	Yu Wang
Page 859	Bruce and Lisbeth Norton
Page 861	Holly Southernwood
Page 862	Kumeu Medical Centre
Page 864	Jane Langford
Page 865	Kiran Kumar - Kumeu Shopping Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614
Page 867	Molly Whittington - Kumeu Shopping Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614
Page 869	Jay Valavil - Kumeu Shopping Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614
Page 871	James Mcspadden - Kumeu Shopping Village Combined Owners' Committee: Kumeu Medical Centre & Body Corporates 98706, 97519, 96480, & 109614
Page 873	Laureen Reeve
Page 878	Mary Connelly and James Scully

Page 880	Susan McKinnon
Page 882	Jackson Lai
Page 884	Jim Hickling
Page 885	Roseanne Dassler
Page 887	Tahua Partners Limited
Page 916	Anna Barnett
Page 918	Peter Lawrence Gifkins
Page 920	Shamrock Drive Body corporate
Page 928	Dean Forster
Page 930	Peter Edward Clark and Diane Margaret Clark
Page 931	Atlas Concrete Limited
Page 937	Michael Davis Family Trust
Page 939	Ray Chong and Judy Chong
Page 941	Price Properties Limited
Page 947	Ulrich and Fleur Hess
Page 949	Simon Papa
Page 950	Eileen Spence and David Gillespie
Page 955	Colin and Lenore Read
Page 957	Dianne Mary Kamuhemu
Page 958	Alesana and Stacie Levi
Page 960	KiwiRail Holdings Limited
Page 962	Morleyvest Limited
Page 973	Pedro's Roast Kumeu Village
Page 975	Anca Joicey
Page 977	W&P Enterprises Limited
Page 989	Heritage New Zealand Pouhere Taonga
Page 994	The Walker Family Trust
Page 1001	The Walker Family Trust and Sharon Walker Family Trust
Page 1008	Ross Roderick Spence and Adrienne Mayo Spence
Page 1011	John Russell Falconer and Karen Anderson
Page 1016	Adrian Bullock
Page 1018	Watercare Services Limited
Page 1024	Victoria Sydney Facooory
Page 1027	Bowring Properties Group
Page 1030	T A S Ltd
Page 1033	Telecommunications Submitters
Page 1053	Z Energy Limited
Page 1062	The National Trading Company of New Zealand Limited
Page 1069	Christopher McGuire

Page 1071	NZRPG
Page 1072	Ms Susan Newnham
LATE SUBMITTER	
Page 1074	Kāinga Ora Homes and Communities

S4 - NORTH WEST STRATEGIC NETWORK: ACCESS ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new designation, for the upgrade of Access Road with separated active mode facilities.

Project Access Road (“S4”) in North West Strategic Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Strategic are six individual transport projects in Auckland located in Whenuapai, Kumeū, Huapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection. These projects include an Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. Access Road is also being upgraded.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 1089	Peiping Liu and Tony Wu
Page 1091	Rizheng Zeng
Page 1092	Christopher Penk - Member of Parliament for Kaipara ki Mahurangi
Page 1904	GH Atchison and PM Atchison
Page 1095	John Martin Alexander
Page 1100	Hamid Gholam Hosseini
Page 1102	Joseph Stapleton and Karen Crosland
Page 1104	Spark New Zealand Trading Limited
Page 1111	Walter Ian Dutton
Page 1113	Ezra and Gael Keren
Page 1116	Renee Cornwall
Page 1118	Bryce Kilpatrick
Page 1120	Monica Collier
Page 1122	Gayelene Grbic
Page 1123	Leslie Collecutt
Page 1124	Geoff and Gayle Levick
Page 1126	Louise Baker
Page 1127	Kiel Callil Harvey
Page 1130	Vincent La Rosa
Page 1132	Jing Wang and Fongzhi Zhao
Page 1133	Namhye Kim
Page 1134	Allens Village Pharmacy
Page 1136	Garth Halliday
Page 1137	Vaigalu Junior Aumua
Page 1139	Peter Edward Clark and Diane Margaret Clark
Page 1140	Atlas Concrete Limited
Page 1146	Price Properties Limited
Page 1152	W&P Enterprises Limited
Page 1164	Heritage New Zealand Pouhere Taonga

Page 1167	The Walker Family Trust
Page 1174	The Walker Family Trust and Sharon Walker Family Trust
Page 1181	Ross Roderick Spence and Adrienne Mayo Spence
Page 1184	Adrian Bullock
Page 1186	Watercare Services Limited
Page 1192	Telecommunications Submitters
Page 1212	Barry Frank Boric et al
Page 1221	The Beachaven Trust
Page 1228	Christopher McGuire
Page 1230	Murphy Property Development Limited
Page 1235	NZRPG
LATE SUBMITTER	
Page 1236	Kāinga Ora Homes and Communities

HS - NORTH WEST STRATEGIC NETWORK: HUAPAI RAPID TRANSIT STATION (WAKA KOTAHI NZTA)

Notice of requirement lodged by Waka Kotahi for a new designation, for a new rapid transit station, including transport interchange facilities, park and ride and accessway.

Project Huapai Rapid Transit Station (“HS”) in North West Strategic Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Strategic are six individual transport projects in Auckland located in Whenuapai, Kumeū, Huapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection. These projects include an Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. Access Road is also being upgraded.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 1251	Lillian Margaret Davidson
Page 1253	Jennifer Doyle
Page 1255	Christopher Penk - Member of Parliament for Kaipara ki Mahurangi
Page 1257	Phelan Pirrie
Page 1259	Michael Davis Family Trust
Page 1261	Chohan Lanka Dissanayake
Page 1263	Mary Connelly and James Scully
Page 1265	Roseanne Dassler
Page 1267	KiwiRail Holdings Limited
Page 1269	Future-Kumeu Incorporated
Page 1278	Nicole Matthews
Page 1283	Steve and Sofia Nuich Trustee Limited
Page 1292	Price Properties Limited
Page 1299	Heritage New Zealand Pouhere Taonga
Page 1302	Ross Roderick Spence and Adrienne Mayo Spence
Page 1305	The Roman Catholic Bishop of the Diocese of Auckland
Page 1310	Watercare Services Limited
Page 1316	Victoria Sydney Facoory
Page 1319	Telecommunications Submitters
Page 1339	NZRPG
Page 1340	Ms Susan Newnham
LATE SUBMITTER	
Page 1342	Kāinga Ora Homes and Communities

KS - NORTH WEST STRATEGIC NETWORK: KUMEŪ RAPID TRANSIT STATION (WAKA KOTAHI NZTA)

Notice of requirement lodged by Waka Kotahi for a new designation, for a new rapid transit station, including transport interchange facilities and accessway.

Project Kumeū Rapid Transit Station (“KS”) in North West Strategic Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Strategic are six individual transport projects in Auckland located in Whenuapai, Kumeū, Huapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection. These projects include an Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations. Access Road is also being upgraded.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 1357	Morris Chang
Page 1358	Christopher Penk - Member of Parliament for Kaipara ki Mahurangi
Page 1360	John Martin Alexander
Page 1365	Arlene Ross
Page 1367	Graham Ross
Page 1369	KiwiRail Holdings Limited
Page 1371	Roseanne Dassler
Page 1373	Paul Joicey
Page 1375	Kumeu Dental Surgery Ltd
Page 1377	Michael Land
Page 1379	Charitha Lansage
Page 1381	Phelan Pirrie
Page 1383	Dave Watt
Page 1385	Vincent La Rosa
Page 1388	FBL Properties Ltd
Page 1397	Nicole Matthews
Page 1402	Atlas Concrete Limited
Page 1408	Price Properties Limited
Page 1415	Heritage New Zealand Pouhere Tanonga
Page 1418	The Walker Family Trust
Page 1425	The Walker Family Trust and Sharon Walker Family Trust
Page 1432	Ross Roderick Spence and Adrienne Mayo Spence
Page 1435	Adrian Bullock
Page 1437	Watercare Services Limited
Page 1443	Victoria Sydney Facoory
Page 1446	Bowring Properties Group
Page 1450	T A S Ltd
Page 1454	Telecommunications Submitters

Page 1474	Christopher McGuire
Page 1477	NZRPG
LATE SUBMITTER	
Page 1478	Kāinga Ora Homes and Communities

VOLUME THREE – NORTH WEST LOCAL

W1 - NORTH WEST LOCAL NETWORK: TRIG ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new designation, for the upgrade of the Trig Road corridor to an urban arterial with separated active mode facilities.

Project W1 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 33	Trina Mullan
Page 35	Yvonne and Gayo Vodanovich
Page 38	Spark New Zealand Trading Limited
Page 45	New Zealand Defence Force
Page 47	Ministry of Education
Page 52	Oyster Capital Limited
Page 57	Northland Waste Limited
Page 74	Christopher Lewis Keall and Heather Janet Keall
Page 79	Kuo Yu Ping Hsu & Wu Mei Pen Ku
Page 84	Heritage New Zealand Pouhere Taonga
Page 88	Neil Construction Limited
Page 101	Carl and Melanie Laurie
Page 104	Marlene and Ronald Patten
Page 107	Watercare Services Limited
Page 113	Telecommunications Submitters
Page 133	RWPT Limited
Page 137	Cabra Developments Limited
Page 142	Tri Young Field Partnership
Page 154	Stride Property Limited
Page 161	NZRPG
LATE SUBMITTER	
Page 162	Kāinga Ora Homes and Communities

W2 - NORTH WEST LOCAL NETWORK: MĀMARI ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new designation, for an extension and upgrade of the Māmari Road corridor to an urban arterial corridor, including the provision of bus priority lanes and separated active mode facilities.

Project W2 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 177	Lydia Lin
Page 185	Christine Lin
Page 186	Jeffery Spearman
Page 188	Spark New Zealand Trading Limited
Page 195	New Zealand Defence Force
Page 197	Oyster Capital Limited
Page 202	M & S Dawe Family Trusts
Page 209	Allan Michael Boyle and Anne Marie Boyle and BM Trustees Limited
Page 215	Heritage New Zealand Pouhere Taonga
Page 219	Woolworths New Zealand Limited
Page 222	Watercare Services Limited
Page 228	Telecommunications Submitters
Page 248	Stride Property Limited
Page 255	41 - 43 Brigham Creek Road Joint Venture
Page 259	NZRPG
LATE SUBMITTER	
Page 260	Kāinga Ora Homes and Communities

W3 - NORTH WEST LOCAL NETWORK: BRIGHAM CREEK ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new designation, for the upgrade of the Brigham Creek Road corridor with separated active mode facilities.

Project W3 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 275	Rizheng Zeng
Page 276	Loretta Ray Radich
Page 276	Cheng Chang
Page 279	Spark New Zealand Trading Limited
Page 287	New Zealand Defence Force
Page 289	Ministry of Education
Page 294	Oyster Capital Limited
Page 307	Michelle van Rensburg
Page 311	R Radich and LT Radich
Page 313	John Garea
Page 315	Heritage New Zealand Pouhere Taonga
Page 318	Neil Construction Limited
Page 325	Woolworths New Zealand Limited
Page 328	Carl and Melanie Laurie
Page 331	Marlene and Ronald Patten
Page 334	Watercare Services Limited
Page 340	Telecommunications Submitters
Page 360	RWPT Limited
Page 361	Stride Property Limited
Page 368	41 - 43 Brigham Creek Road Joint Venture
Page 372	NZRPG
LATE SUBMITTER	
Page 373	Kāinga Ora Homes and Communities

W4 - NORTH WEST LOCAL NETWORK: SPEDDING ROAD (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for a new designation, for an upgrade of the existing Spedding Road corridor and new east and west extensions with separated active mode facilities.

Project W4 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 387	New Zealand Defence Force
Page 389	Ministry of Education
Page 393	Oyster Capital Limited
Page 405	M & S Dawe Family Trusts
Page 408	Austino New Zealand Limited
Page 413	Kuo Yu Ping Hsu & Wu Mei Pen Ku
Page 420	Heritage New Zealand Pouhere Taonga
Page 424	Carl and Melanie Laurie
Page 427	Marlene and Ronald Patten
Page 430	Watercare Services Limited
Page 436	Telecommunications Submitters
Page 456	RWPT Limited
Page 457	Cabra Developments Limited
Page 467	Tri Young Field Partnership
Page 479	Stride Property Limited
Page 486	NZRPG
LATE SUBMITTER	
Page 487	Kāinga Ora Homes and Communities

**W5 - NORTH WEST LOCAL NETWORK: ALTERATION TO DESIGNATION 1437
HOBSONVILLE ROAD (AUCKLAND TRANSPORT)**

Notice of requirement lodged by Auckland Transport for an alteration of the existing Hobsonville Road designation 1437 to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including provision of separated active mode facilities.

Project W5 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 501	Willem van der Steen
Page 502	Cynthia Cruz
Page 503	ACCR Holdings
Page 505	Rizheng Zeng
Page 506	Lydia Lin
Page 507	Aaron Schiff
Page 509	Nigel Brock
Page 510	Adam Schofield
Page 511	Carolyn Jane Day and Aaron James Day
Page 513	Rohan Keshavan Kuttuva
Page 514	Preyanka Malli Ganeshbabu
Page 515	National Mini Storage Limited
Page 521	Hobsonville Villas
Page 523	Jeffery Spearman
Page 524	Miss Judith Anne Fearon
Page 526	Spark New Zealand Trading Limited
Page 533	Tsz Yeung Yau
Page 534	Waitakere Licensing Trust
Page 539	BW Holdings Limited
Page 546	Ministry of Education
Page 555	393 Ltd and Upper Harbour Medical Centre
Page 557	W L McMurray and A L McMurray
Page 559	Oyster Capital Limited
Page 564	Moors Holdings Limited
Page 571	Monsur Rahman
Page 574	Hobson Lifestyle
Page 575	General Distributors Limited
Page 578	Halmer Searle

Page 580	Isabelle Kuan
Page 582	Yew Chong Kuan
Page 584	Maurice and Beverley Brett
Page 587	Jiang Wu
Page 588	Viscount Investment Corporation Limited
Page 592	Ngoc Thi Nguyen
Page 595	Ivana Kuan
Page 597	Lesley Grace Mayer
Page 599	CDL Land New Zealand Limited
Page 624	The Saint Johns College Trust Board
Page 637	Michele Moana Going and Stephen Andrsen
Page 639	GR & CC McCullough Trustee Limited
Page 654	Austino New Zealand Limited
Page 660	Corinthian Properties Ltd
Page 665	Pushpa Kumar Kurra
Page 667	Katherine Mary Duncan
Page 669	Heritage New Zealand Pouhere Taonga
Page 673	Barbara Louisa Buckler
Page 677	Radich
Page 678	Monique and Colin Bowring
Page 680	Ernie Jong Eon Park
Page 681	Teresa Pattinson
Page 683	CDC Data Centres NZ Limited
Page 688	Tae Kim
Page 689	Watercare Services Limited
Page 695	Telecommunications Submitters
Page 715	Stride Property Limited
Page 722	The National Trading Company of New Zealand Limited
Page 730	NZRPG
Page 731	Kings Height Group
Page 733	Courtney-Lee and Ravniel Singh
Page 734	Mark David Roseingrave
Page 735	Padmaja Maruvada
Page 737	Janntte Helen MacLean
LATE SUBMITTERS	
Page 738	Linda Cheng
Page 740	Kāinga Ora Homes and Communities

**R1 - NORTH WEST LOCAL NETWORK: COATESVILLE – RIVERHEAD HIGHWAY
(AUCKLAND TRANSPORT)**

Notice of requirement lodged by Auckland Transport for a new designation, upgrading the southern section of the Coatesville – Riverhead Highway corridor to a rural arterial with active mode facilities, and upgrading the northern section of the corridor to an urban arterial with active mode facilities.

Project R1 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 755	Graham and Louise Hilton Family Trust
Page 756	Tosh Baird
Page 757	Wendy Frame
Page 759	Melissa Cubitt
Page 761	Jie Gao
Page 765	Lloyd Cho
Page 767	Iain Richard Smart
Page 769	Tristan Prattley
Page 770	Mahoney Topia
Page 772	Hosin International
Page 781	Huapai Golf Club Incorporated
Page 787	Brian Tong
Page 795	Susan Verghese & Verghese Antony Koothoor
Page 798	Dr David Wilson and Dr Anna Tabuteau
Page 802	Matvin Group Limited
Page 822	Fletcher Residential Limited
Page 837	Heritage New Zealand Pouhere Taonga
Page 840	I H Cho
Page 847	Simon Papa
Page 849	Ray Chong and Judy Chong
Page 853	The Walker Family Trust
Page 860	The Walker Family Trust and Sharon Walker Family Trust
Page 867	Adrian Bullock
Page 869	Watercare Services Limited
Page 875	Telecommunications Submitters
Page 895	Christopher McGuire
Page 897	F. Boric and Sons Limited

Page 905	NZRPG
Page 906	Hallertau Brewery
Page 913	Poynter Family Trust
LATE SUBMITTER	
Page 916	Kāinga Ora Homes and Communities

VOLUME FOUR – NORTH WEST LOCAL

RE1 - NORTH WEST LOCAL NETWORK: DON BUCK ROAD (AUCKLAND TRANSPORT)	
<p>Notice of requirement lodged by Auckland Transport for a new designation, the upgrade of Don Buck Road corridor including provision for bus priority lanes and separated active mode facilities.</p> <p>Project RE1 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.</p> <p>The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.</p>	
Page 33	Tamryn John Hardley
Page 34	Chandra Singh
Page 35	Waitakere Licensing Trust
Page 40	Ministry of Education
Page 45	Mangesh Hinge
Page 47	Restaurant Brands Limited
Page 51	Hsu-Cheng Yang
Page 53	McDonald's Restaurants (NZ) Limited
Page 58	The Salvation Army New Zealand Trust
Page 108	Kerry Philip Charteris
Page 109	Haeryong Kim
Page 110	Donna Marie Fagg
Page 112	Susan Verghese and Antony Koothoor Verghese
Page 116	Heritage New Zealand Pouhere Taonga
Page 119	Universal Homes Ltd
Page 201	L Li and SW Tsang
Page 203	Watercare Services Limited
Page 209	Bunnings Ltd
Page 212	Telecommunications Submitters
Page 232	Stride Property Limited
Page 239	The National Trading Company of New Zealand Limited
Page 245	NZRPG
Page 246	LZY Limited
LATE SUBMITTERS	
Page 254	Richard and Angela Scott
Page 257	Kāinga Ora Homes and Communities

RE2 - NORTH WEST LOCAL NETWORK: ALTERATION TO DESIGNATION 1433 FRED TAYLOR DRIVE (AUCKLAND TRANSPORT)

Notice of requirement lodged by Auckland Transport for an alteration of the existing Fred Taylor Drive designation 1433 to provide for the upgrade of the Fred Taylor Drive corridor, including provision for bus priority lanes and separated active mode facilities.

Project RE2 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The North West Local transport projects are eight upgrades to existing roads in Whenuapai and Red Hills. The Supporting Growth Alliance has lodged six Notices of Requirement for designations with Auckland Council for route protection which are to be constructed at a future date.

The works described for the Projects could be carried out in stages as urban development occurs surrounding the Project area.

Page 271	Wenrong Huang
Page 272	Derek Ian Weir
Page 276	O Nuich
Page 285	Max Land Property Limited
Page 295	New South Development Limited and Lunar Trustee Services Limited
Page 321	New South Development Limited
Page 335	Daltons Holdings 2013 Limited
Page 338	Marylen Limited
Page 345	Bright Future Group Limited
Page 358	Alesana and Stacie Levi
Page 360	Heritage New Zealand Pouhere Taonga
Page 363	Amazon Data Services New Zealand Limited
Page 366	Sung Chul Lee
Page 367	Watercare Services Limited
Page 373	Telecommunications Submitters
Page 393	Redhills Green Limited
Page 435	Stride Property Limited
Page 442	DBH Limited
Page 448	NZRPG
LATE SUBMITTER	
Page 449	Kāinga Ora Homes and Communities

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Trina Mullan

Organisation name:

Full name of your agent: Trina Mullan

Email address: trina.mullan1@gmail.com

Contact phone number:

Postal address:

8 Trig Road
Auckland
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Trig Road North (NoR W1)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

You are seeking to take land from properties on one side of the road where there are established houses, instead of taking the land from the other side that is bare land.

I or we seek the following recommendation or decision from Auckland Council:

Bare land is used from the eastern side of Trig Road instead of the West side where all the properties are.

Submission date: 29 March 2023

Supporting documents

Map.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

 17°



Waiarot

Trig Rd

Ryans Rd

Kindergarten

Pruning Services
Landscaping supply store

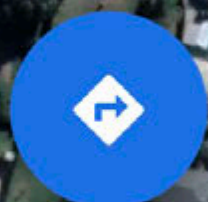
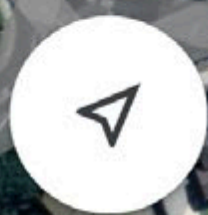
Kenji Guitar Lessons

Home

Inspire Films

Hobsonville Rd

34 Pet Doctors
West Harbour



Form 21 Submission on requirement for designation that is
subject to public notification or limited notification by a
territorial authority

Sections 168A, 169, 181, 189A, 190, and 195A, Resource Management Act 1991

To: Auckland Council
Name of submitter: Yvonne and Gayo Vodanovich

This is a submission on a notice of requirement from Auckland Transport for a designation (the **notice of requirement**) for Trig Road North (NoR W1).

We are not trade competitors for the purposes of [section 308B](#) of the Resource Management Act 1991.

The specific parts of the notice of requirement that our submission relates to are:

The location and levels of the designated works on and adjacent to 26 Trig Road.

The nature of the effects of works on 26 Trig Road, both permanently and during construction.

The duration and timing of construction effects.

Compliance with construction noise and vibration standards.

The inefficient proposed intersections of Trig, Hobsonville and Luckens Roads.

The extended lapse period.

Our submission is:

We oppose the Notice of Requirement.

The reason for our views are:

We own and reside at 26 Trig Road, Whenuapai. The property comprises 951m² and has the legal description Lot 40 DP 41172. It is contained in RoT NZ10D/299.

The Indicative Design and Designation Plans forming part of the Notice of Requirement show the footprint of the Designation extending into 26 Trig Road with a fill batter encroaching onto the property, close to an existing structure. Discussions with the requiring authority have indicated that the designation may be temporary and for construction purposes only, but that is not supported by the need to construct a permanent fill batter to support the road on 26 Trig Road. Other works are also shown passing through the property.

26 Trig Road is zoned Future Urban Zone and it is contemplated that it will be live-zoned for development in the coming years. When 26 Trig Road is developed, any reduction in allotment size to accommodate the roading works may impact the ability to achieve a sensible development or to comply with standards for development in the Unitary Plan. Such a requirement of land should be avoided. Similarly, the design of the road must ensure that there are no stormwater, flooding or other adverse effects on 26 Trig Road.

Any imposition of such impediments to redevelopment onto 26 Trig Road would be inefficient and inconsistent with sustainable management of natural and physical resources.

A resident of the property has high medical needs and is regularly attended to by ambulance. It is essential that vehicular access to the property is maintained at all times so that emergency medical assistance can be rendered when required.

Given the proximity of indicated works to living environments, it is essential that construction effects, particularly noise and vibration are managed to levels that will maintain residential amenity during construction.

The intersections connecting Luckens, Hobsonville and Trig Roads are inefficient both in terms of the land required and the traffic engineering outcomes. It would be better to have a traditional four-point intersection, which would avoid these inefficiencies.

The extended lapse period blights properties for far too long and will make redevelopment difficult and inefficient.

We seek the following recommendation or decision from the territorial authority:

Ensure that the designation does not intrude upon 26 Trig Road.

Ensure that the levels and location of the finished Trig Road do not cause any adverse effects on 26 Trig Road including but not limited to issues related to access, runoff and stormwater.

Ensure that finalised street lighting does not cause undue glare or exceedance of any relevant standards for light spill at 26 Trig Road.

Ensure that vehicular access to 26 Trig Road is maintained at all times throughout the construction period. If there is any disruption to vehicular access, provide alternative wheelchair-accessible accommodation that can be accessed by ambulance at all times for the residents of 26 Trig Road.

Ensure that noise and vibration are managed to meet construction noise and vibration standards throughout the construction period.

Ensure that the intersection of Trig, Luckens and Hobsonville Road is formed to create a simple four-way intersection to maximise efficiency.

If any of the construction or permanent effects on 26 Trig Road are unable to be appropriately addressed through design of the designation or condition, recommend that the Notice of Requirement be declined.

Provide for a standard lapse period.

We wish to be heard in support of our submission.

If others make a similar submission, we will consider presenting a joint case with them at a hearing.



Signature of person authorised to sign on behalf of submitter

Date: 22 April 2022

Electronic address for service of submitter: janette@campbell.legal

Telephone: 021 446 585
Postal address Bankside Chambers
PO Box 1571
Auckland 1140

Contact person: Janette Campbell, Barrister

Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland 1010

This submission by Spark is specifically in regard to the Southern Cross International Cable Network that will be affected by several Notices of Requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North-West Auckland as identified below.

Spark, along with other telecommunications network utility operators, has also made a joint submission pertaining to the inclusion of a Network Utility Management Plan condition and condition obligating the requiring authority to consult network utility operators over future requirements as part of detailed design, for these and other Notices of Requirement for transport projects in North-West Auckland.

The Proposal:

This is a submission on the following Notices of Requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North West Auckland:

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

Spark is not trade competitor for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to the Southern Cross International Cable Network (Southern Cross Cable).

Spark's submission is that:

Spark has no position on the overall North-West Auckland package of transport projects but seeks to ensure that their existing cable infrastructure in the project corridors is adequately addressed.

Spark is lodging this submission to seek more specific protective measures for the Southern Cross Cable.

Spark opposes the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

Southern Cross Cable

The Southern Cross international cable is one of a small number of international cable systems connecting New Zealand to the World. Spark estimates that that 98% of New Zealand's connectivity to the World in regard to communications, data transfer and the internet is via international submarine cables. The Southern Cross Cable has two landing points at Muriwai on the west coast and Takapuna on the east coast. It has two cable landing stations critical to its function located at Brigham Creek Road in Whenuapai and Akoranga Drive in Northcote, connected by terrestrial cables and some inshore submarine cable crossings in the upper Waitemata Harbour.

The cable system is nationally significant infrastructure. The cable is located in a number of roads affected by the proposed designations and traverses the proposed alternative state highway designation footprint. The Whenuapai Cable Station is also located immediately adjacent to Brigham Creek Road which is subject to a proposed designation. It is critical that the Southern Cross Cable, and Cable Station at Brigham Creek Road, are protected and practical access is retained during construction and any ongoing maintenance work. Plans showing the Southern Cross Cable route are attached below. KMZ files can be provided upon request.

Spark provided affected party approval to Waka Kotahi's SH16 Stage 2 Safety Improves Project subject to a number of conditions in regard to works around the cable. For the current Notices of Requirement, Spark is seeking that equivalent restrictions be included as designation conditions.

Key to the outcomes Spark is seeking is to ensure they are adequately consulted by the requiring authorities over effects on Southern Cross Cable infrastructure. It is noted that the Brigham Creek Road proposed designation overlaps onto the Cable Station site. The Cable Station is a Spark designated site and will retain designation priority where there is an overlap. Any works in this area will require particular care so the cable connections into the Cable Station are not adversely affected.

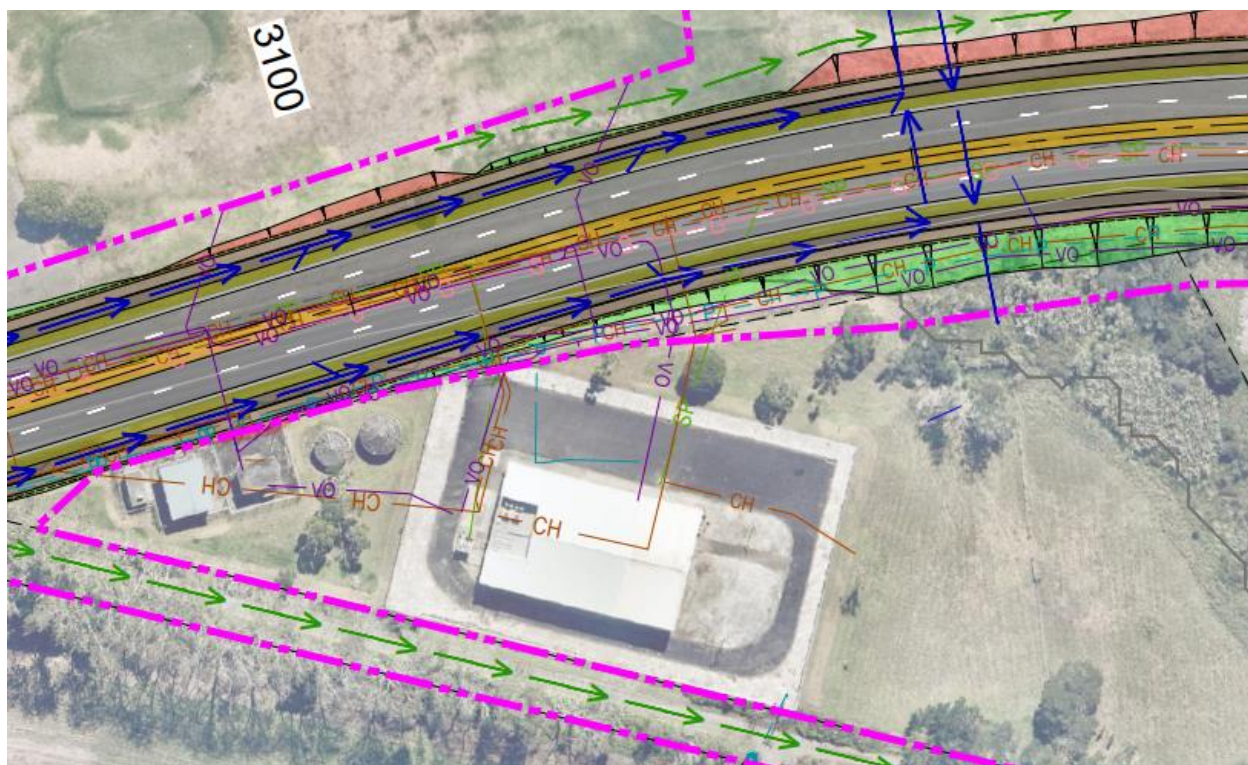


Figure 1: Proposed Auckland Transport designation (Pink line) shown encroaching onto Spark cable station designated site.

The Assessment of Environmental Effects for each Notice of Requirement sets out the relevant utility providers who have assets within and around the proposed designations. This specifically includes Spark in regard to the Southern Cross Cable Network, in four of the Notices of Requirement as identified below.

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)

However, the following Notices of Requirement do not acknowledge the Southern Cross Cable:

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

It is important that the designation conditions properly acknowledge and protect the Southern Cross Cable on each proposed designation.

Spark seeks the following decision from the Requiring Authority:

Add new conditions to each Notice of Requirement (as outlined above) as follows (or conditions of like effect):

XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated..

XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times

XX: The contactor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.

XX: Spark shall be consulted on any design changes throughout the project that may affect the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.

XX: The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.

Spark wish to be heard in support of its submission.

A handwritten signature in blue ink, consisting of a cursive 'C' followed by a long horizontal stroke that tapers to the right.

**Signature of submitter
(Chris Horne, authorised agent for Spark)**

Date: 18 April 2023

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

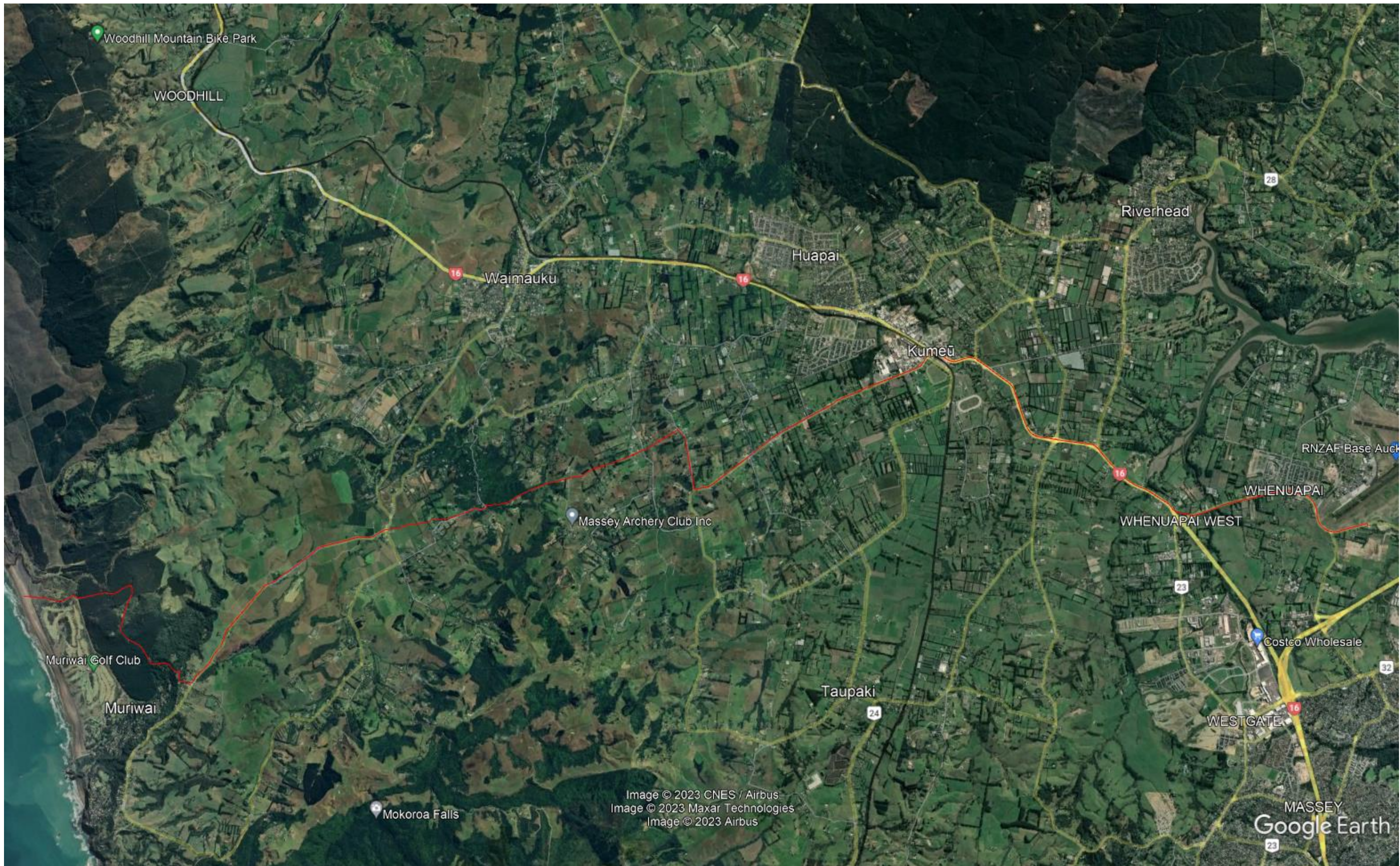


Figure 2: Muriwai Beach - Whenuapai Cable Station (in red) (Source: Google Earth)

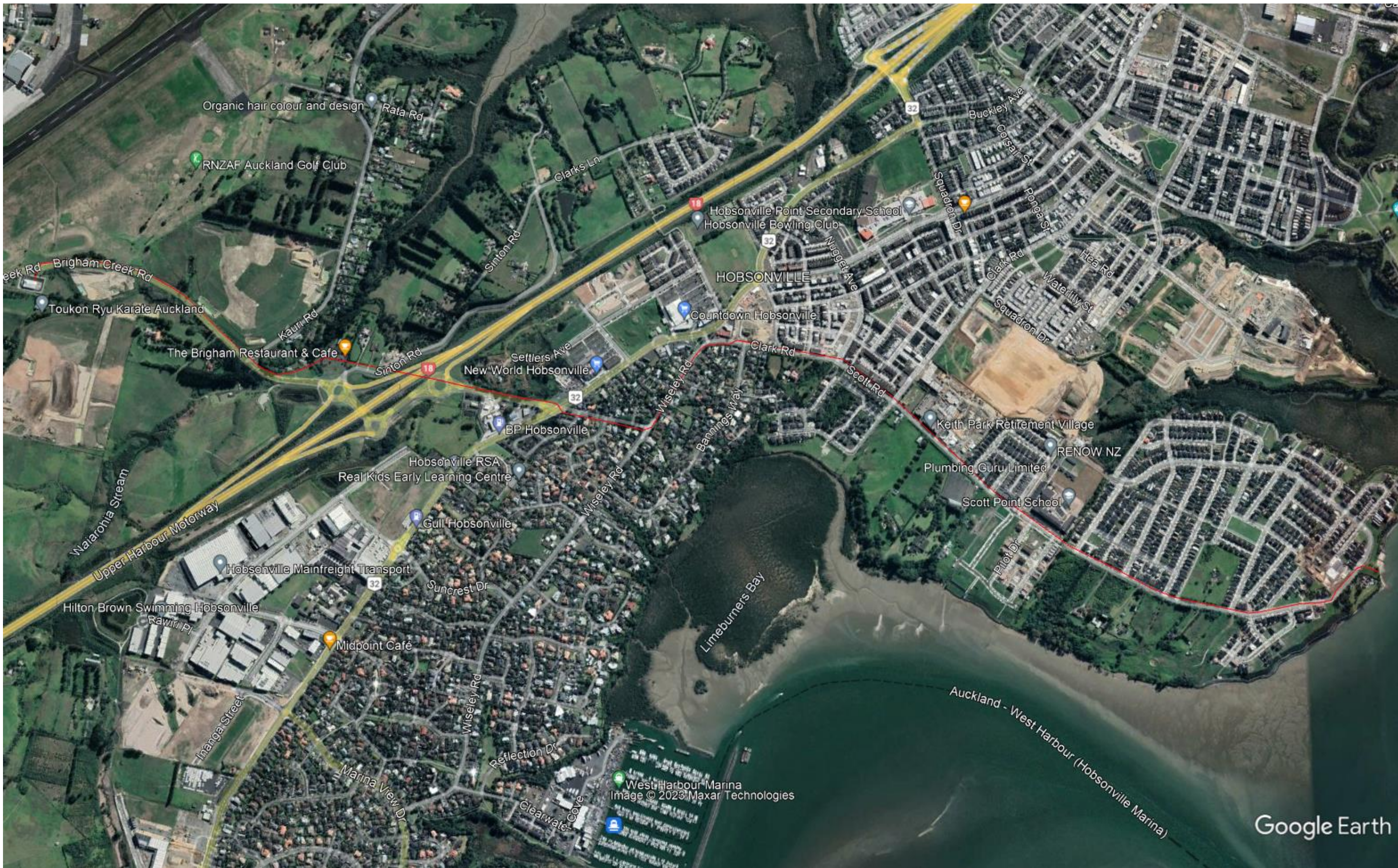


Figure 3: Whenupai Cable Station - Scott Point (in red) (Source: Google Earth)

Submission on Requirement for Designation lodged by Te Tupu Ngātahi Supporting Growth Alliance in respect of North West Transport Network Upgrades

Sections 168, 169 and 181, Resource Management Act 1991

To: Auckland Council
Address: Attn: Planning Technician
Private Bag 92300
Auckland 1142
Email: unitaryplan@aucklandcouncil.govt.nz

Submitter: New Zealand Defence Force
Contact Person: Lucy Edwards, Senior Statutory Planner

Address for Service: New Zealand Defence Force

Phone: +64 22 121 5440
Email: lucy.edwards@nzdf.mil.nz

Background

This is a submission on various Notices of Requirement (NoR) lodged by Te Tupu Ngātahi Supporting Growth Alliance (SGA) on behalf of both Auckland Transport and Waka Kotahi.

The purpose of the NoRs is to provide route protection for various transport corridors in Auckland's North West. The proposed designations seek to enable upgrades to the existing road and state highway networks, safety improvements and new road connections.

Of the 19 NoR packages lodged, the following are the subject of this submission:

- North West Local Network: Trig Road
- North West Local Network: Mamari Road
- North West Local Network: Brigham Creek Road
- North West Local Network: Spedding Road

Auckland Transport is the applicable Requiring Authority for all of these packages.

The New Zealand Defence Force (NZDF) operates the RNZAF Base Auckland (Base Auckland) at Whenuapai, located within, directly adjacent to or in proximity to the areas to be designated for route protection by way of these NoRs.

Base Auckland is a significant Defence facility, of strategic importance regionally, nationally and internationally. Ensuring that this facility can continue to operate to meet Defence obligations under the Defence Act 1990 is critical. These obligations include the defence of New Zealand, the provision of assistance to the civil power either in New Zealand or elsewhere in times of emergency, and the provision of public service when required. Base Auckland is essential in achieving these obligations. RNZAF Base Auckland is designated within the Auckland Unitary Plan (AUP) for 'Defence purposes (as defined by section 5 of the Defence Act 1990) – air base' (Designation Number 4310).

NZDF does not oppose the NoRs in principle and recognises the importance of an integrated, well-planned and future-proofed transport network. However, NZDF wants to ensure that the route protection (and associated future works enabled through any Outline Plan process pursuant to section 176A of the RMA) are appropriate and do not compromise the safe and efficient operation of Base Auckland.

The NoR documentation sets out that NZDF was engaged with prior to lodgement of the NoRs. Although initial discussions took place, the NoRs were lodged before all of NZDF's concerns had been addressed. NZDF has residual concerns relating to the effect that the NoRs would have on Base Auckland that it would like to work through with the SGA, prior to the designations being confirmed.

Concerns with the proposals include bird strike risk from dry ponds, rain gardens and wetlands proposed to be constructed or upgraded within the designated areas. Bird strike is a significant safety risk at Base Auckland and NZDF requires further clarification on how bird strike risks will be avoided or mitigated. Lighting effects on Base Auckland from new lighting within the proposed transport corridors will also need to be appropriately managed, along with any effects from construction activities on the NZDF landing lights. No permanent structures or construction machinery should exceed the Obstacle Limitation Surface for Base Auckland as shown on the planning maps in the Auckland Unitary Plan.¹

Further, NZDF appreciates that the SGA has sought to minimise encroachment of the proposed designation footprints on NZDF land through the development of the designs to date. However, the NoRs still require the use of parts of NZDF land for the proposed roading upgrades. NZDF is therefore seeking further clarification as to how the effects on NZDF resulting from this encroachment will be mitigated.

NZDF acknowledges that the NoRs are being lodged to secure route protection and that detailed design is yet to be developed. As a result, many of the potential effects on Base Auckland identified above cannot be accurately assessed at this time. NZDF is therefore seeking that a condition is included on the designations that states that: *detailed design will be developed, and land ownership arrangements finalised, in consultation with the New Zealand Defence Force, in order to ensure that future works are undertaken in a manner that do not compromise the safe and efficient operation of Base Auckland.*

NZDF **could not** gain an advantage in trade competition through this submission.

NZDF **wishes to be heard** in support of this submission.

If others make a similar submission, **we will consider** presenting a joint case with them at the hearing.

 Person authorised to sign
 on behalf of New Zealand Defence Force

Date 18/04/22

¹ Refer to designation 4311, Whenuapai Airfield Approach and Departure Path Protection.



FORM 21

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification under Section 168A, 169, 181, 189A, 190 and 195A of the Resource Management Act 1991.

Submission on Te Tupu Ngātahi – North West Local Network: Trig Road

To: Te Tupu Ngātahi – Supporting Growth Alliance ('Te Tupu Ngātahi')

Name of submitter: **Te Tāhuhu o te Mātauranga | Ministry of Education ('the Ministry')**

Address for service: Eden 5, Level 3/12-18
Normanby Road
Mount Eden
Auckland 1011

Attention: Gemma Hayes

Phone: +64 963 80294

Email: gemma.hayes@education.govt.nz

This is a submission on Te Tupu Ngātahi's Notice of Requirement for North West Local Network: Trig Road.

Background

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.

The Ministry is therefore a considerable stakeholder in terms of activities that may impact existing and future educational facilities and assets the Auckland region.

The Ministry of Education’s submission is:

Under the Resource Management Act 1991, decision makers must have regard to the health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment.

Through its delivery partner, Te Tupu Ngātahi, Waka Kotahi NZ Transport Agency and Auckland Transport have lodged a Notice of Requirement (NoR) for corridor upgrades the North West Local Network (The Project; see Figure 1). The Project’s NoR application supports the wider North West Local Arterial Network Assessment Package, which consists of the future expansion and upgrade of transport corridors in Whenuapai, Redhills and Riverhead. The Project provides for the widening and upgrade of the existing Trig Road corridor from a 20 metre wide, two-lane rural road to a 24 metre wide two-lane urban arterial with separated active mode facilities on both sides.

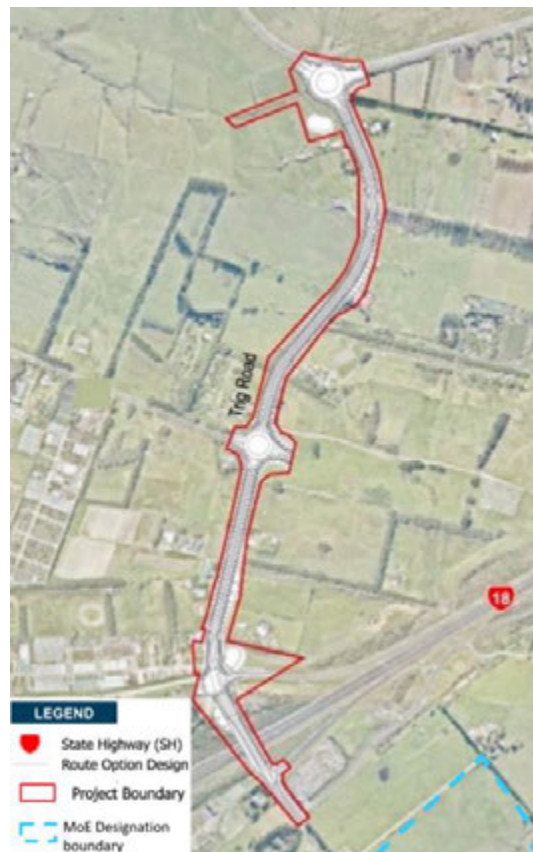


Figure 2: Project Overview in relation to Trig Road School

In March 2022, Auckland Council confirmed an NoR for a Ministry of Education designation located at 13-15 Trig Road, Whenuapai. The designation is for a new primary school (Trig Road School) catering for years 0 to 8 and a new early childhood education centre. The proposed Project designation boundary is approximately 200m north of Trig Road School and does not directly affect the Ministry's designation. The Ministry plans to have Trig Road School operational by term three, 2023. Therefore, the school will be operational during the Project construction.

The Ministry broadly supports the Project's aim to enable better public and active modes of transportation. However, the Ministry seeks for potential heavy construction traffic effects on the safety of students at Trig Road School to be appropriately addressed and managed and the school is engaged with prior to the start of construction. The Ministry's specific concerns are outlined below.

Walking and cycling provisions

The Ministry strongly supports the provision of separated walking and cycle lanes along Trig Road to provide safe access to Trig Road School and the wider network. Separated cycleways are likely to encourage the uptake of active modes and improve the safety of students and staff commuting to school. Encouraging mode shift will provide significant health benefits for students and staff and ultimately reduce traffic generation at pick up and drop off times. Trig Road School should be well serviced by safe and accessible pedestrian and cycling links and it is considered that the proposed upgrades will provide adequate cycling and walking infrastructure.

Construction Traffic Effects

No details have been provided on the volume of truck movements that will pass the school. The Ministry is concerned with the potential high volume of large truck movements that could pose a threat to students walking and cycling to school, or students getting out of cars at peak pick-up and drop-off times. Larger trucks also reduce the visibility to other drivers of students on the road.

Te Tupu Ngātahi has stated that a Construction Traffic Management Plan (CTMP) will be prepared prior to the start of construction, which will include details on how to manage heavy construction traffic including specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools. The Ministry supports the establishment of this under the proposed CTMP condition. However, the proposed CTMP condition does not specifically outline these details to be included in the CTMP. The Ministry appreciates Te Tupu Ngātahi's willingness to prioritise student safety during construction and proposes amendments to the proposed CTMP condition to list the details that must be included in the CTMP to improve student safety during construction.

The Ministry's requested amendments to this condition include details on how all heavy construction vehicles must avoid Trig Road School during pick-up and drop-off times (during term time) to maintain a safe environment for students to walk and cycle to school. Moreover, the Ministry requests that truck drivers are briefed on maintaining safe speeds around schools.



Decision sought

The Ministry supports the NoR subject to the following relief being accepted and any consequential amendments required to give effect to the matters raised in this submission.

1. The Ministry seeks the following relief for the proposed CTMP condition:

A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.

- (a) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:...
- (i) How heavy vehicles will avoid travelling along Trig Road, between SH16 and Hobsonville Road, during school pick-up and drop-off times (between 8.15am - 9.10am and 3.00pm - 3.30pm) during term time. Engagement should be undertaken with the school prior to construction to confirm the restricted times still reflect the school's peak pick up and drop off times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicles movements must also avoid these schools at their peak pick up and drop off time.
 - (ii) Details of consultation (including outcomes agreed) with the applicant and Trig Road School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.
 - (iii) Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.
 - (iv) Any CTMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.

Should you wish to discuss any aspect of this feedback, please do not hesitate to contact the undersigned as a consultant to the Ministry.



**Te Tāhuhu o
te Mātauranga**
Ministry of Education

The Ministry wishes to be heard in support of its feedback.

Gemma Hayes

Ministry of Education

Date: 19 April 2023

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) _____

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Telephone: Fax/Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Trig Road North (NoR W1)

The specific parts of the above notice of requirement that my submission relates to are: (give details):

My submission is:

I or we support of the Notice of Requirement I or we oppose to the Notice of Requirement
I or we are neutral to the Notice of Requirement

The reasons for my views are:

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Submission on a Requirement for a Designation or an Alteration to a Designation

To: Auckland Council
Attn: Planning Technician
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

SUBMITTER DETAILS

Name of Submitter: Oyster Capital Limited (“Oyster”)

1. Oyster makes this submission on a new designation for the upgrade of the Trig Road corridor to an urban arterial with separated active mode facilities (“**NoR W1**”) lodged by Auckland Transport to the Auckland Unitary Plan – Operative in Part (“**AUP**”) in accordance with Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act (“**RMA**”) 1991 as follows.
2. Oyster could not gain advantage in trade competition through this submission.
3. Oyster is directly affected by the effects of the subject matters of the submission that –
 - a. Adversely affects the environment; and
 - b. Do not relate to trade competition or the effects of trade competition.
4. Oyster wishes to be heard in support of their submission.
5. If any other submitters make a similar submission, Oyster will consider presenting a joint case with them at a hearing.

OVERVIEW OF OYSTER

6. Oyster is a proudly New Zealand owned company specialising in the predevelopment and development of land for both residential and commercial property projects across New Zealand. Oyster was formed in 2003, has since continuously and successfully delivered a number of master-planned greenfield residential subdivisions, including residential developments in Whenuapai, Beachlands and Bishop Hill.
7. Oyster has an interest in the North West Local Network that is greater than the interest of the general public. Oyster was the Applicant of a recently approved Private Plan Change (“**PC 69**”) for the ‘Spedding Block Precinct’ which sought to rezone approximately 52 hectares of land at 23-27 & 31 Brigham Creek Road and 13 & 15-19 Spedding Road, Whenuapai from Future Urban Zone to Business – Light Industry Zone under the AUP.
8. Oyster Capital have lodged an application to carry out bulk earthworks across approximately 25.3ha of the Spedding Block Precinct area, as well as a subsequent resource consent application to enable Oyster to undertake Stage 1 of the Spedding Block development, this includes the subdivision of the site, creation of roads, and associated works (transport and infrastructure upgrades, earthworks and streamworks). Oyster has full control over the land that is the subject to the aforementioned applications, either by way of direct ownership of land, unconditional sale and purchase agreements, or by agreement with adjoining land owners for works to be undertaken on their land.

9. For the reasons given above, Oyster has an interest in the NoR W1 that is greater than the interest of the general public, given the proximity of Oyster's landholdings on Spedding Road to NoR W1 and the Spedding Block Precinct area. It is considered that NoR W1 has the potential to give rise to adverse effects on the environment that would directly affect Oyster.

SCOPE OF SUBMISSION

10. The submission relates to NoR W1 as a whole.
11. Oyster generally supports the purpose and intent of the North West Local Network as they would support the future urbanisation and development of Whenuapai. However, Oyster **opposes** NoR W1 for the following reason:
12. Oyster opposes the extent of the designation boundary, which extends far beyond the anticipated extent of works. It is recognised that an extended designation boundary is required to accommodate the road upgrade to an urban arterial with separated active mode facilities and associated works, such as cut/fill batters, proposed wetlands and site compound and construction areas. However, in some locations, the proposed designation boundary appears to unnecessarily extend beyond the area identified in the NoR W1 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. This will also unduly restrict the future development potential of a significant portion of land in this part of Whenuapai 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.

DECISION SOUGHT

13. Oyster seeks the following relief on NoR W1:
 - a. That the extent of the designation boundary of NoR W1 be reviewed;
 - b. That the 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); and
 - c. That Schedule 1 of the proposed conditions of NoR W1 be amended following review of the extent of the designation boundary.

Address for Service:

Barker & Associates Limited

Attn: Nick Roberts

PO Box 1986

Shortland Street

Auckland 1140

Contact Number: 029 666 8330

Email: nickr@barker.co.nz

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Napier | Wellington | Christchurch | Queenstown | Wānaka

Copied to:

Oyster Capital Limited

c/- Andrew McCarthy, Planning and Development Manager

Email: andrew@oystercapital.co.nz



THE PLANNING
COLLECTIVE

Form 21

Submission on requirement for designation Trig Road North NOR W1 that is subject to notification *Section 169 of the Resource Management Act 1991*

To: Auckland Council (unitaryplan@aucklandcouncil.govt.nz)

SUBMITTER DETAILS

Name of Submitter: Northland Waste Limited

1. Northland Waste Limited makes this submission on NOR W1 lodged by Auckland Transport to the Auckland Unitary Plan - Operative in Part in accordance with Section 169 of the Resource Management Act 1991 as follows. NOR W1 is for the construction, operation and maintenance of an upgrade to the Trig Road transport corridor and associated activities.
2. Northland Waste Limited could not gain an advantage in trade competition through this submission.
3. Northland Waste Limited wishes to be heard in support of its submission.
4. If any other submitters make a similar submission, Northland Waste Limited will consider presenting a joint case with them at the hearing.

OVERVIEW OF NORTHLAND WASTE LIMITED

5. Northland Waste Limited are a locally owned and operated business who provide local waste and recycling services with eight branches located across New Zealand. Northland Waste Limited hold partnerships with several Councils across New Zealand, including Auckland Council as an Integrated Waste Services Partner. Northland Waste Limited are focused on innovative ways to minimise waste to landfill, including extensive resource recovery and recycling operations, biofuel and composting initiatives.
6. Northland Waste Limited have a sale and purchase agreement for the purchase of 64 Trig Road, Whenuapai ("**the site**"). The site comprises of 1.2444 hectares and has direct frontage to Trig Road to the east. Access to the site is via a gravelled slip lane. An aerial image of the site is provided in Figure 1 overleaf.



Figure 1 - Aerial image of 64 Trig Road. Site is identified in yellow.

- The site is located within the Future Urban Zone under the Auckland Unitary Plan - Operative in Part. The land is identified in the Auckland Council Future Urban Land Supply Strategy 2017 as being scheduled to be 'development ready' between 2018-2022. The Whenuapai Structure Plan September 2016 identifies the future use of the land as being for business use as shown in Figure 2 below.

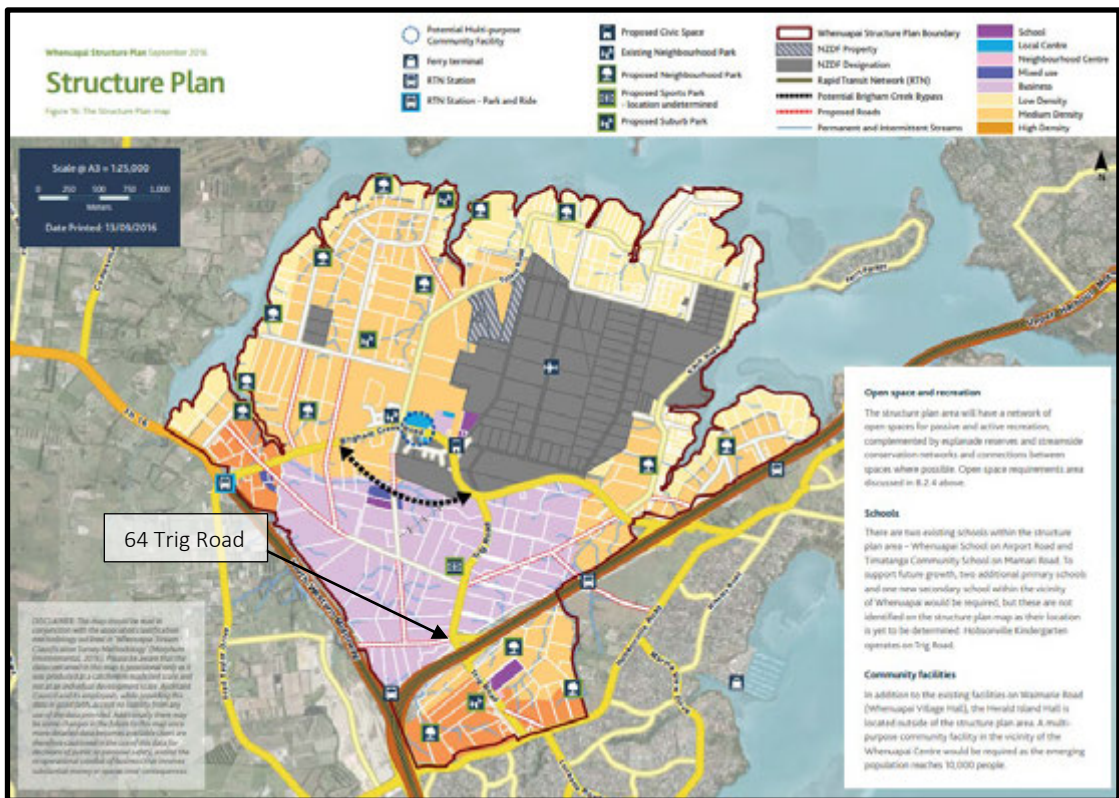


Figure 2 - Whenuapai Structure Plan

- The Whenuapai Structure Plan identified the most efficient use for this area of Future Urban land for business use in order to take advantage of the proximity of the land to the state highway network, noting that the future transport improvements would further enhance the functionality and use of the business land.

9. The site did not form part of the Auckland Council-initiated Plan Change 5: Whenuapai Plan Change which sought to rezone approximately 360 hectares of mostly Future Urban zoned land to a mix of business and residential zones. Plan Change proposes Business - Light Industry zoning of the land to the east Trig Road. Plan Change 5 was withdrawn by Auckland Council on 16 June 2022.

10. Northland Waste Limited engaged The Planning Collective to prepare a scoping assessment to provide professional planning advice regarding the feasibility of establishing a depot and waste consolidation facility on the site. The use of the site for the proposed activities is considered an appropriate and viable development option for the site for the following reasons:

- a. Whilst the site is zoned Future Urban, the strategic documents for Whenuapai anticipate that a business - light industry zoning will apply to the land in the near future. These activities would complement the future zoning of the site and surrounding land.

In any event the Future Urban zone provides for a range of activities that the proposed activity would be generally in keeping with. We note that the Warkworth facility is on Future Urban zoned land and that was deemed appropriate by Independent Planning Commissioners.

- b. The surrounding properties are largely utilised for a mix of non-residential, horticulture, business and industrial uses which the activities would be in keeping with.

11. Northland Waste Limited have an interest in NOR W1 that is greater than the interest of the general public for the following reasons:

- a. Northland Waste Limited have a sale and purchase agreement to purchase 64 Trig Road, Whenuapai which will be directly and adversely affected by the planned upgrades to Trig Road, namely that any use or development of the site would require prior written approval from the requiring authority under section 176 of the Resource Management Act 1991.

- b. Whilst no land is proposed to be acquired as part of the designation, the general arrangement layout plans for NOR W1¹ identify a signalised intersection immediately adjoining the site which will remove the ability for the site to be accessed directly as it currently is. No alternative access arrangement to 64 Trig Road are proposed through NOR W1.

- c. The general arrangement layout plans for NOR W1 show a road layout adjacent to the site which predetermines that a future acquisition of a significant portion of 64 Trig Road will be required to facilitate what appears to be a widening of the Northside Drive designation to enable the Trig Road upgrades to tie into a future Northside Drive upgrade.

¹ Refer to Sheet 2 of 3 of General Arrangement Layout Plan prepared by Supporting Growth Programme and dated 07.12.2022.

d. There is no Notice of Requirement for Northside Drive lodged at the present time and therefore the effects are not able to be assessed.

12. Northland Waste Limited have sought expert traffic input as to the effects that NOR W1 will have on the existing and future anticipated use of the site. This assessment is annexed as **Attachment 1** and forms part of this submission.

SCOPE OF SUBMISSION

13. This submission relates to NOR W1 as a whole.

14. Northland Waste Limited **opposes** NOR W1 for the following reasons which include but are not limited to:

a. The general arrangement layout plans identify that the slip lane which provides vehicle access to 64 Trig Road is to be replaced with a signalised intersection comprising of two north-bound lanes, three southbound lanes, road berm, footpath and cycleway as shown in Figure 3 below.

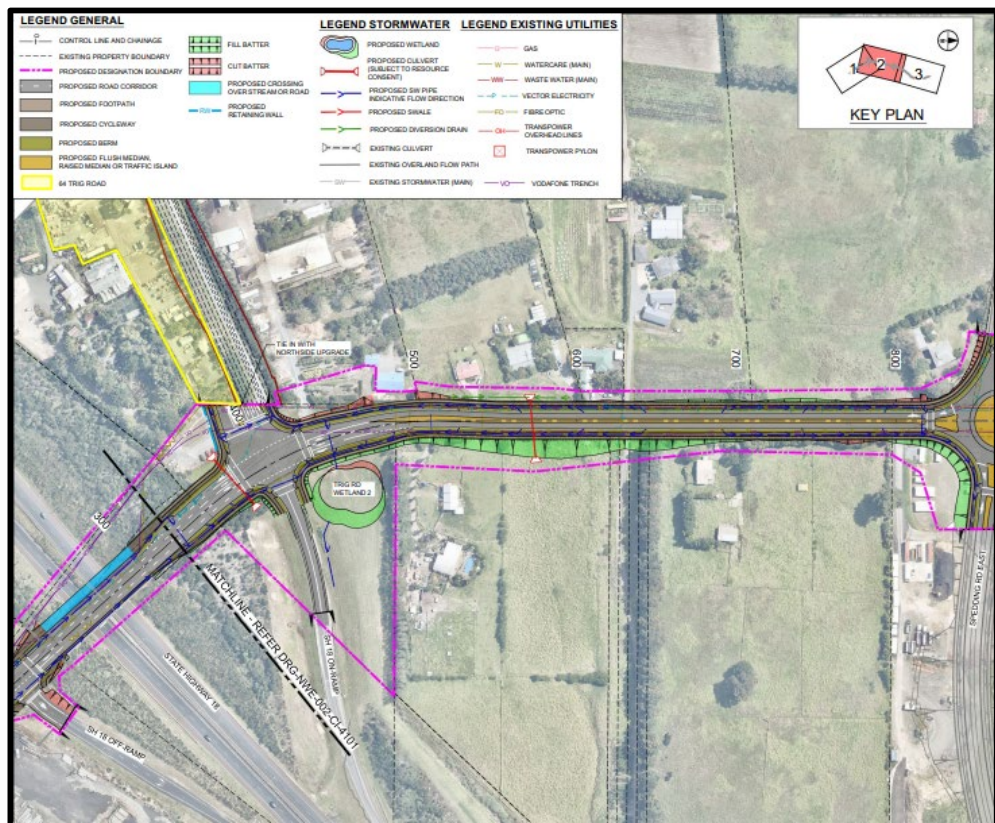


Figure 3 - Annotated general arrangement layout plan identifying 64 Trig Road in yellow

Northland Waste Limited have concerns that the Trig Road upgrades enabled through the designation will unduly remove the vehicle access to 64 Trig Road, noting that the site does not have a legal right to gain access over the shared Right of Way immediately north of the site. The only legal access to the site is from Trig Road.

- b. The general arrangement layout plan outlines that the design of the signalised intersection will tie into the Northside Drive upgrade. The design of the intersection predetermines that a large portion of the site will be required as part of a future notice of requirement application to deliver the Northside Drive Upgrade.

Te Tupu Ngātahi Supporting Growth have advised that the Northside Drive upgrade project is managed separately by Auckland Transport who have not yet lodged the notice of requirement application and there is not committed timeframe for delivery of this project. There is currently no timeframe for when the NoR for the Northside Drive Upgrade will be lodged with Auckland Council. The communications with Te Tupu Ngātahi Supporting Growth are provided as **Attachment 2** to this submission.

Northland Waste Limited are concerned that NOR W1 will facilitate a future Northside Drive connection through much of the site which will unduly constrain the continued use of the land and ability to access the site. This is within the scope of NOR W1 by virtue of the fact that the general arrangement layout plans for NOR W1 makes specific reference to the Trig Road upgrades integrating with the Northside Drive Upgrade. There is no integration in the notice of requirement process as the notice of requirement for Northside Drive is not lodged and therefore the overall effects and impacts on 64 Trig Road are unable to be assessed.

- c. The application documentation outlines that an interim solution will be required for the intersection if the Trig Road upgrades are undertaken prior to the Northside Drive upgrades being implemented. The documentation does not provide a design for the interim intersection or any information demonstrating how vehicle access to the site will be retained or alternative access provided. Northland Waste Limited are concerned that the interim intersection design will inhibit the ability for the site to be accessed in a safe and efficient manner.
- d. Northland Waste Limited oppose the proposal to make Trig Road a Limited Access Road Corridor. There is no information as to whether the future Northside Drive connection will be a Limited Access Corridor, however the information provided suggests that this road would also be a Limited Access Corridor. The land is earmarked for business activities and Limited Access Corridors may impact on the ability for the land to be utilised efficiently.

RELIEF SOUGHT

15. Northland Waste Limited seek:


- a. That the Requiring Authority provide detail to prove how a functional and appropriate vehicle access to the site will be retained that is designed, located and of an appropriate standard to facilitate industrial activities.
- b. That Northland Waste Limited is supplied information detailing the design of the future Northside Drive Upgrade, the extent of the future designation boundary and details of

how the Northside Drive will tie into the signalled intersection proposed as part of NOR W1.

- c. That a design of the interim intersection arrangement is provided to Northland Waste Limited which incorporates provision for a functional and appropriately located vehicle access to the site. The vehicle access must be designed to accommodate the industrial use of the site as anticipated through the Whenuapai Structure Plan.
- d. That the design of the intersection is reconsidered to enable the existing site access to be retained in order to facilitate ongoing safe and efficient access to the site.
- e. Any other relief required to achieve the outcomes sought in this submission.

16. Northland Waste Limited opposes NOR W1 and seeks that Auckland Council recommend to the Requiring Authority that NOR W1 be declined.

Yours sincerely



Jessica Andrews
Planner
The Planning Collective Limited
(On behalf of Northland Waste Limited)

Date: 21 April 2023

Address for Service:

Northland Waste Limited
C/- The Planning Collective Limited
Attn: Jessica Andrews
PO Box 591
Warkworth
0941
Ph: 021-422-713
Email: Jessica@thepec.co.nz / Burnette@thepec.co.nz

Attachments:

1. Traffic Memo prepared by Traffic Engineering and Management Ltd dated 19 April 2023
2. Communication with Tupu Ngātahi Supporting Growth regarding the Northside Drive Project

Attachment 1:

Traffic Memo prepared by Traffic Engineering and Management Ltd dated 19 April 2023

Technical Note

PROJECT	64 TRIG ROAD, WHENUAPAI
SUBJECT	TRANSPORT COMMENTARY REGARDING FUTURE SITE ACCESS
TO	JESSICA ANDREWS (THE PLANNING COLLECTIVE)
FROM	ERIC HEBNER (SENIOR ASSOCIATE), eric@teamtraffic.co.nz
DATE	19 th APRIL 2023

As requested, Team Traffic Ltd has reviewed the access arrangements of 64 Trig Road in Whenuapai with a focus on traffic effects resulting from planned upgrades to the adjacent roading network as proposed through a Notice of Requirement application (NORW1).

The site is currently accessible from Trig Road via a vehicle crossing and informal slip road, refer to Council's GIS aerial photo in Figure 1 that identifies the site in relation to Trig Road and the site's access.



Figure 1: Aerial Photo of the Site

As can be seen in Figure 1, the site's access is an informal slip road that shares a vehicle crossing on Trig Road with a right of way driveway that serves several properties. The vehicle crossing is located opposite to an intersection for State Highway 18's eastbound on-ramp.

Figure 2 is a larger scale aerial photo that identifies the site's existing entrance on the informal slip road, which is located at the site's southern side boundary. The neighbouring site to the south (62 Trig Road) also uses the informal 'slip road' for access.

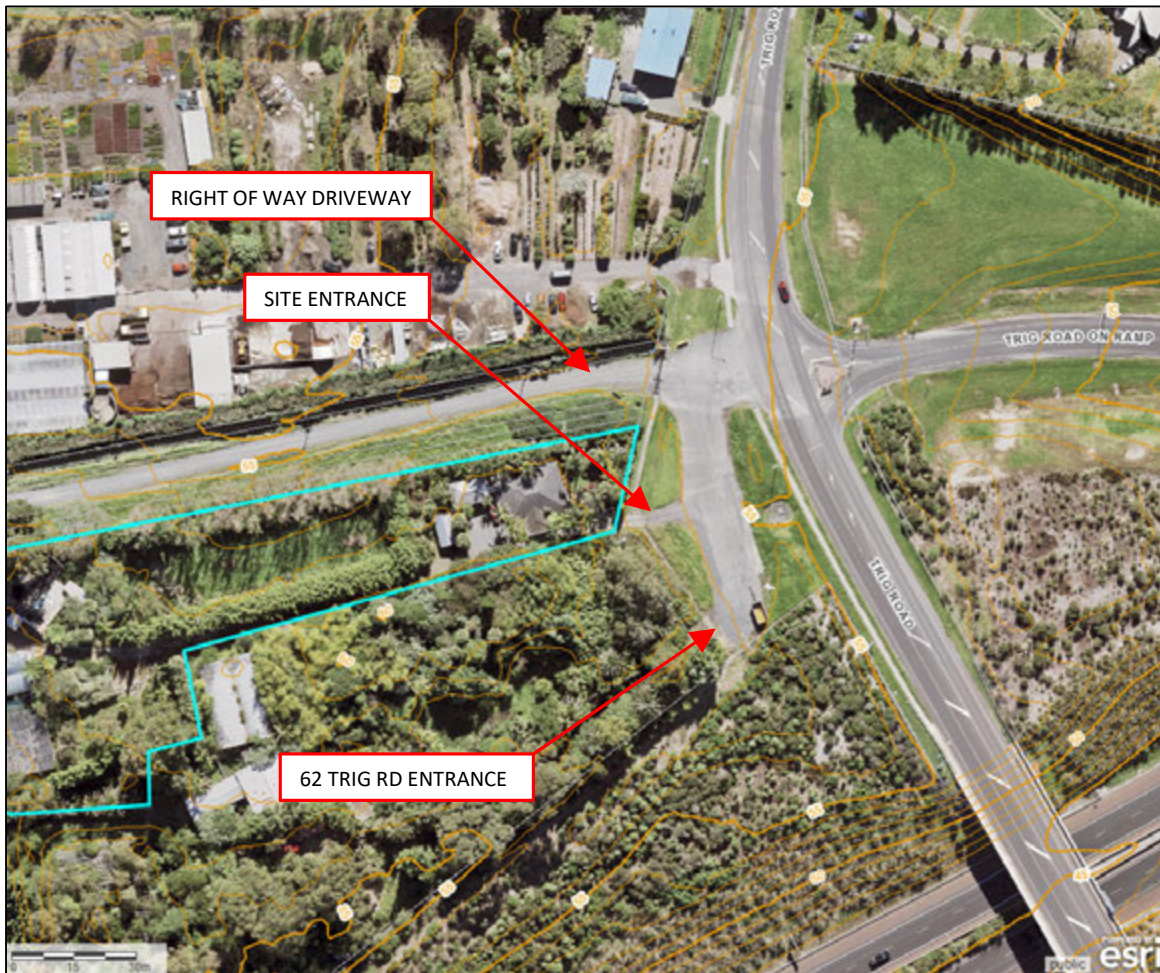


Figure 2: Aerial Photo of Site Entrance

Figure 3 identifies a roading designation (designation 1473), which encompasses the right of way driveway and a strip of 64 Trig Road's northern side yard ranging in width from one to eight metres.

The designation protects a roading corridor for a planned future extension of Northside Drive so that it can connect to Trig Road.

Northside Drive currently terminates on the western side of State Highway 16, and a bridge over SH16 is required for this future planned connection to Trig Road.



Figure 3: Designation 1473

The designated Northside Drive roadway corridor varies in width but is generally 24 metres wide, which is comparable to the established section of Northside Drive on the western side of the motorway and this width accommodates one traffic lane in each direction separated by a flush median together with cycle lanes on both sides, street parking on one side, footpath on both sides and rain garden/berm on both sides, refer to an aerial photo of this in Figure 4.



Figure 4: Established Section of Northside Drive on Western Side of Motorway

Figure 5 is Waka Kotahi's concept of the future Northside Drive connection to Trig Road, and it includes a bridge over SH16 together with south facing SH16 ramps.

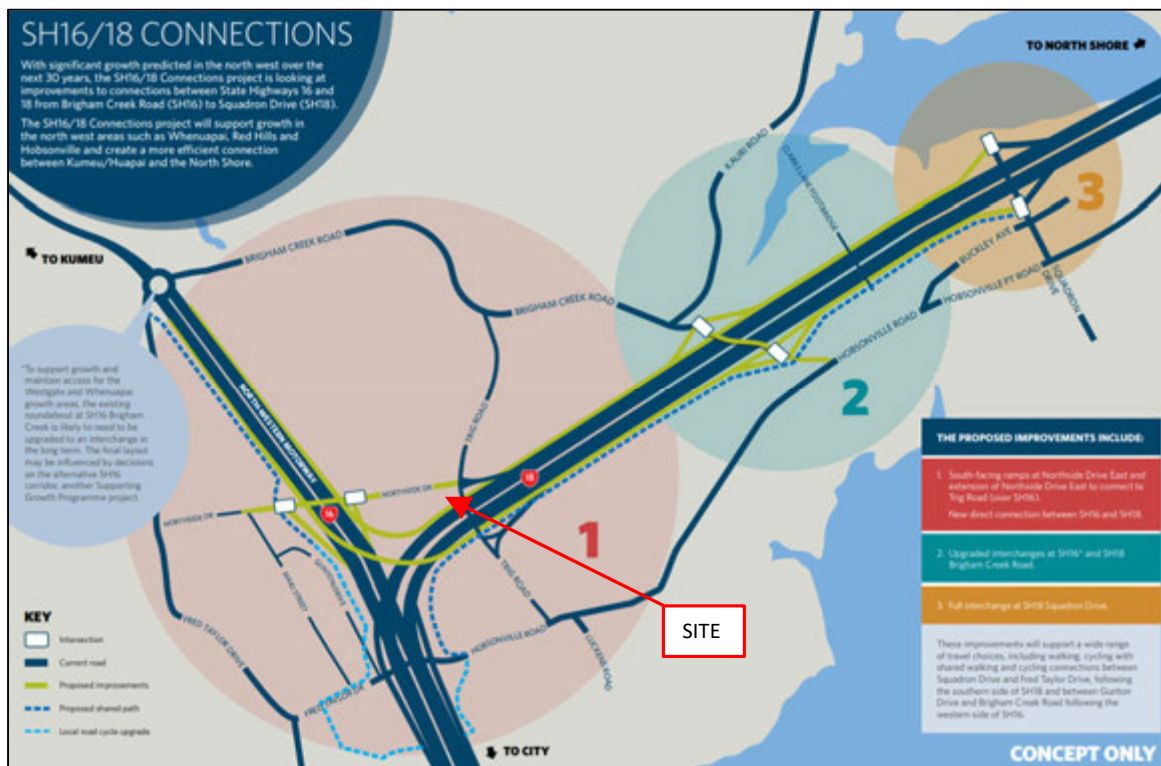


Figure 5: Waka Kotahi's Concept Northside Drive Extension to Trig Road

Timing for the Northside Drive extension project as indicated by Te Tupu Ngātahi's (Supporting Growth's) 2048+ modelling assessments is that it will be in place prior to other projects planned in the area. These other projects include an upgrade of Trig Road, in which Te Tupu Ngātahi have recently released in the NOR application documents.

Te Tupu Ngātahi also released a general arrangement layout plan of the Trig Road upgrade, which includes a plan of the SH18 onramp intersection, refer to this plan in Figure 6.

Te Tupu Ngātahi has indicated that there is currently no funding in place to implement the Northside Drive link or the Trig Road upgrade projects.

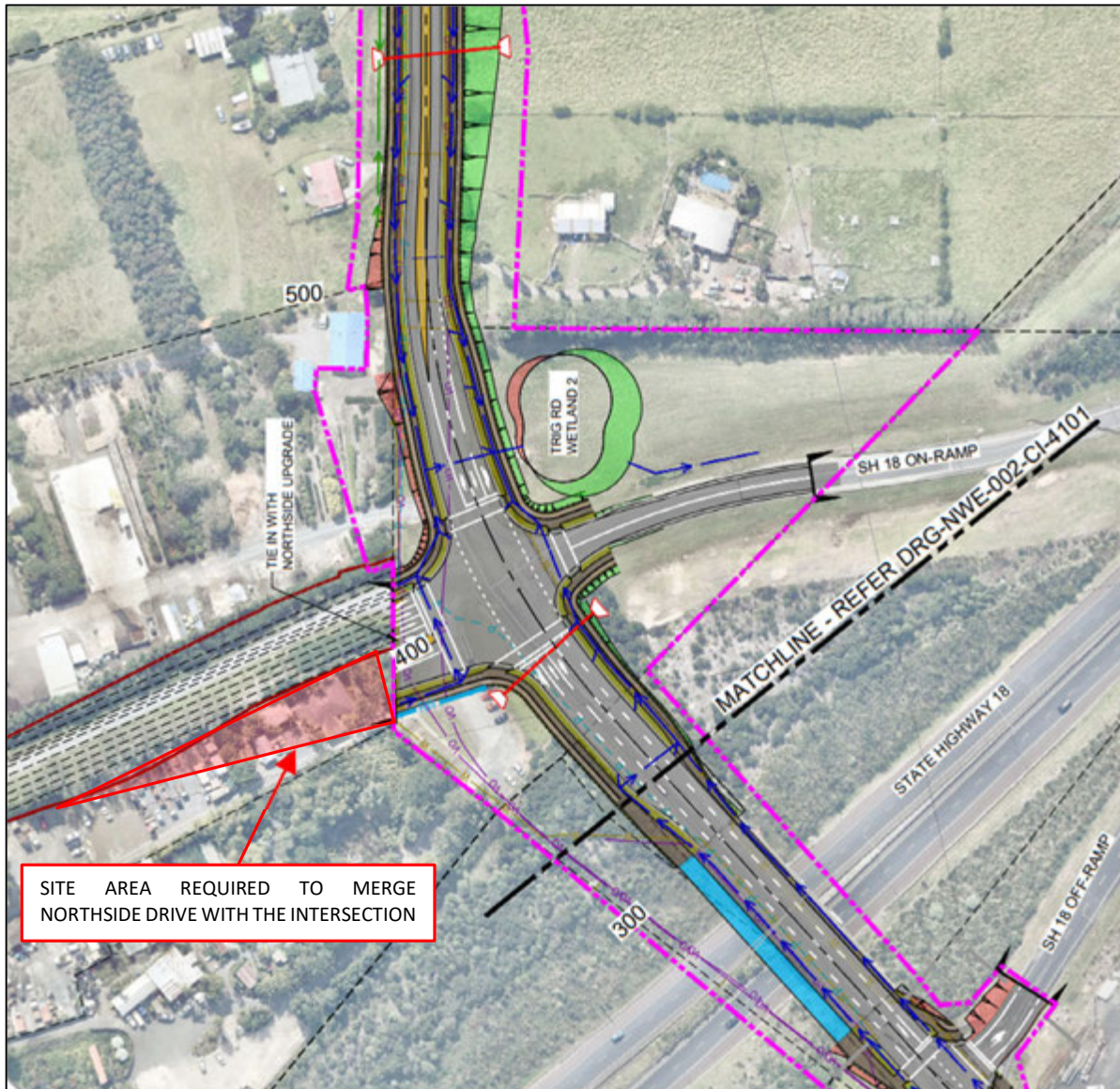


Figure 6: Trig Road Upgrade General Arrangement Layout Plan

As shown in Figure 6, the future planned upgrade of the Trig Road and SH18 onramp intersection consists of signalling the intersection and adding a Northside Drive leg.

Based on the intersection's general arrangement layout plan (Figure 6), a significant portion of the subject 64 Trig Road property is needed to merge the intersection with Northside Drive's designated alignment. A red triangle is marked on Figure 6 to identify this area. It would not be possible to rearrange the intersection design to avoid requiring this portion of land from 64 Trig Road unless the designated alignment of Northside Drive, and existing SH18 on-ramp, were relocated northwards.

Additionally, the layout plan does not identify where access for 64 and 62 Trig Road are to be provided given that the general arrangement layout plan removes the existing informal slip road access.

Access for 64 and 62 Trig Road would need to be relocated to Northside Drive when Northside Drive is established. Alternatively, it is foreseeable that development of surrounding properties results in the

establishment of new local roads with intersections on Northside Drive, and these local roads could provide suitable access to 64 and 62 Trig Road.

In summary, the planned Northside Drive link and Trig Road upgrade do not currently demonstrate how access for 64 Trig Road (subject site), and the neighbouring 62 Trig Road property, can be provided for noting that the subject site's future planned use is a truck depot.

A submission on the recent Trig Road Notice of requirement should therefore be made seeking clarification on how the planned Northside Drive and Trig Road projects can provide acceptable access for the identified properties both permanently and during construction of the upgrades, and the extent of land required to merge the Northside Drive and Trig Road projects.

We trust this technical transport note is sufficiently detailed for your immediate needs, if anything further is required do not hesitate to contact us.

Attachment 2:

Communication with Tupu Ngātahi Supporting Growth
regarding the Northside Drive Project

Holly Tutill

From: Justin Rae <Justin.Rae@supportinggrowth.nz>
Sent: Wednesday, 8 March 2023 3:31 pm
To: Jessica Andrews
Cc: Burnette O'Connor; Ida Dowling
Subject: RE: Trig Road Upgrades NoR application - 64 Trig Road, Whenuapai

Hello Jessica,

The week is going well thanks, go figure, it's sunny out there.

The Supporting Growth corridor along Trig Road has provision to eventually tie into a future Northside Drive project, but that project has not yet lodged it: being managed separately by AT and has no committed timeframe for delivery. The status of Northside Drive hasn't changed to our knowledge, from our I about it prior to Xmas with you.

Sorry, we just aren't able to provide any further information about this.

Regards,

Justin Rae | Engagement Manager
Te Tupu Ngatahi Supporting Growth
Level 5, 203 Queen Street, Auckland
M +64 21 390 732

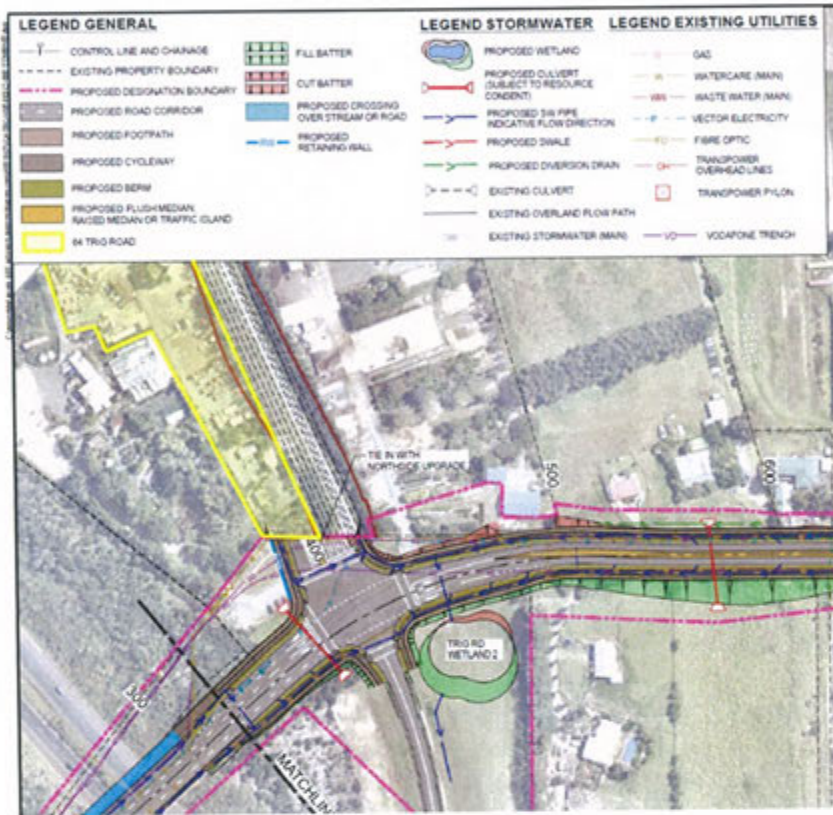


From: Jessica Andrews <Jessica@thepec.co.nz>
Sent: Tuesday, March 7, 2023 5:01 PM
To: Justin Rae <Justin.Rae@supportinggrowth.nz>; Ida Dowling <Ida.Dowling@supportinggrowth.nz>
Cc: Burnette O'Connor <burnette@thepec.co.nz>
Subject: Trig Road Upgrades NoR application - 64 Trig Road, Whenuapai

Hi Justin and Ida,

I hope you two are having a good week.

We have a client who owns the land at 64 Trig Road, Whenuapai. We are reviewing the Trig Road Upgrades Notice of Requirement application documentati the effects of the NoR on our client's property. I see on the General Arrangement Layout Plan Sheet 2 that a southbound road lane, grassed berm, cycleway shown immediately south of 64 Trig Road (site highlighted in yellow):



The general arrangement plan suggests that a road, footpath and cycle lane will be constructed within part of 64 Trig Road to connect up to this future intersection. I can see there are no new designations proposed over the site to connect up to the future intersection. Could you please advise what is happening with

I look forward to hearing from you.

Ngā mihi / Kind regards




Jessica Andrews
 Planner BPlan and MNZPI


PLANNING M: +64-21-422-713 W: www.thepc.co.nz E: jessica@thepc.co.nz

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End of Submission

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 admin@thepc.co.nz  www.thepc.co.nz

THE PLANNING
COLLECTIVE



From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:640] Notice of Requirement online submission - Christopher Lewis Keall and Heather Janet Keall
Date: Sunday, 23 April 2023 1:17:16 pm
Attachments: [Objection to roadway planning copy 2.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Christopher Lewis Keall and Heather Janet Keall

Organisation name:

Full name of your agent:

Email address: chriskeall@gmail.com

Contact phone number: 0211638874

Postal address:
4 Luckens Road
West Harbour
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Trig Road North (NoR W1)

The specific provisions that my submission relates to are:
NoR: Trig Road Corridor Upgrade (Auckland Transport)

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

The impact on the Hobsonville Road boundary of 4 Luckens Road is disproportionate to any significant gain to the overall project and could easily be avoided.

I or we seek the following recommendation or decision from Auckland Council:

That the Hobsonville Road boundary of 4 Luckens Road is not disturbed or altered.

Submission date: 23 April 2023

Supporting documents

[Objection to roadway planning copy 2.pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,

I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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NoR: Trig Road Corridor Upgrade (Auckland Transport)

We are concerned about the potential to spoil our enjoyment of the outdoor space on the northern side of our purpose-built, award winning house and garden.

The garden is on the north side of the house and it is the only flat lawn area that we have to use for entertaining. Heather has a disability and she and I spend a lot of time at home, particularly in our garden. Two metres taken from a lawn and garden of seven metres is quite a large proportion and will definitely restrict our enjoyment of this area.

On the boundary of the section with Hobsonville Road is a thick gabion rock wall 400 mm wide by 2 m high and a level path (no appreciable slope or steps) to an electronic pedestrian gate, which Heather uses to catch the bus. The wall and gate would require removal and careful reinstatement. The gabion wall has a footing approximately 450 mm high x 600 mm wide with 125 x 125 mm treated posts extending up into the wall every 1 m to secure the baskets of rocks. The removal and reinstatement will not be simple or inexpensive. The wall is already stepped along the boundary to remove any need to fill or batter this boundary, but if that was found necessary the wall itself could act in that capacity.

Buried under the lawn on the north side of the house are two 25,000 litre tanks to collect roof water which is filtered and pumped to both the house and gardens. During construction work it is possible that there might be damage to the tanks and dust issues with the rain water quality. Located on the roof on the north aspect of the house are 40 solar panels which would likely be affected by dust during construction.

Bringing the noise closer to the house would disproportionately increase the noise as it increases by the inverse of the square of the distance rather than linearly.

It appears that the requirement to take two metres on the northern boundary of our property, possibly only temporarily, is to accommodate a transition of the berm separating pedestrians from cycles on the roadway to a berm separating pedestrians and cycles on a shared footpath from vehicles coming up to the corner of the intersection. It should be possible by slightly redesigning this transition not to require any alteration to our boundary or wall.

We agree that if extra land is required for the intersection it should be taken on the northern side of Hobsonville Road where properties are larger, and less developed at this time. Buildings on the northern side of Hobsonville Road are further away from their road boundary and land taken from here will be to the south of those buildings.

In summary we do not believe the long term negative impact on our enjoyment of our house and garden warrants the removal and reinstatement of our wall and possible reduction of our garden for such an inconsequential gain in cycle/ pedestrian flow as they approach the intersection.



Type to enter text

Lawn and garden south of the gabion wall



Uphill view. Note: power pole has been in middle of footpath for over 25 years.



Downhill view.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Kuo Yu Ping Hsu & Wu Mei Pen Ku

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Peter Hall Planning Limited, PO Box 226, Shortland Street, Auckland 1140

Attn: Peter Hall

Telephone:

640274222118

Fax/Email:

peter@phplanning.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Trig Road North (NoR W1)

The specific parts of the above notice of requirement that my submission relates to are: (give details):

The Trig Road designation (NoR W1) in its entirety, as described in the notice of requirement

My submission is:

I or we support of the Notice of Requirement, subject to amendments

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

See Attachment A to this submission

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

See Attachment A to this submission

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

04/24/2023

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Attachment A

Submission by Kuo Yu Ping Hsu & Wu Mei Pen Ku (“the submitters”)

To Notice of Requirement Trig Road North (NoR W1) by Auckland Transport

1. The specific parts of the above notice of requirement that this submission relates to are the Trig Road designation (NoR W1) in its entirety, as described in the notice of requirement.
2. The submitters **support** the designation, **subject to the amendments** sought in this submission.
3. The **reasons for the submission** are as follows:
 - a. The submitters own the 4.0519 hectare property at 55 Trig Road, Whenuapai (legal description Lot 9 Deposited Plan 62344, held on Record of Title NA41D/698) (Property ID 802542) (**“the property”**).
 - b. The property is marked on the designation map at **Attachment B**.
 - c. The proposed designation for the construction, operation and maintenance of an upgrade to the transport corridor and associated activities on Trig Road applies along the full frontage of the property. The approximate land area of the property designated is 1066m².
 - d. The rear of the property is also subject to designation Spedding Road (NoR W4) which designates 2221m² of the property. A separate submission has been made on designation NoR W4 by the submitters. The combined area of land designated at the property is 3287m².
 - e. At the request of the submitters, representatives from Te Tupu Ngātahi Supporting Growth and Auckland Transport met with representatives of the submitters in February 2023 to discuss the proposed designations.
 - f. The submitters supported the Auckland Council’s plan change for rezoning and structure planning at Whenuapai, which identified the property for light industrial purposes. Similarly, they support the proposed designation NoR W1. This is for the reason that the designation will enable the necessary transport infrastructure to support and integrate with the planned urban growth in Whenuapai, unlocking the development capacity of this area.
 - g. The submitters are however directly affected by the designation, both in terms of land take and possible access restrictions on Trig Road once the designation is given effect to, with lack of certainty for development of the property in the interim.
 - h. The designation drawings do not specify with precision the dimensioned width of the property to be designated, the final position of the designation post construction and nor do they specify the likely finished levels of the road. Given the duration of the

designation and the potentially long time frame before it is implemented, this information is important to make informed development decisions for the property (for example future building setbacks and finished development levels at the road frontage).

- i. In addition, the designation and proposed conditions do not provide any certainty as to interim or post-implementation access to the property. Trig Road is the property's only road frontage and any loss of ongoing access to Trig Road is a significant adverse effect. The proposed conditions here lack specificity. The proposed Construction Traffic Management Plan condition requires only methods to maintain vehicle access to property and/or private roads "where practicable", or to provide alternative access arrangements when it will not be, which as drafted does not provide any guarantee of convenient access.
 - j. The designation proposes an extended lapse period of 15 years for implementation. This extended period does not provide sufficient certainty for landowners and for wider land use planning decisions. A lapse period of 10 years is considered to be reasonable to meet the route protection objective of the designation and provide for greater certainty.
 - k. The submitters support the designation but seek amendments to the designation as set out below to provide greater certainty of outcomes prior to and after implementation of the designation. These amendments are set out in **section 4** below.
4. The submitters **seek the following recommendation or decision** from the Council:

That the designation be **confirmed, subject to the following modifications and conditions**:

- a. Full and proper compensation is made for the land at 55 Trig Road, Whenuapai to be taken for the designated works.
- b. That the designation plans specify the dimensions (including width) of land designated for each affected property and show the final (post construction) extent of the designation.
- c. That the designation plans specify the anticipated finished levels of the road adjacent to directly affected properties.
- d. Interim (prior to implementation) and ongoing (post implementation) access is guaranteed in relation to 55 Trig Road, Whenuapai.
- e. Conditions requiring the provision of a Construction Traffic Management Plan be amended to specify that access to affected properties will be guaranteed during construction, and in a manner to the satisfaction of property owners.
- f. That a maximum lapse period of 10 years applies to the designation.



24 April 2023

File ref: AUP WLA NOR W1

Planning Technician
Auckland Council
Private Bag 92300
Auckland 1142

unitaryplan@aucklandcouncil.govt.nz

Dear Sir/Madam

SUBMISSION ON A NOTICE OF REQUIREMENT FOR: NORTH WEST LOCAL NETWORK: TRIG ROAD (NORTH) - NOR W1

To: Auckland Council

Name of submitter: Heritage New Zealand Pouhere Taonga

1. Heritage New Zealand Pouhere Taonga (HNZPT) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead agency for heritage protection.
2. HNZPT could not gain an advantage in trade competition through this submission.
3. HNZPT submission is on the Notice of Requirement (NoR W1) in the Auckland Unitary Plan (AUP) to upgrade the Trig Road (North) corridor to a 24m wide two-lane urban arterial cross-section with separated active mode facilities on both sides of the corridor.
4. HNZPT acknowledges that the proposed corridor is a significant infrastructure project for Auckland Transport. HNZPT supports the purpose of planning for a well-functioning urban environment through the improvement of transport infrastructure to support future urban growth.
5. Nevertheless, of focus for HNZPT is for the identification, protection, preservation, and conservation of historic heritage (HNZPTA) and advocate that historic heritage is fully considered in accordance with section 6(f) of the Resource Management Act 1991 (RMA). Historic heritage, being specifically identified as a national importance under Section 6(f) the RMA. The definition of historic heritage under Part 2 of the RMA includes archaeology. Therefore, effects on built heritage and archaeology, in addition to effects on Mana Whenua must be taken into account by Council when assessing the NoR.
6. The 2022 North West Whenuapai Assessment of Heritage/Archaeology Effects states that there are no recorded historic heritage or archaeological sites within the extent of NoR W1. Within the 200m from W1 is a historic anti-aircraft gun emplacement that is within the extent of NoR W4. However, the assessment conclusion for W1 is that there are no significant adverse effects on historic heritage or archaeological sites from NoR W1. Nevertheless, it is stated that as there is a small risk of



potential adverse effects due to unrecorded archaeological sites being encountered could be mitigated by obtaining a precautionary archaeological authority.

7. Sections 22.5 and 22.5 of the AEE addresses the effects on historic heritage and recommends obtaining a precautionary authority under HNZPTA as mitigation along with the preparation and implementation of a Historic Heritage Management Plan (HHMP). The draft conditions also provide an advice note relating to Accidental Discoveries.
8. **The specific parts of the Notice of Requirement that Heritage New Zealand’s submission relates to are:**
9. There has not been an adequate historic heritage assessment of the proposed alteration corridor. HNZPT supports the further information requests by Council’s Built Heritage Unit “to identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer”, noting the identification of historic/built heritage is a separate expertise to that of archaeological assessment. HNZPT notes the existing assessment appears to conflate historic heritage, built and archaeological values, both referring to archaeological sites and historic heritage items, where relevant assessment must be undertaken by separate and specific expertise. The archaeological assessment in particular, other than referring to pre-1900 buildings as archaeological sites under the HNZPTA and definition of archaeological site under the AUP, does not identify relevant archaeological values associated with these buildings/structures/historic sites.
10. HNZPT does not support the use of the HHMP as it is presently proposed. HNZPT is concerned that while there has been a heritage assessment of the full Whenuapai - North West Local Network (NoRs W1 – W5) the mitigation of the effect of the designation and future construction of the corridor on the known and potential historic heritage will not be managed until the Outline Plan of Works stage.
11. The framework of the proposed HHMP conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological authority processes, where the archaeological authority provides for specific conditions relating to archaeological monitoring recording, investigation and reporting and have its own separate Archaeological Works Plan required to be adhered to direct these requirements.
12. Heritage New Zealand Pouhere Taonga **oppose** the Notice of Requirement (NoR W1).
13. **The reasons for Heritage New Zealand’s position are as follows:**
14. The assessment of archaeological sites and built heritage must be undertaken by separate and specific expertise.
15. Archaeological sites need to be clearly identified (NZAA record) in particular, pre 1900 buildings and structures along with their associated historic curtilage and area of subsurface potential.
16. The 2022 North West Whenuapai Assessment of Heritage/Archaeology Effects as part of the suite of supporting documents for NoR W1 does not provide the relevant assessment of historic heritage values and effects on built heritage.



17. The consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process.
18. The HHMP duplicates HNZPTA processes, with respect of an Archaeological Authority for monitoring, recording and investigation of archaeological sites that will be required to be obtained before construction; and that should be included at the Outline Plan stage. Noting that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) apply where an Archaeological Authority from HNZPT is not otherwise in place.
19. **Heritage New Zealand seeks the following decision from Council:**
20. A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process.
21. The objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA.
22. The purpose of the HHMP should be focussed on the provision details such as:
 - Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters.
 - Provision for access for Mana Whenua to carry out tikanga and cultural protocols.
 - Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works).
 - Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place.
 - Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.
23. **Heritage New Zealand wishes to be heard in support of our submission.**
24. **If others make a similar submission, I will consider presenting a joint case with them at a hearing.**

Yours sincerely

BHParslow

pp for Sherry Reynolds
Director Northern Region



HERITAGE NEW ZEALAND
POUHERE TAONGA

Address for service: Alice Morris
amorris@heritage.org.nz
PO Box 105 291
Auckland City 1143

SUBMISSION ON NOTICE OF REQUIREMENT - North West Local Arterials Network: Trig Road (Auckland Transport)

To: Auckland Council
Private Bag 92300
Auckland 1142

Name of Submitter: Neil Construction Limited

Neil Construction Limited ('the submitter') provides this submission on a Notice of Requirement ('NOR') for a designation for the construction, operation and maintenance of a transport corridor on Trig Road in Whenuapai ('**NOR W1**'). The Requiring Authority is Auckland Transport.

The purpose of the NOR is described in the public notice as being to:

- Improve connectivity through Whenuapai and by connecting Whenuapai to the State Highway;
- Integrate with and support planned urban growth and the future transport network in Whenuapai; and
- Contribute to mode shift, provide safety for all users, and improve network resilience.

NOR W1 applies to an area of land of approximately 4.4750 ha (not including legal roads) across 43 land parcels.

The Submitter has an interest in land within the following affected sites under NOR W1:

- 73 Trig Road (2,499m² proposed to be designated, and Altered Road noise criteria Category A (under NZS 6806));
- 94 Trig Road (702m² proposed to be designated, and Altered Road noise criteria Category A (under NZS 6806));
- 69 Trig Road (entrance strip only – 270m² proposed to be designated); and
- 71 Trig Road (entrance strip only – 270m² proposed to be designated).



Figure 1: Affected sites (excluding those rear sites accessed by an entrance strip)

The Submitter could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

The submission relates to the designation corridor, extent of physical works, and conditions.

The Submitter **supports in principle** the NoR for Project NOR W1 in the North West Local Arterials Network Package, but opposes some aspects of the NOR including the extent of land that would be designated.

The reasons for the Submitter’s support in principle are:

1. The NOR would generally promote the sustainable management of natural and physical resources, in accordance with Part 2 of the Resource Management Act 1991 ('the Act');
2. The proposal is consistent with the objectives and policies of the Auckland Unitary Plan and other provisions in relevant statutory planning instruments;
3. The proposal ensures that a well-connected and integrated neighbourhood is achieved that facilitates efficient movement of people and goods through a variety of travel modes; and
4. The proposal ensures that appropriate road infrastructure is provided to enable the planned growth and intensification of this part of Auckland.

Relief sought:

The Submitter seeks, subject to the matters below being satisfactorily addressed, that the Council recommend that the designation proposed through NOR W1 be confirmed:

- The Submitter has engaged with Supporting Growth to ensure the development of its site at 73 Trig Road is aligned with the extent of the proposed designation. This included provision of a building line restriction to ensure future buildings on 73 Trig Road are sufficiently set back from the future road boundary, and redesigning the intersection of the proposed road on 73 Trig Road to integrate with the alignment of Trig Road as intended under NOR W1.
- However, the notified version of NOR W1 includes an amended intersection design and a relocated designation boundary that now give rise to some inconsistency between the proposed development of 73 Trig Road and NOR W1.
- In particular, the proposed designation seeks to include more of the Submitter's land in order to accommodate an overland flow path within the road corridor. The Submitter has not identified any information in the NOR documentation that calculates the overland flow cross-section and justifies the additional width of land that is now required.
- The Submitter seeks that the boundary of the proposed designation is located so that it appropriately addresses the interface between the site at 73 Trig Road and the future road layout and design. If sufficient justification for the extent of land within the designation is not provided, then the Submitter seeks that the proposed designation boundaries are revised to reflect the width of land that is actually necessary. [Click here](#) for the relevant plan set for the overall proposed road layout along Trig Road.
- Any detailed design for the new overland flow path infrastructure within the current extent of 73 Trig Road should be designed in consultation with the Submitter to minimise any impact to its land, and maintain the utility of the land.
- Likewise, any earthworks and battering beyond the existing property boundary should be designed in consultation with the Submitter to minimise any impact on its land, and maintain the utility of the land;
- Such other consequential amendments to the provisions of NOR W1 as may be necessary to give effect to the relief sought in this submission.

The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.



Philip Brown
Campbell Brown Planning Limited
For and on behalf of Neil Construction Limited as its duly authorised agent.

24 April 2023

Address for service of submitter:

C/- Campbell Brown Planning Limited
PO Box 147001
Ponsonby
AUCKLAND 1144

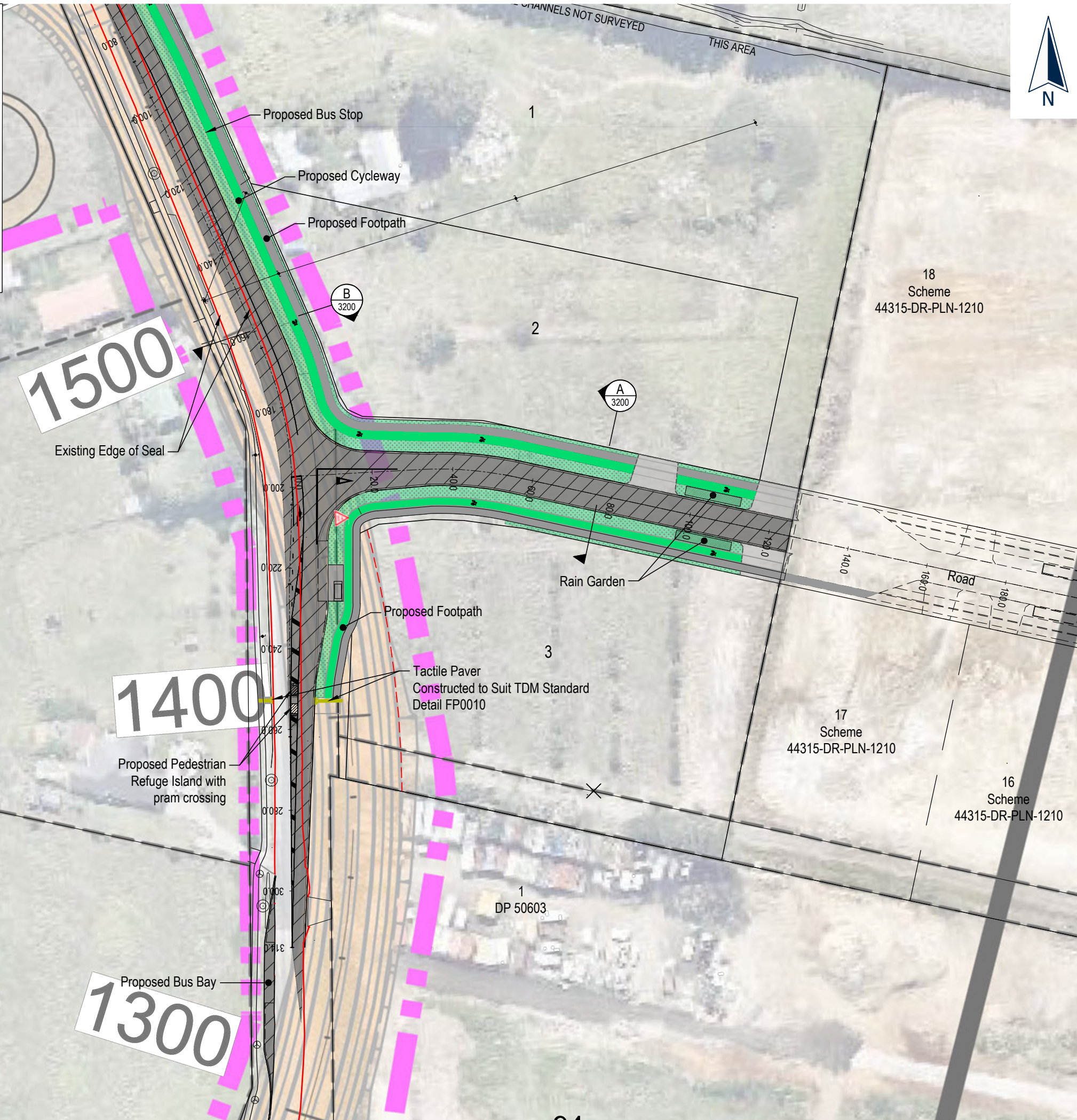
Attention: Philip Brown

Telephone: (09) 394 1694

Mobile: 021845327

Email: philip@campbellbrown.co.nz

Road Legend	
	Proposed Road Widening
	Proposed Footpath
	Proposed Cycle way
	Indicative Vehicle Crossing
	Proposed Berm
	Existing SWMH
	Existing Power Pole
	Existing Road Sign



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NOTES

GENERAL

1. The Contractor shall be responsible for locating all existing services prior to commencement of works. The Contractor shall make good at their own expense any damage to existing services.
2. Levels are in terms of Auckland Vertical Datum 1946.
3. All works are to be installed in accordance with Auckland Council Design Manual - Code of Practice for Land Development and Subdivision: (www.aucklanddesignmanual.co.nz/regulations/codes-of-practice)
 - Chapter 1 - General Requirements
 - Chapter 2 - Earthworks & Geotechnical
 - Chapter 3 - Transport (Auckland Transport)
 - Chapter 4 - Stormwater
 - Chapter 5 - Wastewater (Watercare)
 - Chapter 6 - Water (Watercare)
 - Chapter 7 - Landscape
 Standard Drawings available from their respective websites or the Engineer.
4. If discrepancies are found between the standards, confirmation shall be sought from the Engineer and supervising council field officer.

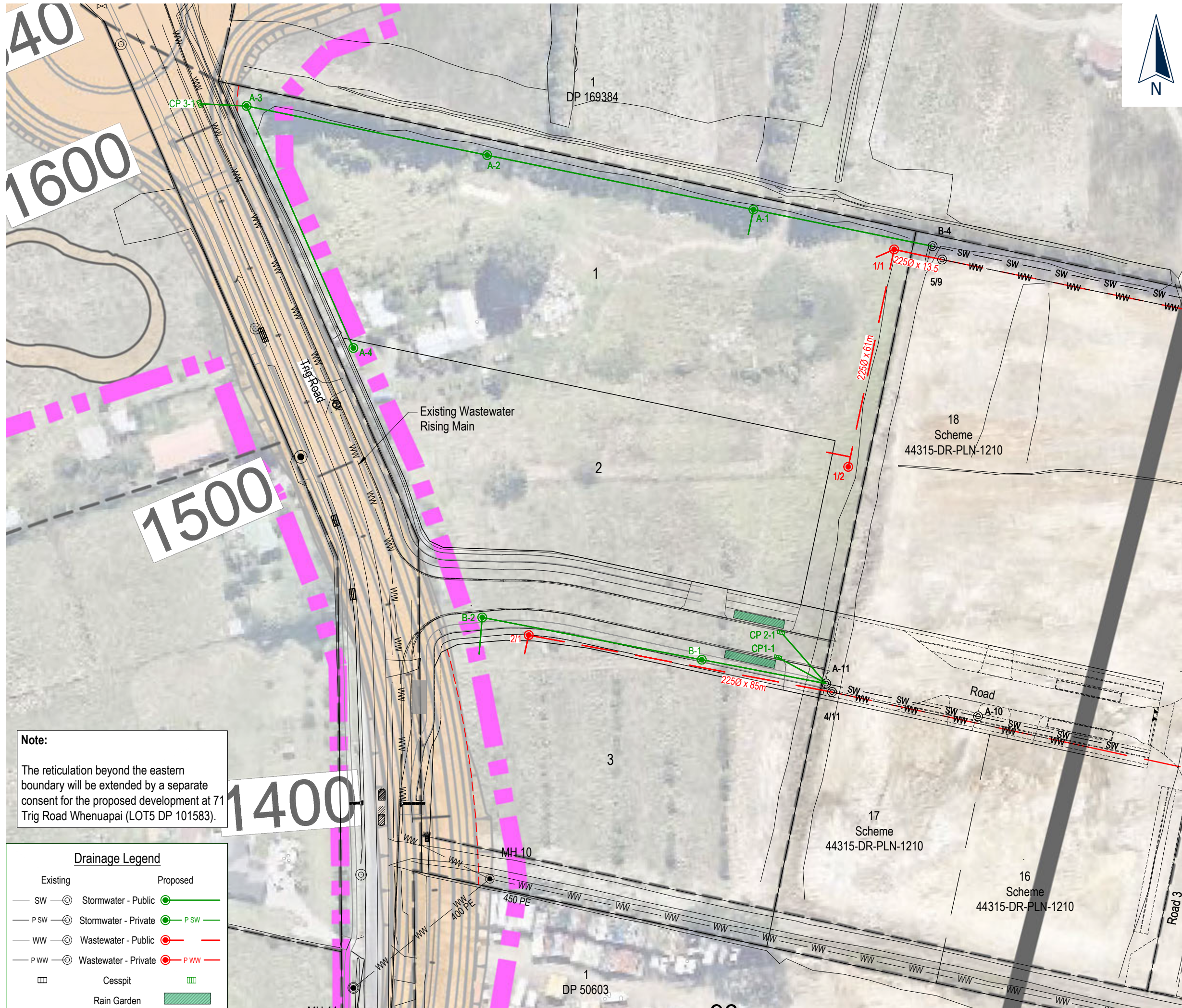


The Neil Group Limited
 73 Trig Road
 Whenuapai, Auckland

**Proposed Enlarged Road
 Layout Plan
 Sheet 1**

FOR RESOURCE CONSENT

No.	REVISION (DESCRIPTIONS)	NAME	DATE
A	Issued For Resource Consent	P.Kleynhans	25/11/2022
SURVEYED			
DESIGNED		T.Ahmed	23/06/2022
DRAWN		S.Baby	23/06/2022
DATE	ORIGINAL SCALE	ORIGINAL SIZE	
23/06/2022	1:1000	A3	
DRAWING NO.			REVISION
46528-DR-C-3001			A



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 - Chapter 2 - Earthworks & Geotechnical
 - Chapter 3 - Transport (Auckland Transport)
 - Chapter 4 - Stormwater
 - Chapter 5 - Wastewater (Watercare)
 - Chapter 6 - Water (Watercare)
 - Chapter 7 - Landscape
 Standard Drawings available from their respective websites or the Engineer.
4. If discrepancies are found between the standards, confirmation shall be sought from the Engineer and supervising council field officer.



The Neil Group Limited
73 Trig Road
Whenuapai, Auckland

**Proposed
Drainage
Layout Plan**

FOR RESOURCE CONSENT

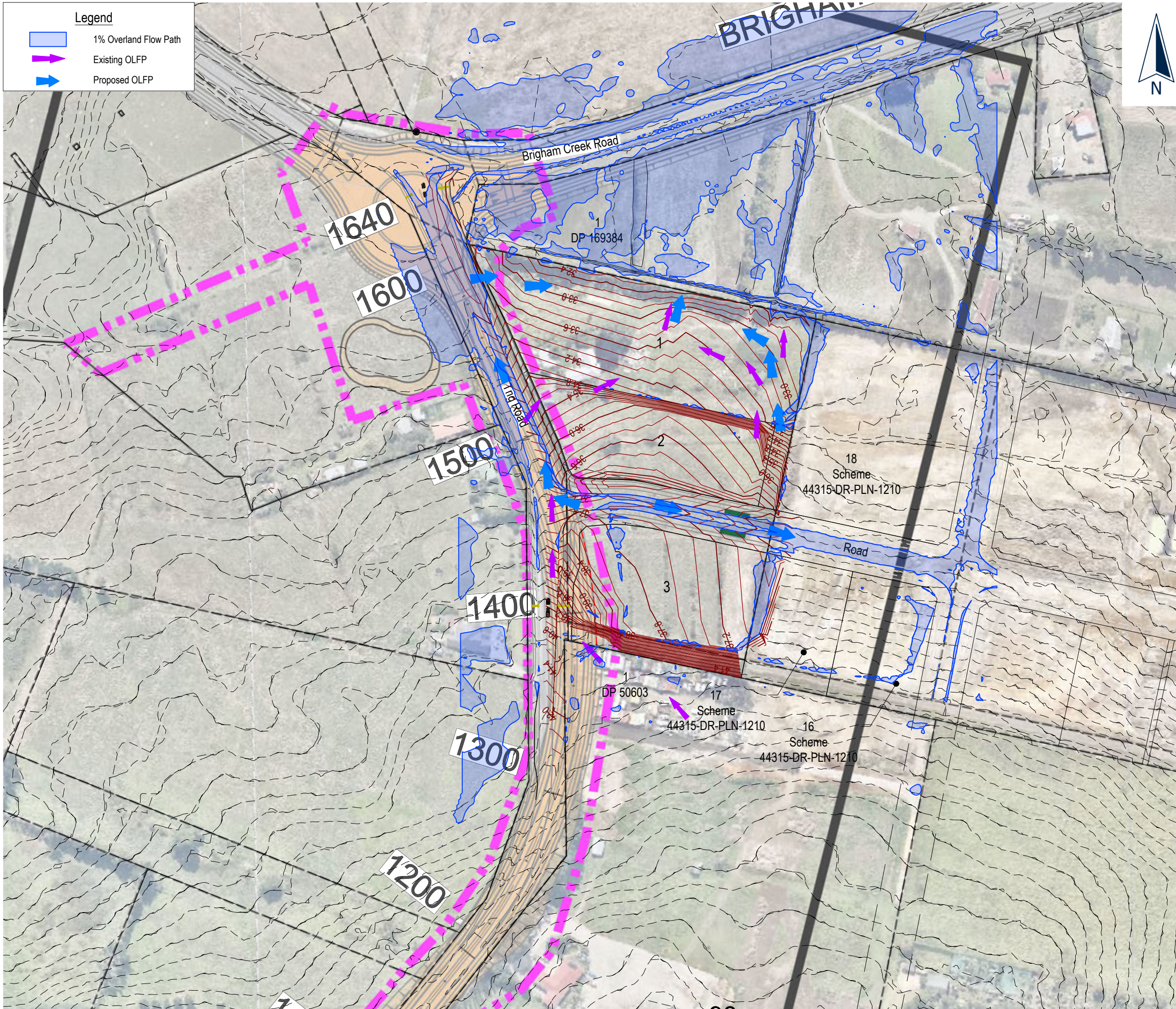
No.	REVISION (DESCRIPTIONS)	NAME	DATE
A	Issued For Resource Consent	P.Kleynhans	25/11/2022
SURVEYED			
DESIGNED		T.Ahmed	18/08/2022
DRAWN		S.Baby	18/08/2022
DATE		ORIGINAL SCALE	ORIGINAL SIZE
18/08/2022		1:1000	A3
DRAWING NO.			REVISION
46528-DR-C-4000			A

Note:
The reticulation beyond the eastern boundary will be extended by a separate consent for the proposed development at 71 Trig Road Whenuapai (LOT5 DP 101583).

Drainage Legend	
Existing	Proposed
— SW —	Stormwater - Public
— P SW —	Stormwater - Private
— WW —	Wastewater - Public
— P WW —	Wastewater - Private
□	Cesspit
□	Rain Garden

Legend

- 1% Overland Flow Path
- Existing OLFP
- Proposed OLFP



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 PLANNERS | SURVEYORS | ENGINEERS
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The Neil Group Limited
 73 Trig Road
 Whenuapai, Auckland

**Proposed
 Overall Overland Flow Path
 Plan**

FOR RESOURCE CONSENT

No.	REVISION (DESCRIPTIONS)	NAME	DATE
A	Issued For Resource Consent	P.Kleynhans	25/11/2022
SURVEYED			
DESIGNED		T.Ahmed	10/10/2022
DRAWN		S.Baby	19/10/2022
DATE		ORIGINAL SCALE	ORIGINAL SIZE
19/10/2022		1:2000	A3
DRAWING NO.			REVISION
46528-DR-C-5300			A

C:\1925\energy\Workspaces\46528-DR-C-5300\The Neil Group Limited - 46528-DR-C-5300 - OLFP

Water Reticulation Legend

Existing	Proposed
125 — Watermain (Ø)	125 —
Fire Hydrant	Fire Hydrant
Peet Valve	Peet Valve
Sluice Valve	Sluice Valve
Blank Cap	Blank Cap
House Connection	House Connection
Water Meter	Water Meter

Note:

Only three private connections are proposed as part of this application for each Lot. The water main along the new road will be extended by a separate consent for the proposed development at 71 Trig Road Whenuapai (LOT5 DP 101583).



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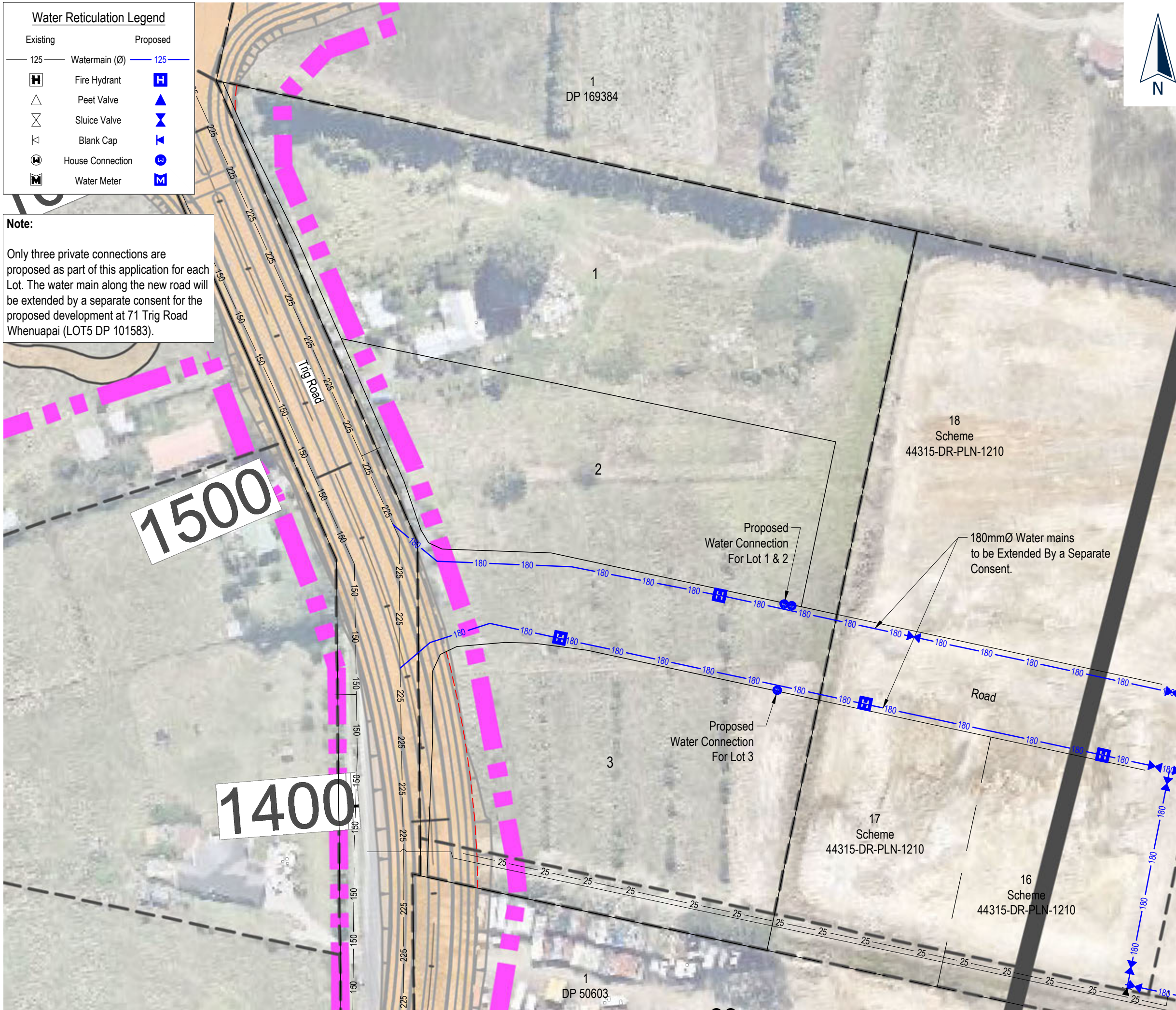
NOTES

GENERAL

- The Contractor shall be responsible for locating all existing services prior to commencement of works. The Contractor shall make good at their own expense any damage to existing services.
- Levels are in terms of Auckland Vertical Datum 1946.
- All works are to be installed in accordance with Auckland Council Design Manual - Code of Practice for Land Development and Subdivision: (www.aucklanddesignmanual.co.nz/regulations/codes-of-practice)
 - Chapter 1 - General Requirements
 - Chapter 2 - Earthworks & Geotechnical
 - Chapter 3 - Transport (Auckland Transport)
 - Chapter 4 - Stormwater
 - Chapter 5 - Wastewater (Watercare)
 - Chapter 6 - Water (Watercare)
 - Chapter 7 - Landscape

Standard Drawings available from their respective websites or the Engineer.

- If discrepancies are found between the standards, confirmation shall be sought from the Engineer and supervising council field officer.



PLANNERS | SURVEYORS | ENGINEERS
ARCHITECTS | ENVIRONMENTAL

The Neil Group Limited
73 Trig Road
Whenuapai, Auckland

Proposed Watermain Layout Plan

FOR RESOURCE CONSENT

No.	REVISION (DESCRIPTIONS)	NAME	DATE
A	Issued For Resource Consent	P.Kleynhans	25/11/2022
SURVEYED		-	-
DESIGNED		T.Ahmed	23/06/2022
DRAWN		S.Baby	23/06/2022
DATE	ORIGINAL SCALE	ORIGINAL SIZE	
19/10/2022	1:1000	A3	
DRAWING NO.			REVISION
46528-DR-C-6000			A

**SUBMISSION ON REQUIREMENT FOR DESIGNATION THAT IS SUBJECT TO
PUBLIC NOTIFICATION UNDER SECTION 168 OF THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council ("**Council**")

Name: Carl and Melanie Laurie

Submission on: A notice of requirement from Auckland Transport, for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of a transport corridor on Trig Road in Whenuapai between Brigham Creek Road and State Highway 18, NOR W1 ("**Notice of Requirement**").

Introduction

1. Carl and Melanie Laurie, ("**Owners**") own property at 96A Trig Road ("**Property**") which is subject to the Notice of Requirement. Accordingly, the Owners have a direct interest in the Notice of Requirement.
2. The Owners could not gain an advantage in trade competition through this submission.

Scope of submission

3. This submission relates to the Notice of Requirement for the construction, operation and maintenance of upgrades to the transport corridor and associated activities on Trig Road.
4. The Owners oppose the Notice of Requirement as currently proposed on the basis that the Notice of Requirement will significantly and adversely affect the Property.

Reasons for submission

5. The reasons for this submission are that the Notice of Requirement (as currently proposed), if granted:
 - (a) will not promote the sustainable management of the natural and physical resources in Auckland, and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;
 - (b) is inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
 - (c) will not meet the reasonably foreseeable needs of future generations;

- (d) will not enable the social, economic and cultural wellbeing of the people of Auckland; and
- (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

Specific reasons for submission

6. Without limiting the generality of paragraph 5 above, the Owners oppose the Notice of Requirement because it will result in adverse effects (both during construction and once operational) on the Property which have not been adequately avoided, remedied or mitigated, including:
- (a) direct loss of road frontage land on the Property;
 - (b) effects on access to the Property;
 - (c) traffic effects, including:
 - (i) construction vehicle movements throughout the construction period;
 - (ii) increased congestion resulting from construction works;
 - (iii) increased traffic volumes once operational.
 - (d) noise and vibration, and dust effects throughout construction and from increased traffic volumes once operational;
 - (e) landscape and visual amenity effects, including from vegetation clearance; and
 - (f) stormwater and flooding effects, in particular concerns that increases in impervious surface area and associated changes to flows have not been adequately addressed through proposed drainage and other stormwater infrastructure upgrades.
7. The lapse period of 15 years sought would create significant uncertainty for the Owners, and other affected landowners and occupiers by effectively blighting land affected by the Notice of Requirement. On that basis, a 15 year lapse period is not appropriate, particularly where there is no funding or certainty as to the timing of construction.

Recommendation sought

8. The Owners seek that the Council recommends:
- (a) withdrawal of the Notice of Requirement; or
 - (b) in the alternative:
 - (i) amendments to the Notice of Requirement, including by way of conditions to address the Owner's concerns; and

- (ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
9. The Owners wishes to be heard in support of this submission.
10. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

CARL AND MELANIE LAURIE by its solicitors and authorised agents Russell McVeagh:



Signature: Simon Pilkinton / Jacob Burton

Date: 21 April 2023

Address for Service: C/- Jacob Burton
Russell McVeagh
Barristers and Solicitors
Level 30
Vero Centre
48 Shortland Street
PO Box 8/DX CX10085
AUCKLAND 1140

Telephone: +64 9 367 8000

Email: jacob.burton@russellmcveagh.com

**SUBMISSION ON REQUIREMENT FOR DESIGNATION THAT IS SUBJECT TO
PUBLIC NOTIFICATION UNDER SECTION 168 OF THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council ("**Council**")

Name: Marlene and Ronald Patten

Submission on: A notice of requirement from Auckland Transport for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of a transport corridor on Trig Road in Whenuapai between Brigham Creek Road and State Highway 18 NOR W1 ("**Notice of Requirement**").

Introduction

1. Marlene and Ronald Patten ("**Owners**") own the property at 96 Trig Road ("**Property**") which is subject to the Notice of Requirement. Accordingly, the Owners have a direct interest in the Notice of Requirement.
2. The Owners could not gain an advantage in trade competition through this submission.

Scope of submission

3. This submission relates to the Notice of Requirement for the construction, operation and maintenance of upgrades to the transport corridor and associated activities on Trig Road.
4. The Owners oppose the Notice of Requirement as currently proposed on the basis that the Notice of Requirement will significantly and adversely affect the Property.

Reasons for submission

5. The reasons for this submission are that the Notice of Requirement (as currently proposed), if granted:
 - (a) will not promote the sustainable management of the natural and physical resources in Auckland and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;
 - (b) is inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
 - (c) will not meet the reasonably foreseeable needs of future generations;

- (d) will not enable the social, economic and cultural wellbeing of the people of Tāmaki Makaurau; and
- (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

Specific reasons for submission

6. Without limiting the generality of paragraph 5 above, the Owners oppose the Notice of Requirement because it will result in adverse effects (both during construction and once operational) on the Property which have not been adequately avoided, remedied or mitigated, including:
- (a) significant direct loss of land to the Property, including through the middle of the Property;
 - (b) effects on access to the Property;
 - (c) traffic effects, including:
 - (i) construction vehicle movements throughout the construction period;
 - (ii) increased congestion resulting from construction works;
 - (iii) increased traffic volumes once operational.
 - (d) noise and vibration, and dust effects throughout construction and from increased traffic volumes once operational;
 - (e) landscape and visual amenity effects, including from vegetation clearance; and
 - (f) stormwater and flooding effects, in particular concerns that increases in impervious surface area and associated changes to flows have not been adequately addressed through proposed drainage and other stormwater infrastructure upgrades.
7. The lapse period of 15 years sought would create significant uncertainty for the Owners, and other affected landowners and occupiers by effectively blighting land affected by the Notice of Requirement. On that basis, a 15 year lapse period is not appropriate, particularly where there is no funding or certainty as to the timing of construction.

Recommendation sought

8. The Owners seek that the Council recommends:
- (a) withdrawal of the Notice of Requirement; or
 - (b) in the alternative:
 - (i) amendments to the Notice of Requirement, including by way of conditions to address the Owners' concerns; and

- (ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
9. The Owners wish to be heard in support of this submission.
10. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

MARLENE AND RONALD PATTEN by its solicitors and authorised agents
Russell McVeagh:



Signature: Simon Pilkinton / Jacob Burton

Date: 21 April 2023

Address for Service: C/- Jacob Burton
Russell McVeagh
Barristers and Solicitors
Level 30
Vero Centre
48 Shortland Street
PO Box 8/DX CX10085
AUCKLAND 1140

Telephone: +64 9 367 8000

Email: jacob.burton@russellmcveagh.com

Submission on the Nineteen Notices of Requirement for the North-West Strategic Package and Local Arterials lodged by Waka Kotahi NZ Transport Agency and Auckland Transport as requiring authorities under the Resource Management Act 1991

TO: Attn: Planning Technician Auckland Council Level 24, 135 Albert Street Private Bag 92300 Auckland 1142

SUBMISSION ON: Notices of Requirement ("**NoRs**") for the North-West Strategic and Local Network projects – refer to list in **Appendix 1**

FROM: Watercare Services Limited ("**Watercare**")

ADDRESS FOR SERVICE: Mark Bishop
Regulatory & Policy Manager
Watercare Services Ltd
Private Bag 92 521
Wellesley Street
AUCKLAND 1141
Phone:022 010 6301
Email: Mark.Bishop@water.co.nz

DATE: 24 April 2023

1. INTRODUCTION

- 1.1 Watercare is pleased to have the opportunity to make a submission on the nineteen NoRs for the North-West Strategic and Local Network projects lodged by either Waka Kotahi NZ Transport Agency ("**Waka Kotahi**") or Auckland Transport as requiring authorities under the Resource Management Act 1991 ("**RMA**").
- 1.2 Watercare recognises the aim of the various NoRs is to protect land for future implementation of strategic transport corridors / infrastructure. As a form of route protection, the proposed designations will identify and protect the land necessary to enable the future construction and operation of those transport corridors.
- 1.3 Watercare neither supports nor opposes the NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made to confirm the NoRs responds to the issues raised in this submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

1.4 Watercare could not gain an advantage in trade competition through this submission.

2. WATERCARE – OUR PURPOSE AND MISSION

2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("**LGA**") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Auckland Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.

2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, this could increase by another 720,000 people, potentially requiring another 313,000 dwellings along with associated three waters infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.

2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.¹

2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan and the Auckland Future Urban Land Supply Strategy.

2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.²

3. SUBMISSION POINTS AND RELIEF SOUGHT

3.1 This is a submission on all the NoRs that were publicly notified on 23 March 2023, as listed in **Appendix 1**.

3.2 As noted previously, Watercare neither supports or opposes these NoRs (ie it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

3.3 Watercare acknowledges the proactive process to engagement from Waka Kotahi and Auckland Transport during the development of these NoRs including through discussions with the Supporting Growth Alliance.

¹ LGA, s 59.

² Local Government (Auckland Council) Act 2009, s 57.

- 3.4 Watercare would like to ensure that in the future there is an active and continual process set up by the requiring authorities to recognise that third party infrastructure providers, including Watercare, have asset management and construction plans that are constantly updating and changing, and that these updates and changes should be taken into account by the requiring authorities when the projects subject to the NoRs are developed further.
- 3.5 To that end, Watercare seeks to be engaged before detailed design and during the ongoing design phases to identify opportunities to enable, or otherwise not preclude, the development of new infrastructure within the NoR areas. For example, this could involve the development of an "Infrastructure Integration Plan" prior to detailed design with third party infrastructure providers like Watercare (which can also be updated throughout construction of the projects) to ensure that the projects take into account and appropriately integrates with potential future infrastructure like wastewater and water services.
- 3.6 It is expected that such an "Infrastructure Integration Plan" could include details of engagement undertaken (including any feedback from infrastructure providers), identify other potential infrastructure that may be developed within the NoR areas and how the requiring authorities have enabled or otherwise not precluded the development of such infrastructure within the NoR areas.
- 3.7 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as the projects subject to the NoRs are developed.
- 3.8 As noted, Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, "Works Over" Approvals, in compliance with Watercare's "*Water Supply and Wastewater Network Bylaw 2015*" (updated 2021).
- 3.9 In addition, several of the NoRs interact with existing water and wastewater services. Watercare seeks to ensure the NoRs do not impact its wastewater and water services in the NoR areas now and into the future. Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authorities that may impact Watercare's services.

4. RECOMMENDATION SOUGHT

- 4.1 Watercare seeks that Auckland Council recommends:
- (a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and
 - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

4.2 Watercare wishes to be heard in support of this submission.

4.3 If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

A handwritten signature in blue ink, appearing to read 'Mark Bourne', with a long, sweeping line extending upwards and to the right.

Mark Bourne
Chief Operations Officer
Watercare Services Limited

Appendix 1

- (a) NoR North West Strategic Network: Access Road (Auckland Transport) for a new designation to provide for the upgrade of Access Road with separated active mode facilities.
- (b) NoR North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA) for a new designation to provide for a new Rapid Transit Corridor and active mode corridor.
- (c) NoR North West Strategic Network: Alteration to Designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA) for an alteration to Designation 6766 to provide for the upgrade of the corridor, including provision of active mode facilities and realignment of the Station Road intersection with SH16.
- (d) NoR North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA) for a new designation to provide a new dual carriageway highway and the upgrade of the Brigham Creek Interchange.
- (e) NoR North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA) for a new designation to provide a new rapid transit station, including transport interchange facilities and accessway.
- (f) NoR North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA) for a new designation to provide a new rapid transit station, including transport interchange facilities, park and ride and accessway.
- (g) NoR North West Local Network: Alteration to Designation 1437 Hobsonville Road (Auckland Transport) for an alteration of the existing Hobsonville Road (Designation 1437) to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including provision of separated active mode facilities.
- (h) NoR North West Local Network: Spedding Road (Auckland Transport) for a new designation to provide an upgrade of the existing Spedding Road corridor and new east and west extensions with separated active mode facilities.
- (i) NoR North West Local Network: Brigham Creek Road (Auckland Transport) for a new designation to provide for the upgrade of the Brigham Creek Road corridor with separated active mode facilities.
- (j) NoR North West Local Network: Māmari Road (Auckland Transport) for a new designation to provide for an extension and upgrade of the Māmari Road corridor to an urban arterial corridor, including the provision of bus priority lanes and separated active mode facilities.
- (k) NoR North West Local Network: Trig Road (Auckland Transport) for a new designation to provide for the upgrade of the Trig Road corridor to an urban arterial with separated active mode facilities.
- (l) NoR North West Local Network: Alteration to Designation 1433 Fred Taylor Drive (Auckland Transport) for an alteration of the existing Fred Taylor Drive

(Designation 1433) to provide for the upgrade of the Fred Taylor Drive corridor, including provision for bus priority lanes and separated active mode facilities.

- (m) NoR North West Local Network: Don Buck Road (Auckland Transport) for a new designation to provide for the upgrade of Don Buck Road corridor including provision for bus priority lanes and separated active mode facilities.
- (n) NoR North West Local Network: Coatesville – Riverhead Highway (Auckland Transport). Lodged by Auckland Transport for a new designation, upgrading the southern section of the Coatesville – Riverhead Highway corridor to a rural arterial with active mode facilities, and upgrading the northern section of the corridor to an urban arterial with active mode facilities.
- (o) NoR North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport) for an upgrade of Trig Road, Whenuapai, to an urban arterial corridor. This includes the upgrade of the existing Hobsonville Road/Trig Road and Hobsonville Road/Luckens Road intersections.
- (p) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport) for a new urban arterial transport corridor that intersects with the Redhills East West Arterial Corridor – Dunlop Road.
- (q) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport) for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road (NoR2a).
- (r) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport) for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the remaining East-West connection (NoR2c) at the intersection with the Redhills North-South arterial corridor.
- (s) NoR North West HIF Redhills Network: Redhills North - South Arterial Transport Corridor (Auckland Transport) for a new urban arterial transport corridor and upgrade of the Don Buck and Royal Road intersections.

Form 21
Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Aotearoa Towers Group (ATG)
Private Bag 92161
Auckland 1142

Chorus New Zealand Limited (Chorus)
PO Box 632
Wellington

Connexa Limited (Connexa)
167 Victoria St West
Auckland

One New Zealand (One NZ) (formally Vodafone New Zealand Ltd)
Private Bag 92161
Auckland 1142

Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland 1010

Two Degrees Mobile Limited (2degrees)
PO Box 8355
Symonds Street
Auckland 1150

These parties are making a joint submission and for the purposes of this submission are referred to collectively as the **Telecommunications Submitters**.

The Proposal:

This is a submission on the following notices of requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North West Auckland:

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Access Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)
- North West Local Network: Spedding Road (Auckland Transport)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1433 Fred Taylor Drive (Auckland Transport)
- North West Local Network: Don Buck Road (Auckland Transport)
- North West Local Network: Coatesville – Riverhead Highway (Auckland Transport)
- North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport)
- North West HIF Redhills Network: Redhills North -South Arterial Transport Corridor (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport)

The Telecommunications Submitters are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to the Southern Cross international cable system.

The Telecommunications Submitters' submission is that:

The Telecommunications Submitters have no position on the overall North West package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. Spark, in particular, seek to ensure the protection of the existing Southern Cross international cable system which is located within or adjacent the road reserves of the following NoRs:

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

Spark is lodging a separate submission seeking more specific protective measures for the Southern Cross international cable system.

The Telecommunications Submitters oppose the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The companies collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also critical for supporting social and economic wellbeing and provides opportunities for work from home/remote work solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy by supporting measures to reduce travel demand.

This equipment is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. Reasonable access for maintenance and access for emergency works at all times will need to be maintained. In addition, the design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable to trying to retrofit necessary telecommunications/broadband infrastructure later due to disruptions and/or incompatibility with project design.

Existing Infrastructure

A summary of existing infrastructure located in the project footprints is as follows:

- Southern Cross International Cable (as per specific Notices of Requirement outlined above)
- Copper and Fibre cables
- Mobile operators are progressively rolling out roadside equipment in Auckland roads which may be within project corridors when works proceed.

Future Infrastructure Requirements

Network utility operators need to integrate necessary services into infrastructure projects such as transport projects. It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. This process does not always run smoothly. To provide a recent example, Spark has had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully project in the Wellington Region to install services to provide telecommunications coverage along that length of road. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting it has proved to be

very challenging to try to retrofit necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators as part of the detailed design phase of the project to identify opportunities to enable, or to not preclude, the development of new network utility including telecommunications infrastructure where practicable to do so. There was an associated obligation in that condition to report on opportunities considered and whether or not they had been incorporated into the design in the outline plan(s)¹.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, a provision to ensure the matter is properly considered during the design phase through consultation with network utility operators, which sets appropriate expectations and ensures these opportunities are properly explored, is reasonable. In the case of telecommunications, this enables proper consideration of making provision for communications that support the function of the road. This should be a consideration distinct from protecting or relocating existing network utilities affected by the project which is the focus of the current proposed conditions.

The Telecommunications Submitters seek an equivalent condition to that included in the W2W designation conditions to address this.

Consultation with Telecommunications Network Utility Operators

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the requiring authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design. The following notices of requirement mention a Network Utility Management Plan (NUMP) in the Outline Plan of Works (OP) condition, but do not include a separate condition for a NUMP (despite other management plans such as Construction Traffic Management Plan, Tree Management Plan etc included as separate conditions), and it does not specify who the relevant entities are to be consulted regarding the development of that plan.

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)

¹ East West Link Condition NU2, W2W Condition 24A

- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)
- North West Local Network: Spedding Road (Auckland Transport)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1433 Fred Taylor Drive (Auckland Transport)
- North West Local Network: Don Buck Road (Auckland Transport)
- North West Local Network: Coatesville – Riverhead Highway (Auckland Transport)

The following notices of requirement do not mention a NUMP in their OP condition but refer to other management plans:

- North West Strategic Network: Access Road (Auckland Transport)
- North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport)
- North West HIF Redhills Network: Redhills North -South Arterial Transport Corridor (Auckland Transport)

- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport)

The Assessment of Environmental Effects for each notice sets out the relevant utility providers who have assets within and around the proposed designations. This specifically includes Spark (in regard to the Southern Cross Cable Network, in four of the NoRs). However, the other companies party to this submission are not mentioned and therefore there is a concern they will not be consulted as part of the NUMP development for each stage.

Spark, One NZ and 2degrees operate mobile phone/wireless broadband networks which often include facilities located in roads while Chorus operate fixed line assets in roads including fibre. In addition, Spark has sold its fixed mobile asset infrastructure (e.g. their poles) to Connexa, and similarly One NZ has sold its fixed mobile assets to ATG (trading as FortySouth). Accordingly, the operating landscape for telecommunications companies and who may be affected by these projects has become quite complex. Given this complexity, an advice note to the NUMP condition is proposed to provide more clarity on which telecommunications/broadband operators may be affected.

The Telecommunications Submitters seeks the following decision from the Requiring Authority:

Add a new NUMP condition for each notice of requirement, which is based on the wording in the 5 Notices of Requirement for the Airport to Botany package of transport projects (with an advice note added), is as follows:

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) 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; and

(iii) 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; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.

(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).

(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.

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, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

Add a new condition to each notice of requirement as follows:

XX: The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.

The Telecommunications Submitters do wish to be heard in support of its submission.

If others make a similar submission, the Telecommunications Submitters will consider making a joint case with them at the hearing.

A handwritten signature in blue ink, consisting of a cursive 'C' followed by a long horizontal stroke that curves slightly upwards at the end.

**Signature of submitter
(Chris Horne, authorised agent for the Telecommunications Submitters)**

Date: 24 April 2023

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

Supplementary information on existing mobile infrastructure in north-west projects package of Notices of Requirement

To: Auckland Council
 Private Bag 92300
 Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Auckland Transport
 Level 5, 203 Queen Street
 Auckland 1010

Waka Kotahi
 Level 5, 203 Queen Street
 Auckland 1010

Further to the previous joint submission of telecommunications companies submitted on 24/4/2023, the telecommunications submitters listed in that joint submission wish to provide further information on their existing mobile infrastructure sites that are affected due to the Notices of Requirement for North-West transport projects.

Connexa and 2degrees affected sites

The table below identifies the impact to Connexa and 2degrees sites by the NoR project footprints, as well as locations where future sites are required.

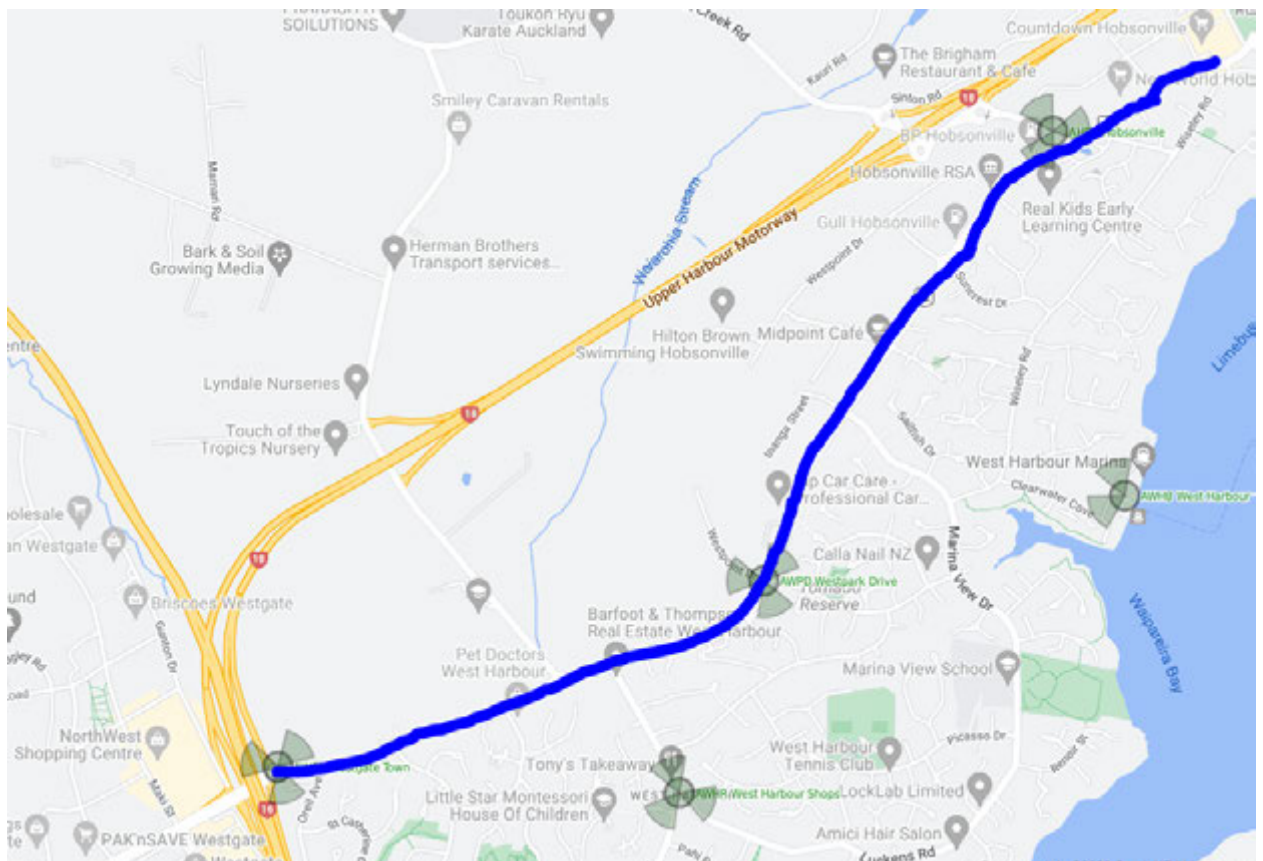
Route	Impact to Connexa Sites	Impact to 2D Sites	Recommended new sites
Access Rd Upgrade	None	None	Kumeu SW
Rapid Transit Corridor	None	None	Whenuapai West
SH 16 Main Rd	None	None	Huapai
Alternative SH Corridor	None	None	Huapai , Kumeu SW , Whenuapai West
Kumeu Station	None	None	None
Huapai Station	None	None	Huapai
Hobsonville Rd	Westgate town, West Park Dr, Hobsonville	Hobsonville	None

Spedding Road	None	None	Whenuapai West, Spedding Rd East
Brigham Creek Rd	None	None	None
Mamari Rd	None	None	Westgate Centre
Trig Rd Upgrade	None	None	Westgate Centre
Fred Taylor Drive	None	None	Whenuapai West
Don Buck Rd	None	None	None
Coatesville- Riverhead	None	None	Riverhead South
Trig Rd Corridor	None	None	None
Red Hills	None	None	Red Hills, West Hills

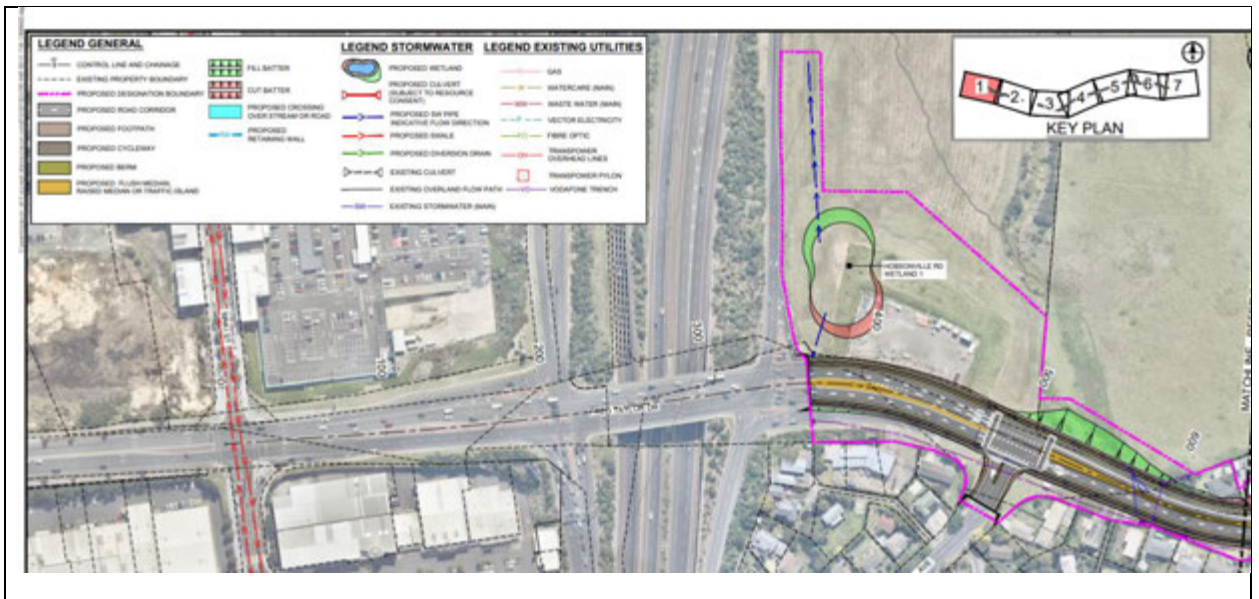
The Hobsonville Road designation (North West Local Network: Alteration to designation 1437 Hobsonville Road) impacts three existing Connexa sites that are within the designated boundary:

- Westgate Town
- West Park Dr
- Hobsonville.

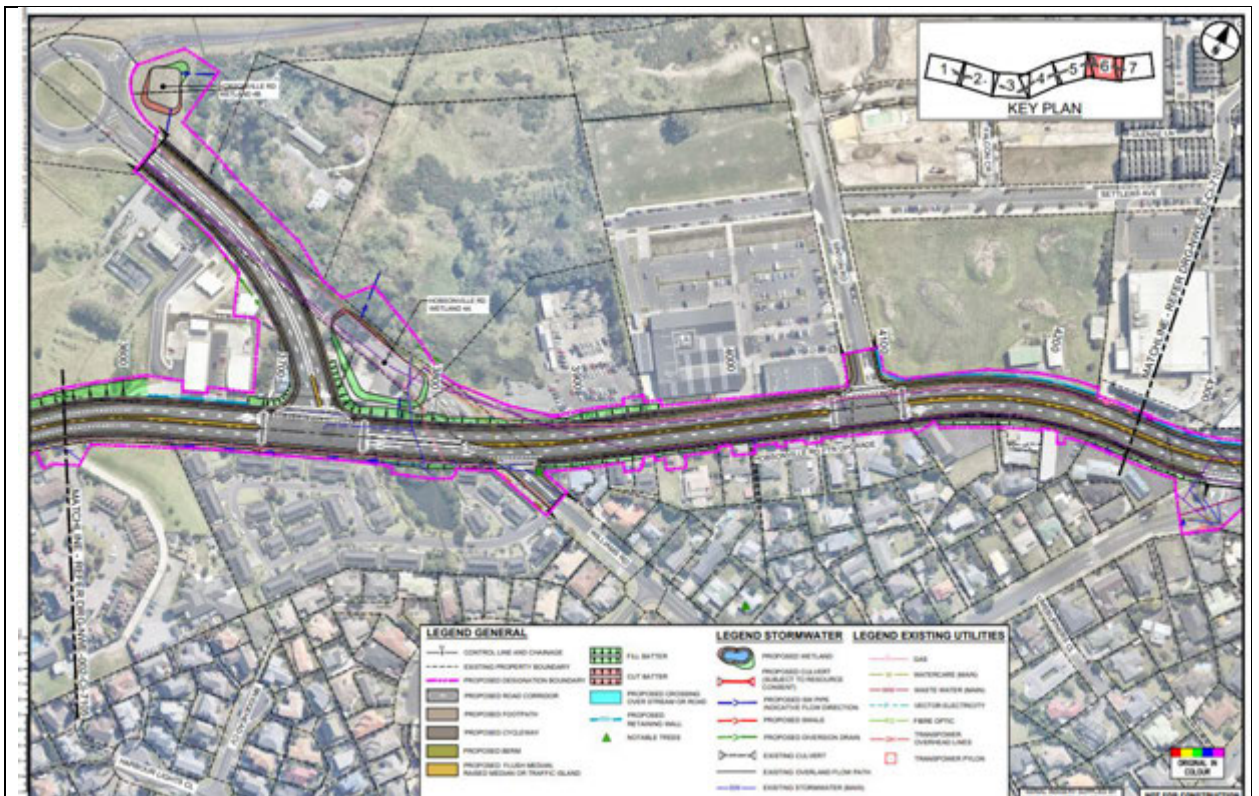
Impacted Connexa Sites Overview



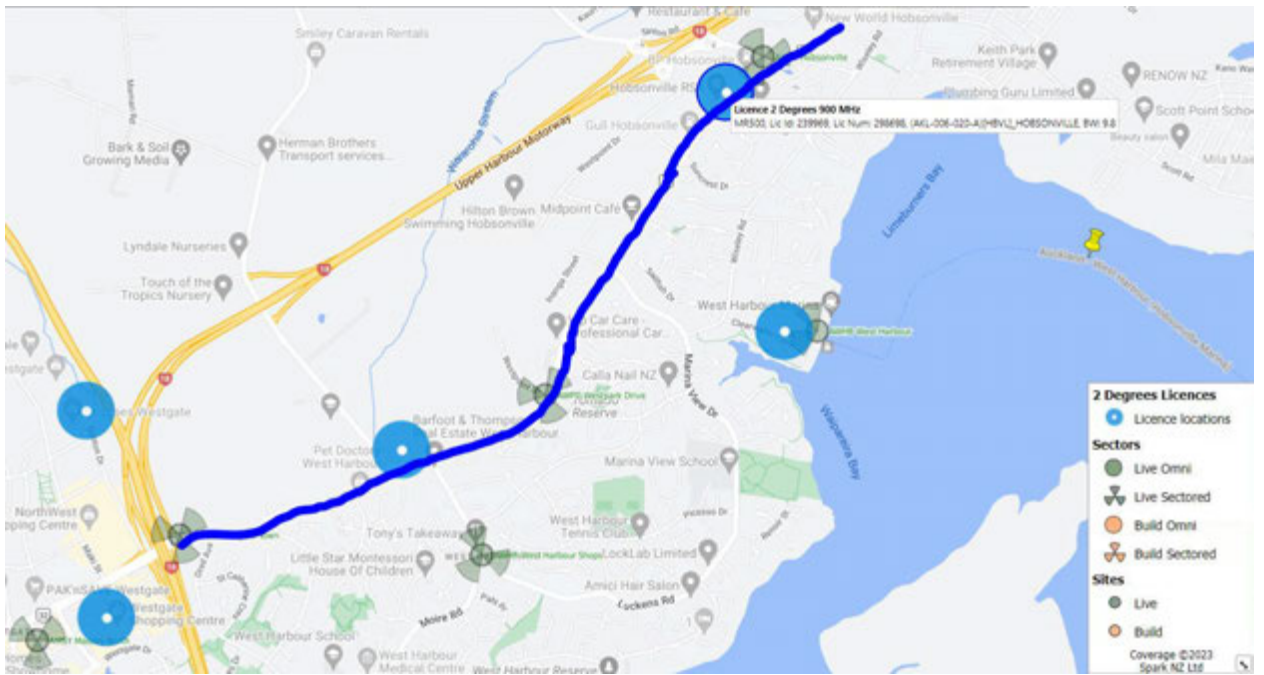
Connexa Westgate Town Site Details



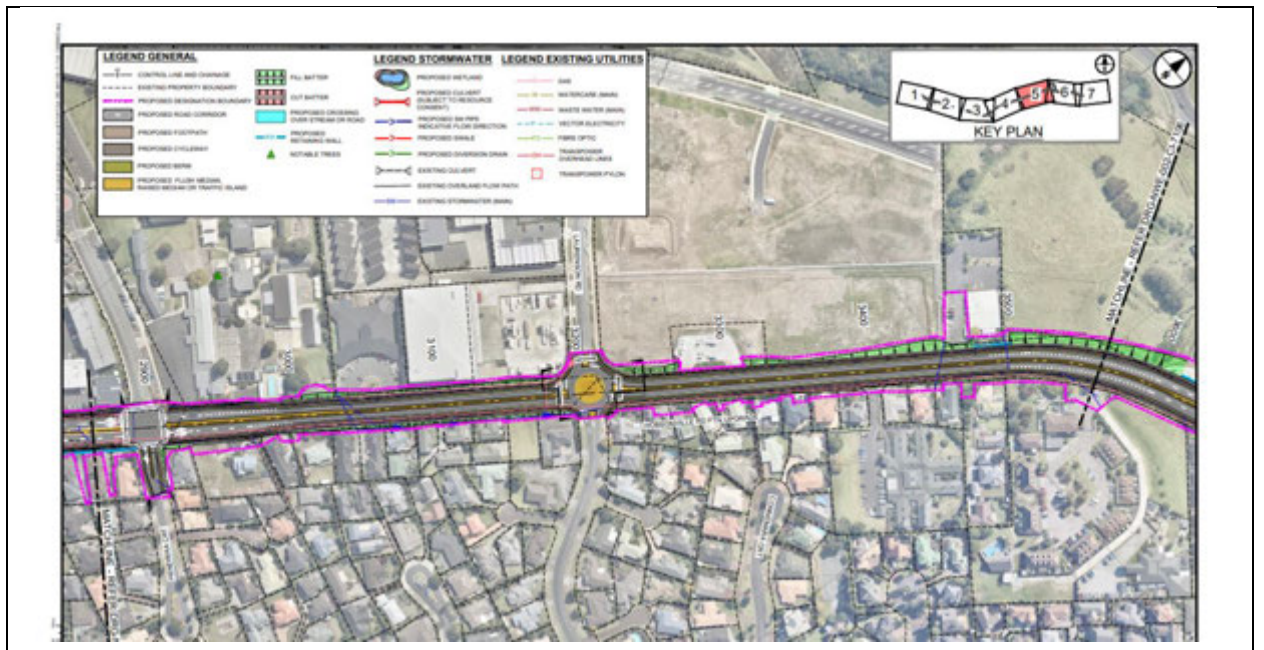
Connexa Hobsonville Site Details



Impacted 2degrees Hobsonville Site



2degrees Hobsonville site details

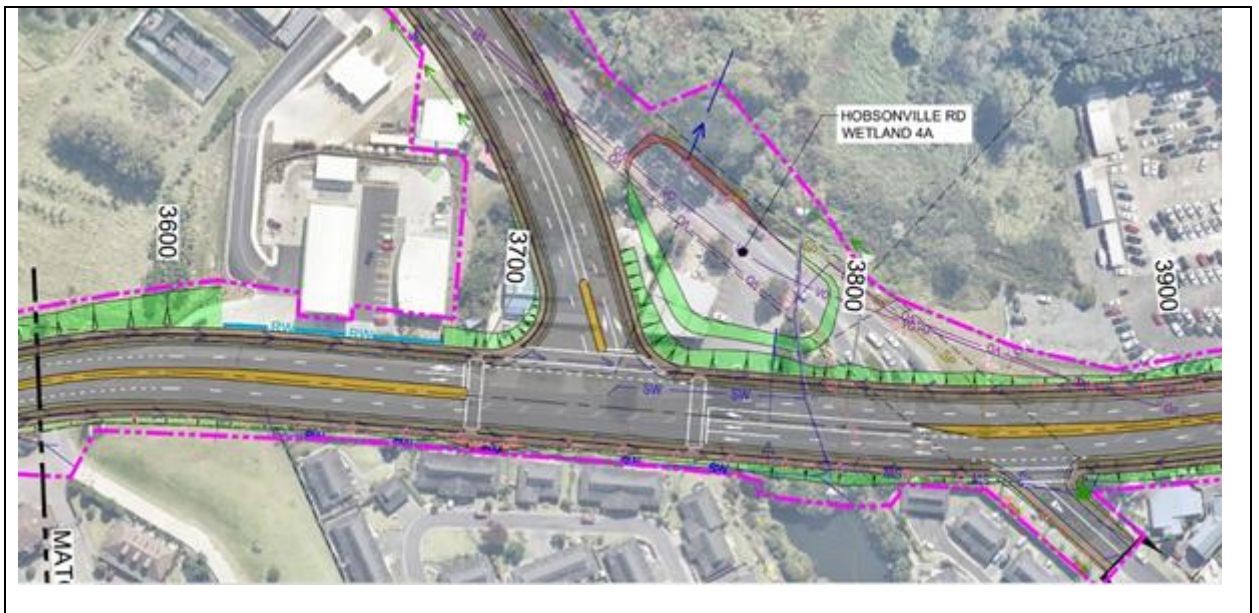


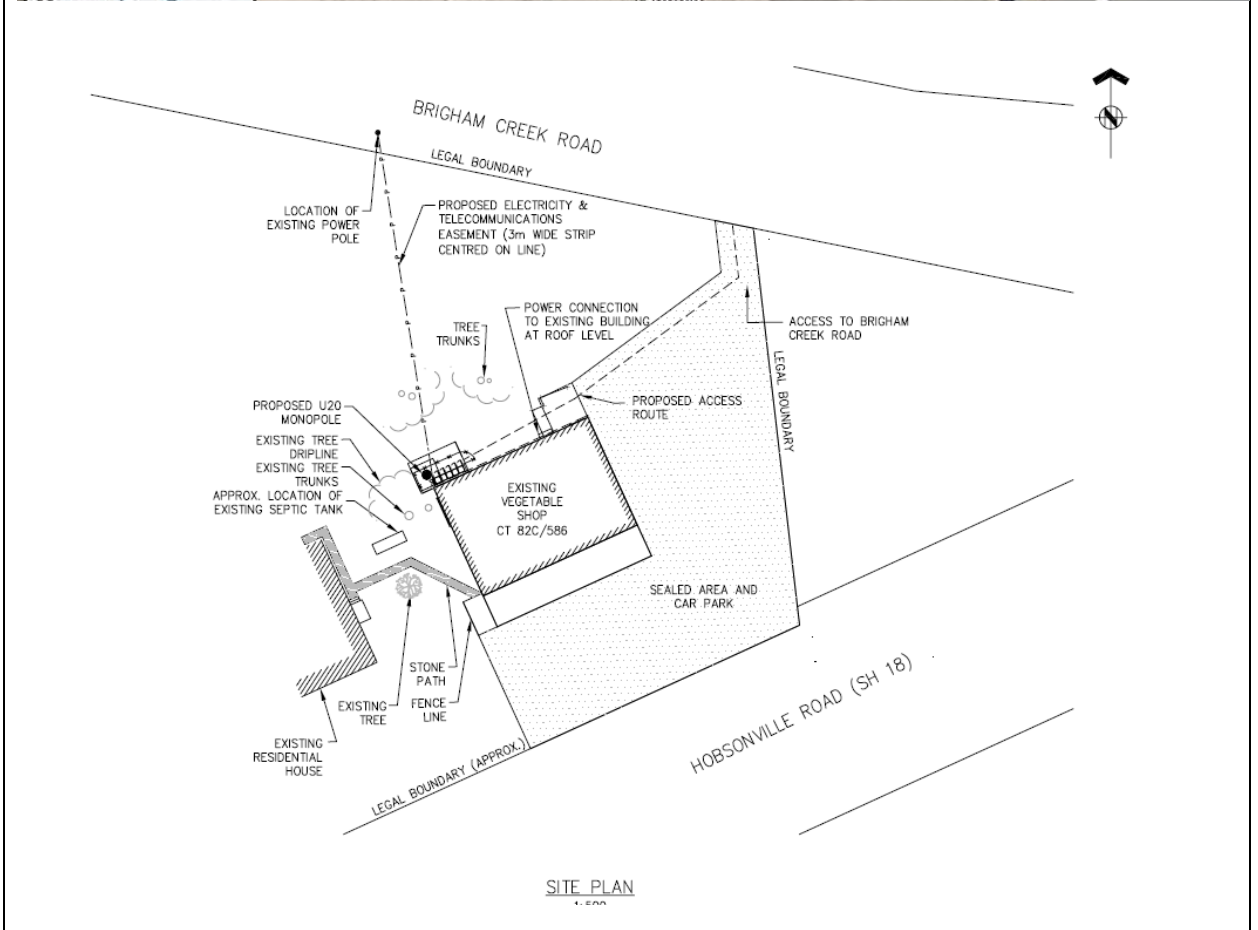
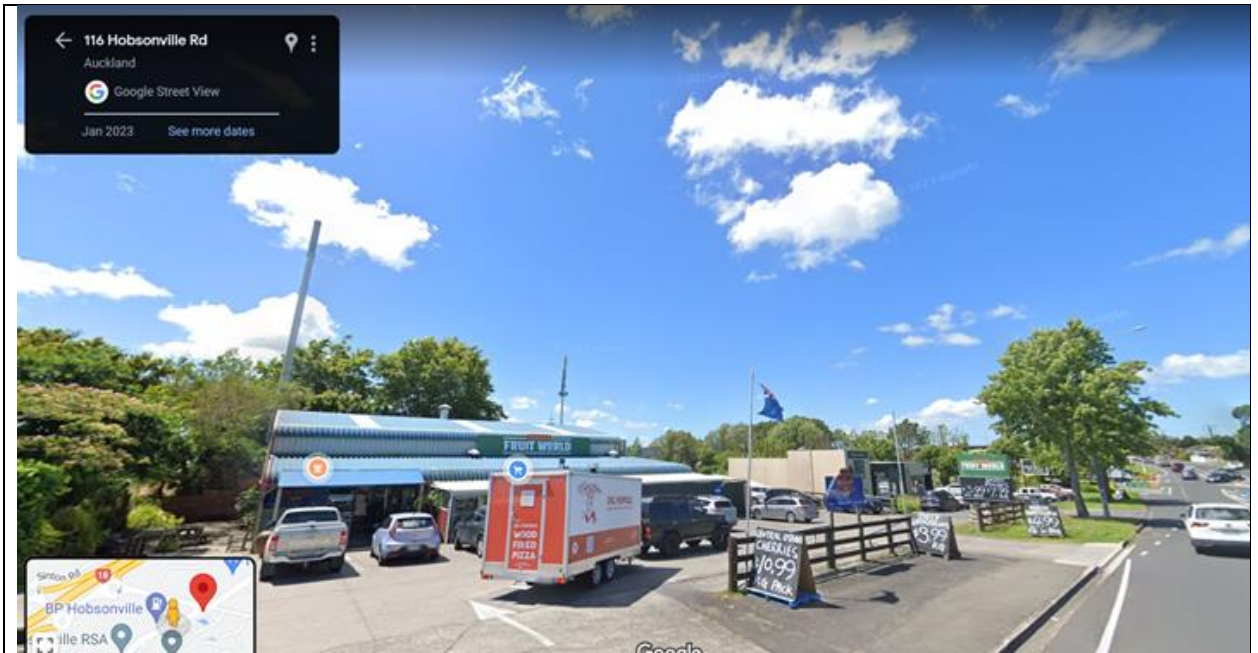


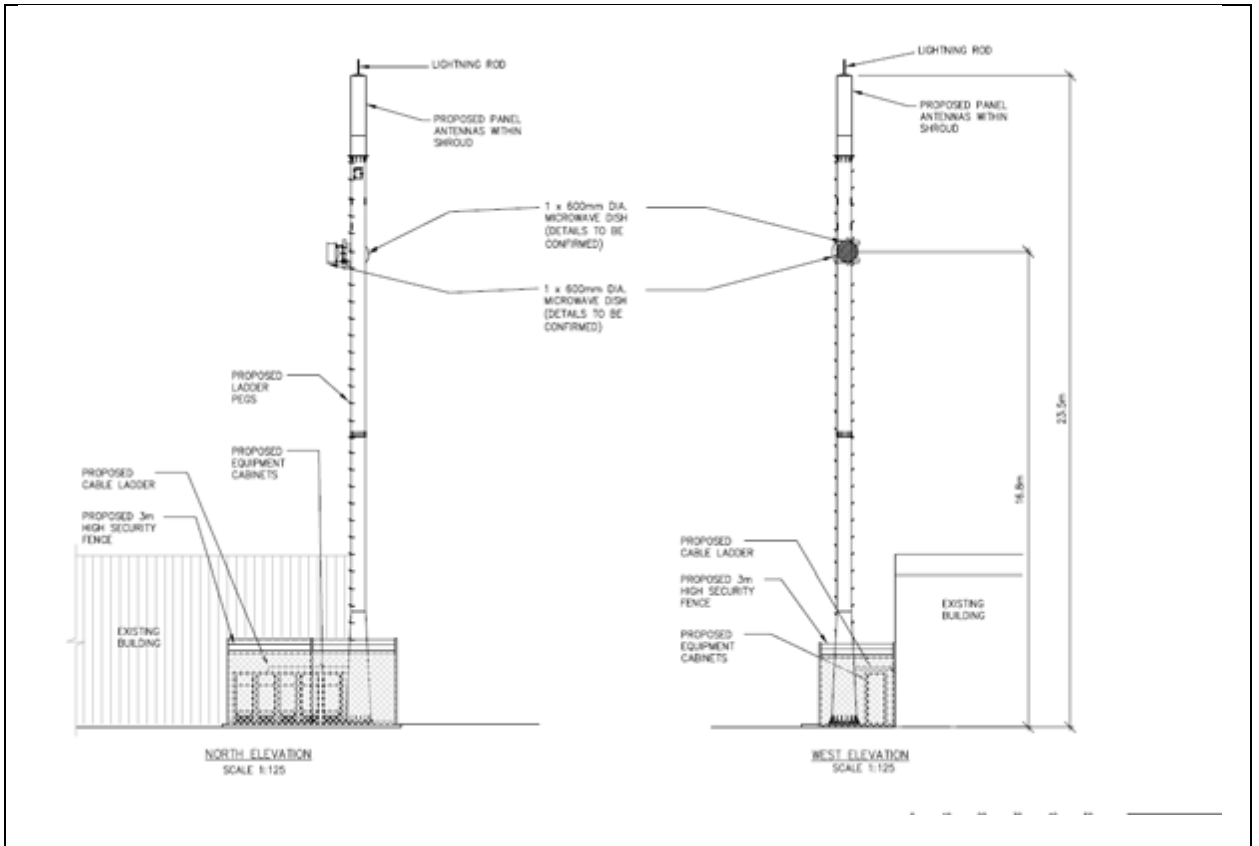
One NZ/FortySouth Affected Site

A One NZ/FortySouth site will be affected by the NoR project footprint as identified below. One NZ operates infrastructure on this Fortysouth asset.

Route	One NZ Site	Recommended New Site
Hobsonville Rd & Brigham Creek Intersection	Hobsonville - A2HOV	No alternative replacement sites identified yet.







Attention:

Auckland Council

By email: unitaryplan@aucklandcouncil.govt.nz

Submission on notified notice of requirement lodged by Auckland Transport for the upgrade of the Trig Road corridor (Reference: NOR W1 – Trig Road (North))

To whom it may concern,

I am writing on behalf of my client RWPT Limited, who are currently in the process of acquiring the property at 96A Trig Road, Whenuapai. It is my understanding that the notice of requirement referenced *NOR W1 – Trig Road (North)* will extend into the property at 96A Trig Road to enable the proposed road corridor upgrades. I have attached the relevant notified General Arrangement Layout Plan and have identified the boundaries of the property at 96A Trig Road.

While my client is generally supportive of the general arrangement of the proposed works, their support is contingent on:

- Being provided with further information regarding how the site at 96A Trig Road will achieve access to the road corridor subsequent to the implementation of the proposed works. It is noted that a number of batter slopes will be constructed adjacent to the eastern boundary of the site, which could obstruct road access to the site in the future.
- Further information about how the area between the proposed road upgrades and 96A Trig Road will be treated in terms of landscaping etc.
- Confirmation that the proposed works will not preclude the establishment of at least two vehicle crossings from 96A Trig Road onto the road.
- Clarification as to the area of 96A Trig Road that will have to be acquired by Auckland Transport to implement the proposed works.
- Confirmation that any temporary work areas (laydowns etc) that are necessary to construct the permanent infrastructure are located outside of the designation boundary.

My client also wishes to oppose the proposed lapse period for the implementation of works, while 15 years has been proposed, this will create significant uncertainty as to when works will be implemented. As such, my client seeks relief to have the lapse period amended to 5 years.

My client wishes to remain part of the approval process for the notice of requirement, including being part of the further submission process. My client wishes to be heard at any hearing held in regards to the designation.

Regards,



Joe Gray

Principal Planner, Saddleback Consulting Limited (on Behalf of RWPT Limited)

LEGEND GENERAL

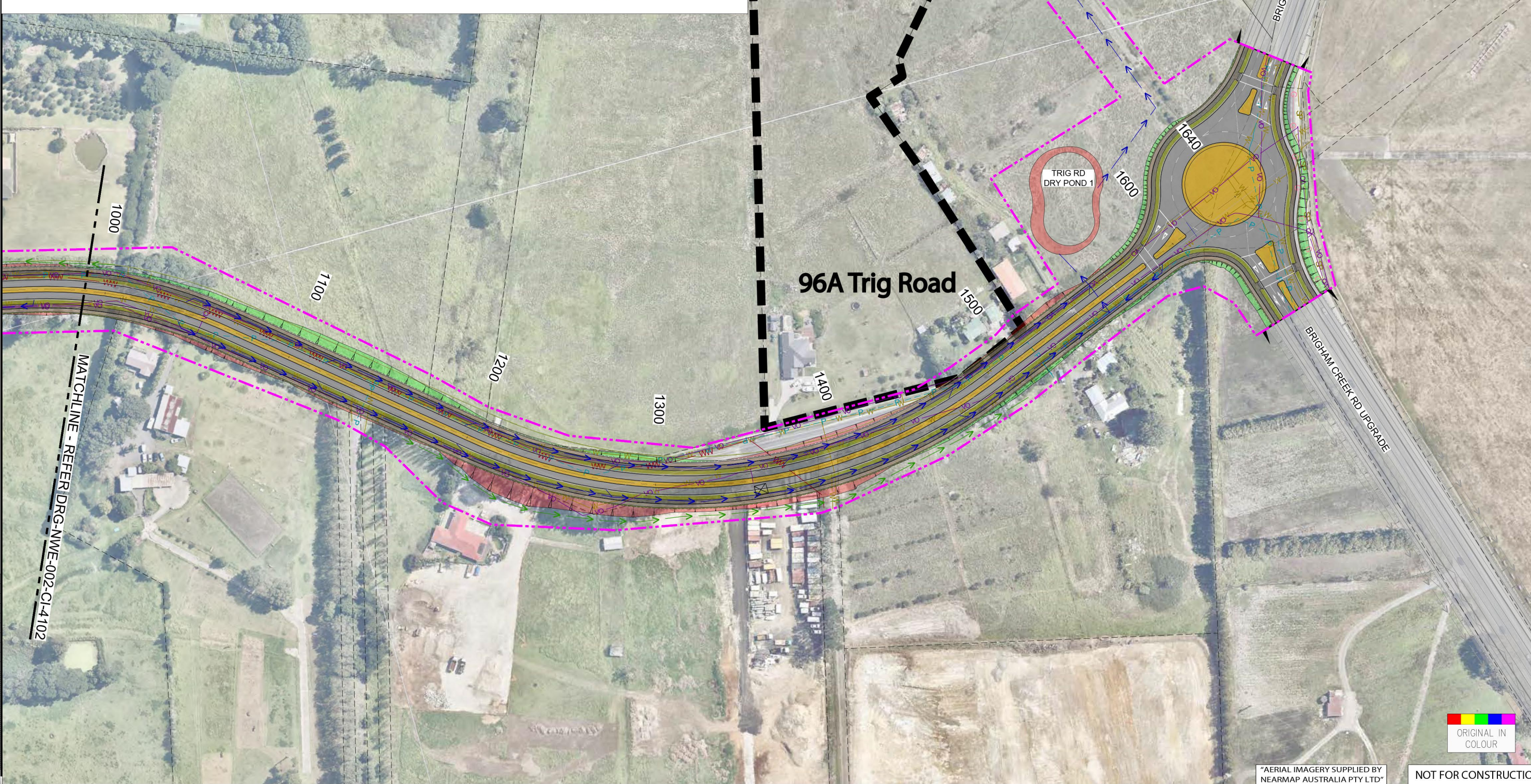
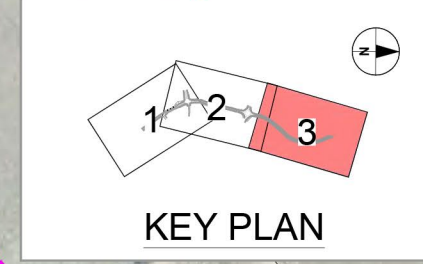
- CONTROL LINE AND CHAINAGE
- EXISTING PROPERTY BOUNDARY
- PROPOSED DESIGNATION BOUNDARY
- PROPOSED ROAD CORRIDOR
- PROPOSED FOOTPATH
- PROPOSED CYCLEWAY
- PROPOSED BERM
- PROPOSED FLUSH MEDIAN, RAISED MEDIAN OR TRAFFIC ISLAND
- FILL BATTER
- CUT BATTER
- PROPOSED CROSSING OVER STREAM OR ROAD
- PROPOSED RETAINING WALL

LEGEND STORMWATER

- PROPOSED WETLAND
- PROPOSED CULVERT (SUBJECT TO RESOURCE CONSENT)
- PROPOSED SW PIPE INDICATIVE FLOW DIRECTION
- PROPOSED SWALE
- PROPOSED DIVERSION DRAIN
- EXISTING CULVERT
- EXISTING OVERLAND FLOW PATH
- EXISTING STORMWATER (MAIN)

LEGEND EXISTING UTILITIES

- GAS
- WATERCARE (MAIN)
- WASTE WATER (MAIN)
- VECTOR ELECTRICITY
- FIBRE OPTIC
- TRANSPOWER OVERHEAD LINES
- TRANSPOWER PYLON
- VODAFONE TRENCH



MATCHLINE - REFER DRG-NWE-002-CI-4102

ORIGINAL IN COLOUR

"AERIAL IMAGERY SUPPLIED BY NEARMAP AUSTRALIA PTY LTD" NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE	APPROVED	DATE
B	ISSUED FOR NOTICE OF REQUIREMENT LODGEMENT	JDT DEC. 2022	D. ZIMMERLE	30.04.2021
A	DRAFT ISSUE FOR REVIEW	VDLT MAY 2021	B. BUSNARDO	07.12.2022
REVISIONS				

TE TUPU NGĀTAHI
Supporting Growth

WAKA KOTAHI
NZ TRANSPORT AGENCY

Project: **SUPPORTING GROWTH PROGRAMME**
WHENUAPAI - TRIG RD UPGRADE (NoR W1)

Drawing Title: **GENERAL ARRANGEMENT LAYOUT PLAN**
SHEET 3 OF 3

Drawing Status: **FOR LODGEMENT**

Drawing Date: 07.12.2022

A1 Scales	1:1000	A3 Scales	1:2000
Discipline	CIVIL		

Drawing No. **SGA-DRG-NWE-002-CI-4103** Revision **B**

ORIGINAL SIZE A1

**SUBMISSION ON A REQUIREMENT FOR A DESIGNATION SUBJECT TO
FULL NOTIFICATION**

**FORM 21, SECTIONS 168A, 169, 181, 189A, 190 AND 195A OF THE
RESOURCE MANAGEMENT ACT 1991**

To: Auckland Council
Private Bag 92300
Auckland 1142

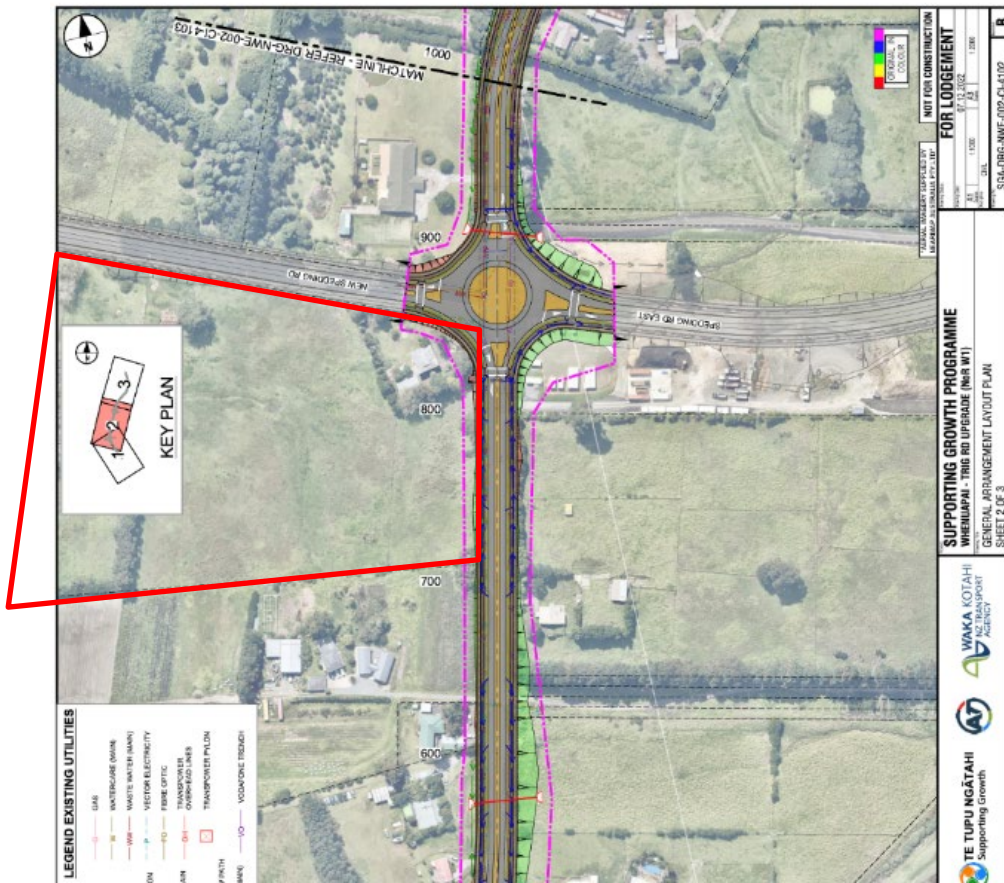
Attention: Planning Technician
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Cabra Developments Limited (“**the Submitter**”)

Introduction

1. This is a submission on the Notice of Requirement requested by Auckland Transport as Requiring Authority for a new designation in relation to the Northwest Local Network (NoR W1): Trig Road, in the Auckland Unitary Plan (“**AUP**”), being the construction, operation and maintenance of an upgrade to the arterial transport corridor on Trig Road in Whenuapai between Brigham Creek Road and Trig Road South (HIF).
2. The site affected is 90 Trig Road. The eastern frontage of the site is affected by the proposed upgrade of Trig Road, including the construction of a roundabout at the intersection of Spedding and Trig Roads, as illustrated in the following diagrams. Form 18 states that an area of 1,843m² of the Submitter’s land is required.

Proposed Notice of Requirement relative to 90 Trig Road (red)

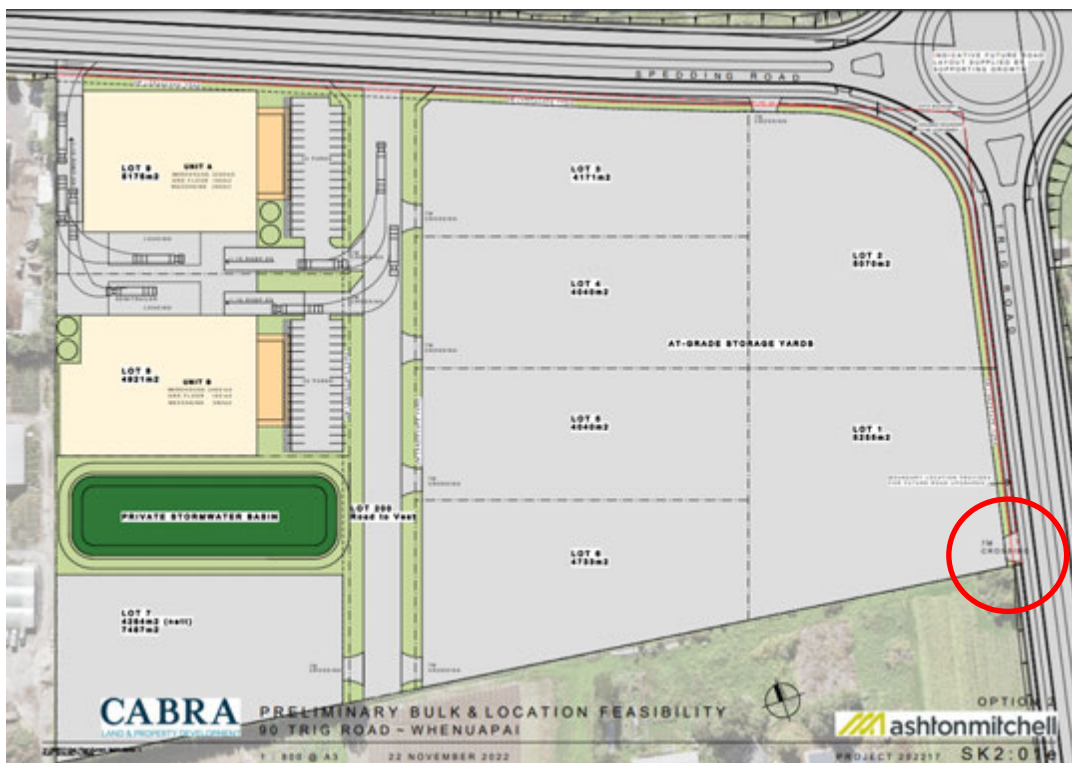


Subject site (blue)



3. By way of background, the Submitter has been directly consulted by the Supporting Growth Alliance in respect of the proposal.
4. The Submitter has recently filed a request for a proposed industrial at-grade storage and warehouse development to be referred under the Covid-19 Recovery (Fast-track Consenting) Act 2020, the outcome of which is yet to be received. If referred, an application for resource consent will be made for the construction of two warehouse buildings in the north western corner, with at-grade yard storage across the balance of the site. The proposed layout has been designed to accommodate the proposed NoR application. However, one vehicle crossing is proposed to service the proposed development from Trig Road, as shown in red below. The crossing is proposed to be located at the southern-most corner of the frontage, providing a separation distance of approximately 130m from the proposed roundabout, to mitigate potentially adverse safety and operational effects on the proposed roundabout and active modes adjoining the site's boundary.

Draft site layout showing crossings to Trig Road (NoR)



Reasons for Submission

5. The Submitter supports the proposal subject to confirmation from the Requiring Authority that future site access from Trig Road will not be compromised.
6. The reasons for the Submitter's view are as follows.

7. The Submitter supports the NoR application as it is required to unlock greenfield development within the Future Urban zoned land in Whenuapai. As such, the Submitter has considered the proposed arterial upgrade when considering the future development of the site, enabling the Requiring Authority to implement the proposed upgrade works without adversely impacting the operation of, and access to, the site in the future.
8. However, the Submitter requires assurance from the Requiring Authority that the operation of the proposed access will not be adversely impacted during construction nor operation of the arterial road upgrade, particularly as the general arrangement plans indicate shallow battering may be required proximate to the proposed access.
9. Finally, the Submitter requests confirmation that all construction effects on the property will be appropriately mitigated.

Relief Sought

10. The Submitter seeks that NoR W1 be accepted provided conditions are inserted to address the following:
 - a) That the designation be amended and conditions imposed on the designation to ensure that:
 - i. Future access to and egress from Trig Road to the Submitter's land at 90 Trig Road is protected.
 - b) Evidence to support a finding that the Requiring Authority has accepted financial responsibility for the works and is committed to undertaking them in the form as notified, contrary to its previous announcements that the designation is purely for 'route protection' purposes.
 - c) Undertakings from the Requiring Authority that it will act promptly and in good faith to provide full compensation to the submitter for the loss of use of its land, including business losses resulting from any inability to implement its consented development plans.
 - d) Confirmation of a lapse period of 15 years.
 - e) That conditions are imposed on the designation to ensure that:
 - i. Prior to the commencement of construction in the vicinity of the Submitter's land, a site-specific construction management plan applying to the area in the immediate vicinity of the Submitter's land is:

- Prepared by the requiring authority in consultation with the Submitter;
 - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - Approved by the Council.
- ii. The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the Submitter's land is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
- f) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.
11. If the above relief is not accepted, the Submitter seeks that the NoR be declined.
12. The Submitter wishes to be heard in support of this submission.
13. If others make a similar submission, the Submitter would consider presenting a joint case with them at the hearing.

DATED at Auckland this 24th of **April 2023**

Signature:

Duncan Unsworth
General Manager
Cabra Developments Limited

Address for Service:
Forme Planning Ltd
Suite 203, Achilles House
8 Commerce Street
Auckland 1010
hannah@formeplanning.co.nz

**SUBMISSION ON REQUIREMENT FOR DESIGNATION OR HERITAGE ORDER OR ALTERATION OF
DESIGNATION OR HERITAGE ORDER THAT IS SUBJECT TO PUBLIC NOTIFICATION OR LIMITED
NOTIFICATION BY A TERRITORIAL AUTHORITY**

Section 168A, 169, 181, 189A, 190 and 195A, Resource Management Act 1991

To Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

Email: unitaryplan@aucklandcouncil.govt.nz

- 1 The submitter is Tri Young Field Partnership.
- 2 This is a submission on a notice of requirement from Auckland Transport for a designation referred to as;
 - (a) Northwest Local Network: Trig Road (Auckland Transport) – Project W1 – depicted in yellow Figure 2 below.
 - (b) Northwest Local Network: Spedding Road (Auckland Transport) – Project W4 – depicted in Red Figure 2 below.
- 3 The submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 (**RMA**).
- 4 The specific parts of the NOR that this submission relates to are those that affect the submitter’s property at 49 Trig Road, Whenuapai and the surrounding area.
- 5 The submission is:
 - 5.1 **Submitter**
 - 5.1.1 Tri Young Field Partnership is the registered owner of 49 Trig Road (Lot 6 DP 62344). A record of title is included within **attachment A**. Temporary improvements to the site have been made to create a construction yard for Just Sheds Auckland to operate on site. Just Sheds have leased the use of the site from Mr. Yang while the site awaits rezoning from future urban.

5.2 Site Description



Figure 1: Aerial Image of the Submitter's Property

- 5.2.1 49 Trig Road is a rectangular shaped corner site occupying an area of 4.05ha, as seen in figure 1 above.
- 5.2.2 The site is located directly opposite the existing intersection of Trig Road and Spedding Road.
- 5.2.3 Access to the property is currently provided along the southern boundary of the site, with access via Trig Road.
- ### 5.3 Proposed NOR
- 5.3.1 The site is designated among two current Notice of Requirement areas. Their effect and extent within the subject site are depicted in figure 2 below:
- (a) Northwest Local Network: Trig Road (Auckland Transport) – Project W1 – depicted in yellow
 - (b) Northwest Local Network: Spedding Road (Auckland Transport) – Project W4 – depicted in Red



Figure 2: NOR Extent in Proximity to the Submitter's Property

5.3.2 Given that these notices of requirement overlap but have been separated into two separate notices of requirements, it is considered likely that the time at which they are acquired may be different or staged.

5.3.3 As such each notice of requirement has been assessed separately below. The submission is lodged on both notices.

5.4 **Trig Road Notice of Requirement – Project W1**

5.4.1 Trig Road is a 2.25km road providing access between Brigham Creek Road in the North and Hobsonville Road in the South. The street also provides access to the crescent road known as Ryan Road, rural cul-de-sac Spedding Road, and both an on and off ramp to State Highway 18, to and from the East only.

5.4.2 The overall NOR for Trig Road seeks to upgrade the street from just South of the bridge over SH18 through a new roundabout intersection with Spedding Road, and to an additional new roundabout with Brighams Creek Road in the North. This is depicted in purple in figure 3 above (purple route), and in the location plan as per figure 6 below.



Figure 3: NOR Route

5.4.3 The envisaged public transport improvements along Trig Road would include a single lane arterial road in each direction with a berm/island in between the lanes. A planted berm also separated the vehicle lanes from cycle and pedestrian networks as depicted in figure 7.



Figure 4: Proposed cross section

5.4.4 Where Trig Road crosses State Highway 18 the existing bridge will be upgraded to include three vehicle lanes as well as continued cycle and pedestrian paths, as per figure 8 below. A separate active mode bridge will provide additional capacity for pedestrians and cyclists on the opposite side of the vehicle lanes.



Figure 5: Proposed cross section

5.4.5 As a notice of requirement on its own, completely disregarding that of the Spedding Road extension, this requirement has less of an effect on the subject site with approximately 4800m² to be acquired in the west of the site. This would make it impossible for the site to be accessed directly via Trig Road, and would likely require the remainder of the site to be accessed via the existing ROW to 51 and 53 Trig Road.

5.5 Spedding Road Notice of Requirement– Project W4

5.5.1 Spedding Road is currently a 1km long rural culdesac street accessed via Trig Road.

5.5.2 The overall NOR for Spedding Road seeks to extend the current culdesac street to both the East and West. This is planned to result in a new arterial from the intersection of Hailes Road and Fred Taylor Drive in the West, through to Hobsonville Road in the East, as shown in figure 3 below (yellow route).

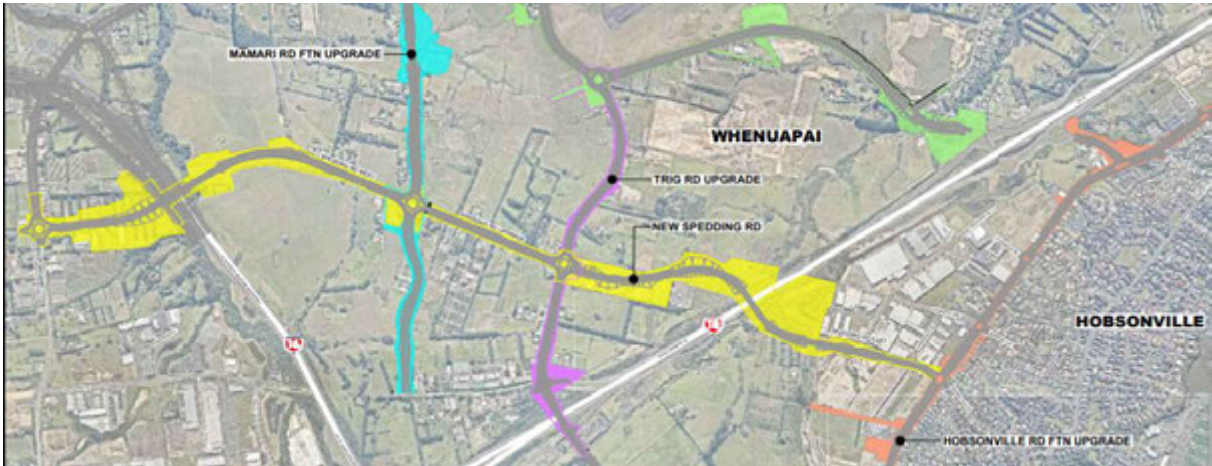


Figure 6

5.5.3 As depicted above there are multiple NOR that overlap and are dependent upon one another. The proposed Spedding Road extension is proposed to include four roundabout intersections with Fred Taylor Drive, Mamari Road, Trig Road and Hobsonville Road.

5.5.4 The envisaged public transport improvements would include a single lane arterial road in each direction with a berm/island in between the lanes. A planted berm also separated the vehicle lanes from cycle and pedestrian networks as depicted in figure 4.



Figure 7: Proposed cross section

5.5.5 Where a bridge crossing is required near Totara Creek and SH18 the proposed bridge layout will continue to provide for all proposed transport modes as per figure 5.

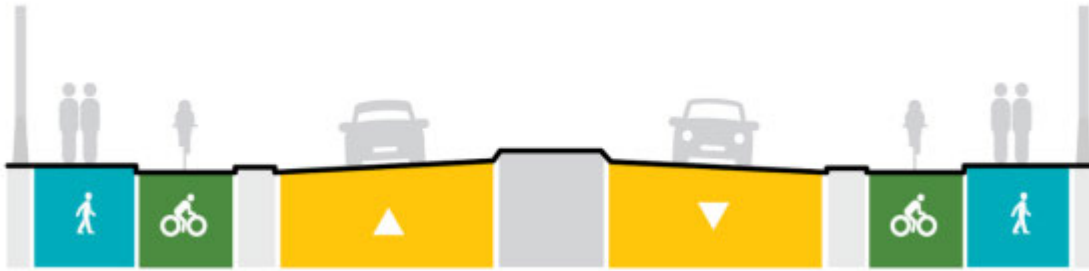


Figure 8: Proposed cross section

5.5.6 The extent of this NOR will seek to require the entire site of 49 Trig Road. This would mean the use of an entire 40,000m² site is lost to provide for an approximately 500m section of a 24m wide arterial. In the alternative Options section below, options have been considered as to how to provide the improved connectivity and traffic upgrades while maintaining the best land efficiency possible.

5.5.7 The combined effects of both NOR together are discussed below.

5.6 Positive Impacts

5.6.1 The submitter acknowledges that the wider project contemplated by the NOR will have the following positive impacts:

- (a) Improving connectivity within the local area, and as a result providing better access to economic and social opportunities
- (b) Supports future growth within the area and future intensification of those surrounding sites
- (c) Provides greater choice among transport modes
- (d) Improved safety of those using the route, especially for pedestrians and cyclists

5.7 Concerns

5.7.1 The submitter is seriously concerned about:

- (a) In relation to the Trig Road upgrade only, the NOR would seek to take the entire street frontage of the property. The remainder of the property would require access to be provided from elsewhere. (a new vehicle crossing located away from the proposed roundabout or connection via the existing adjoining ROW).
- (b) The effect the proposed route will have on their site and the potential resale value. Many notices of requirements seek to take part of the street front of a site which does reduce the value somewhat, however, to require the whole site essentially makes the site worthless if the current owner wanted to sell on before the requirement date.
- (c) The loss of the future potential of the site within the proposed future light industry zone. This includes both potential social and economic benefits that could be accrued if the requirement area of the site was designed more efficiently.

(d) Lack of alternative options considered for the intersection approach.

5.8 Alternative Options

5.8.1 In order to minimise the adverse impacts mentioned above, while retaining the intended alignment and width of road upgrades, a variety of alternative options have also been considered. These include the following “Option 1: Use of Existing Right of Way”.

5.8.2 An existing ROW to the North of the subject site currently provides access to the rear sites 51 and 53 Trig Road. One of these sites is also currently use for yard like purposes and is leased by Herman Brothers Transport Services, the other to the best of our knowledge remains vacant as per the most recent aerals provided as figure 9 below



Figure 9: Aerial

5.8.3 The existing ROW access to these two sites is located approximately 30m from the intersection of Trig Road and Spedding Road and is approximately 19m wide.

5.8.4 As an alternative option to what is currently proposed by the NOR we have seen the potential for a minor realignment of Spedding Road to reduce the impedance on the subject site at 49 Trig Road and take advantage of land currently used to provide access. While it is not feasible to move Spedding Road from this site completely it would enable the approach to the intersection of Trig Road and Spedding Road to be shifted slightly North and reduce the impact on the subject site, and its potential use within the future urban zone, and eventual rezoning which is likely to be within the light industry zone.

5.8.5 While the proposed blue line in figure 10 below only acts as a guide, this still provides a perpendicular approach to the proposed bridge over SH18 and a minor realignment of Spedding Road to the East of the roundabout. A roundabout entry/exit at this angle is not uncommon throughout Auckland, and New Zealand as a whole.

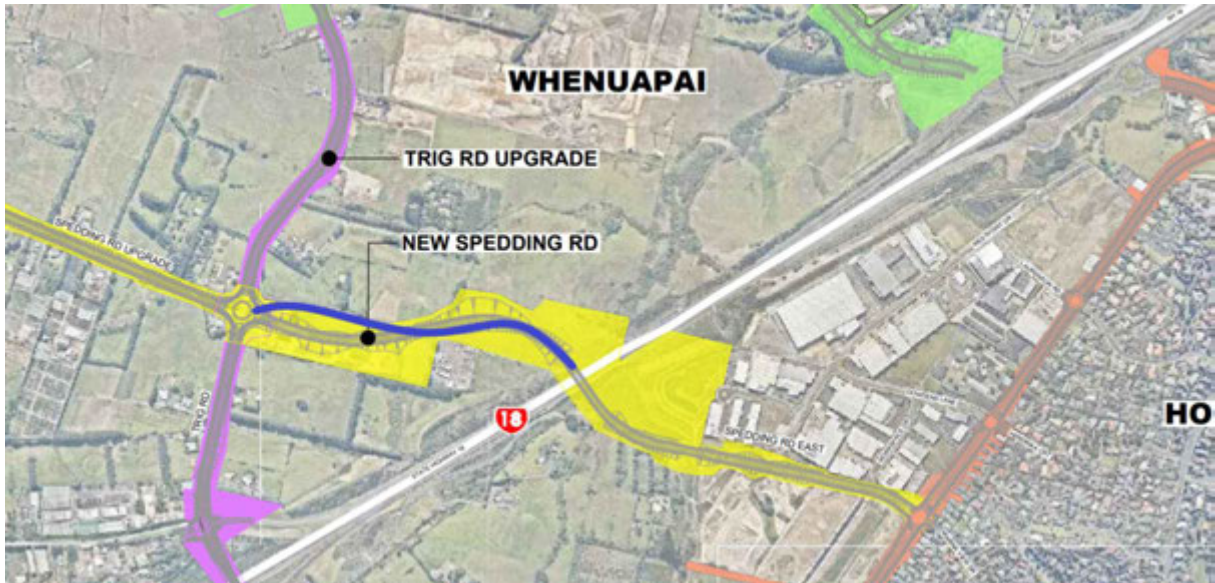


Figure 10: Alternative option to lessen the impact on the submitter while still achieving the desired result

5.8.6 As some of the ROW accessway and almost the entirety of 53 Trig Road already being part of the requirement area, there are already effects on these sites. The requirement of additional space is unlikely to have a significant effect on the function or amenity of the access, or existing effects on the vacant site and would allow all of the positive effects of continued use of 49 Trig Road to be realised.

5.9 Conclusion

5.9.1 While the intended benefits of the NOR and transport upgrades are acknowledged it is evident that the current proposed route will have profound effects on the site at 49 Trig Road, and the owner. The sites value will drop significantly as a result of this NOR as well as the use and future development opportunities.

5.9.2 The proposed route is not the most appropriate option given the adjoining ROW area and vacant site, and the proposed alignment is not reasonably necessary to achieve the purpose of the NOR.

5.9.3 There is an alternative route available that will not alter or otherwise affect the designation but will result in less impacts for the submitters.

6 Tri Young Field Partnership wishes to be heard in support of its submission.

Date

24/04/2023

D Shaw (authorised signatory)

Address for Service

C/- SFH Consultants Limited
PO Box 86, Orewa, Auckland 0946
For: Daniel Shaw
Email: daniel@sfhconsultants.co.nz



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD**

**Guaranteed Search Copy issued under Section 60 of the Land
Transfer Act 2017**



R. W. Muir
Registrar-General
of Land

Identifier NA41D/695
Land Registration District North Auckland
Date Issued 09 August 1978

Prior References

NA581/313

Estate Fee Simple
Area 4.0468 hectares more or less
Legal Description Lot 6 Deposited Plan 62344

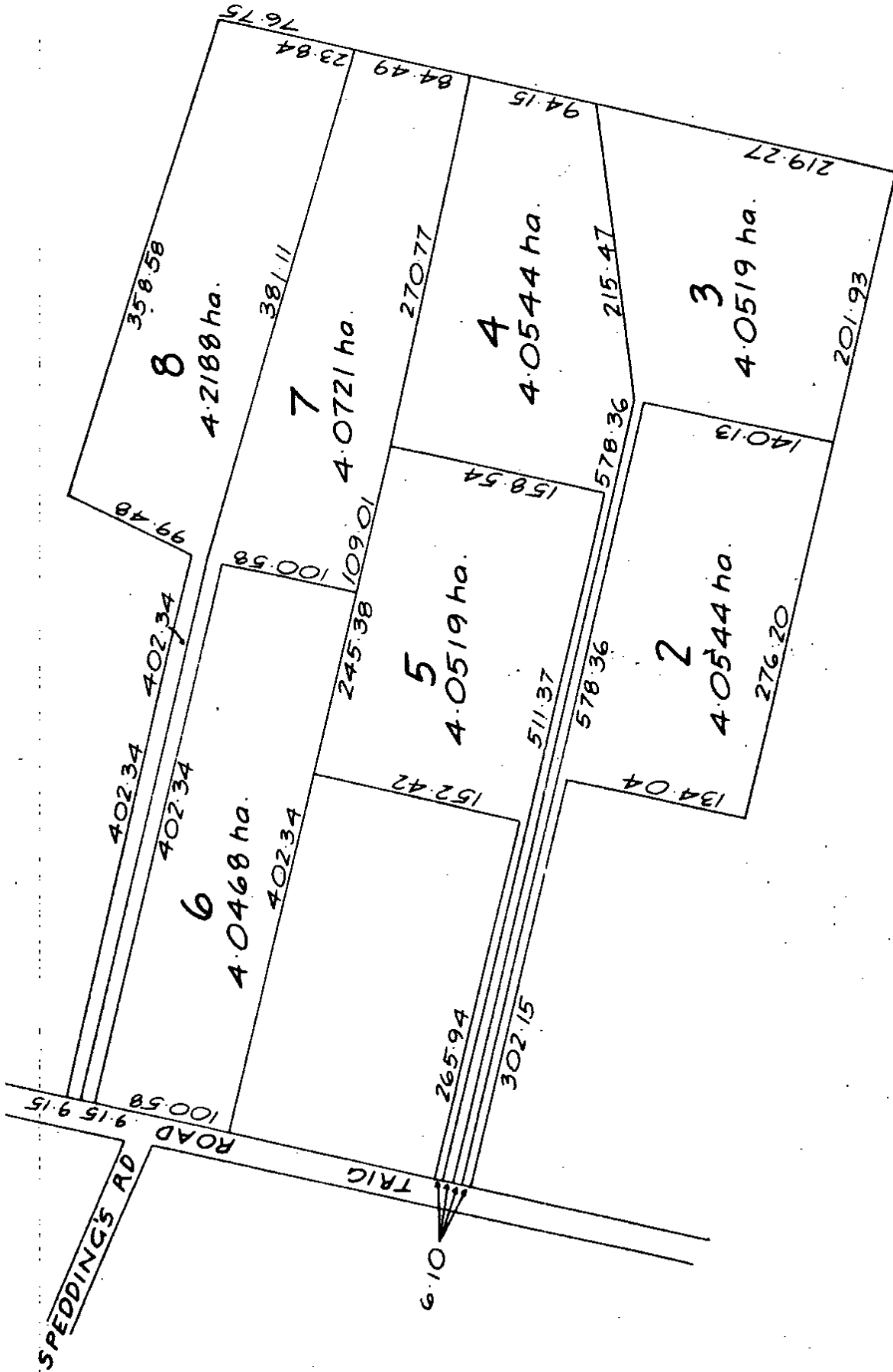
Registered Owners

Yang Chao-Chang and Chen Lin-Chu

Interests

Fencing Covenant in Transfer C877701.4 - 15.8.1995 at 11:51 am

Land Covenant in Transfer C877701.4 - 15.8.1995 at 11:51 am



**SUBMISSION ON REQUIREMENT FOR DESIGNATION UNDER CLAUSE 6 OF
THE FIRST SCHEDULE TO THE RESOURCE MANAGEMENT ACT 1991**

To: Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Stride Property Limited

Address: c/- MinterEllisonRuddWatts
PO Box 105249
AUCKLAND 1143
Attention: Bianca Tree / Amy Dresser

Scope of submission

1. This is a submission on behalf of Stride Property Limited (**Stride**) on notices of requirement from Auckland Transport (**AT**) for designations as part of the North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance (a collaboration between AT and Waka Kotahi NZ Transport Agency (**Waka Kotahi**)). The submission addresses the following notices of requirement (**NWLN Notices of Requirement**):
 - (a) North West Local Network: Trig Road (W1);
 - (b) North West Local Network: Māmari Road (W2);
 - (c) North West Local Network: Brigham Creek Road (W3);
 - (d) North West Local Network: Spedding Road (W4);
 - (e) North West Local Network: Alteration to designation 1437 Hobsonville Road (W5);
 - (f) North West Local Network: Don Buck Road (RE1); and
 - (g) North West Local Network: Alteration to designation 1433 Fred Taylor Drive (RE2).
2. To provide a summary of the submission below:
 - (a) Stride supports the NWLN Notices of Requirement to the extent that they enable transport connections in north west Auckland; however

- (b) Stride seeks that the NWLN Notices of Requirement and Waka Kotahi and AT's investment in infrastructure provide appropriate connections to the Westgate Metropolitan Centre, including by completing Northside Drive and providing connections to SH 16.

Trade competition

3. Stride is not a trade competitor of AT for the purposes of section 308B of the Resource Management 1991 (**RMA**).
4. In any event, Stride's submission does not relate to trade competition or the effects of trade competition.

Background

5. Stride is a commercial property ownership company which manages one of New Zealand's largest diversified investment property portfolios, with a range of commercial office, retail and industrial properties.
6. Stride's investment strategy is to invest in a portfolio of places with 'enduring demand'. These are places that attract the highest demand in all market conditions because they meet the needs of tenants, their staff, their visitors and their customers. The attributes of properties that have enduring demand vary depending on the sector and the market but are a combination of accessibility, amenity, functionality and a value proposition that is compelling.
7. Stride's property portfolio includes properties across Auckland, the majority of which are located in Metropolitan Centres, Town Centres and Local Centres. Stride's investment in centre locations supports the desire to create developments that have high accessibility, amenity and functionality. Centres form an important part of the commercial infrastructure of a society, and are critically important to the economic prosperity and vitality of the city. Centres are also key nodes in our existing transport network.
8. One of Stride's flagship Auckland properties is the NorthWest Shopping Centre, which is located in the Westgate Metropolitan Centre zone under the Auckland Unitary Plan (**AUP**) and is the key node for north west Auckland. Stride owns and operates the NorthWest Shopping Centre on the parcel of land bounded by Maki Street, Rua Road and Gunton Drive, as well as NorthWest 2, the retail and commercial development on the opposite side of Maki Street which frames the town square.
9. The continued development of the Westgate Metropolitan Centre has been further supported by the development at Hobsonville, the live residential zoning provided to the Redhills Precinct in the AUP, and now the notices of requirement lodged by Te Tupu Ngātahi Supporting Growth Alliance.

Stride supports the NWLN Notices of Requirement to the extent that they enable transport connections in north west Auckland

10. The project objectives of the NWLN Notices of Requirement include to enable the provision of a transport corridor that:¹
 - (a) integrates with and supports planned urban growth and the future transport network in Whenuapai; and
 - (b) improves connectivity along the corridor to Whenuapai and to Westgate.
11. As Auckland's population continues to increase and the form of the city intensifies, it is critical that the investment in transport infrastructure supports a quality compact urban form. Providing for transport infrastructure that supports alternative modes, enables residential intensification in proximity to centres and the rapid transit network, and provides efficient access to the centres, will provide for growth in the right locations and optimise infrastructure investment.
12. Investment in infrastructure is particularly important in north west Auckland. The Auckland Plan has identified Westgate as one of three main nodes (as well as Albany and Manukau) that are critical to growth across the Auckland Region, and form the foundation for Auckland's future growth.
13. The NWLN Notices of Requirement assessment of effects on the environment (**AEE**) identifies that transport demand will grow in these areas, and therefore the implementation of the new network is proposed to be staged over 30 years. However, there is already high transport demand in and around Westgate Metropolitan Centre. In addition to the amenities provided by Westgate Mall, NorthWest Shopping Centre, the recently opened Costco Wholesale puts significant pressure on the surrounding transport network, and in particular connections between Westgate Metropolitan Centre and State Highways 16 and 18.
14. Therefore, Stride supports the NWLN Notices of Requirement to the extent that they support the continued development of north west Auckland in and around Westgate Metropolitan Centre.
15. However, Stride considers that a robust assessment is needed of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term.

¹ North West Local Arterials: Assessment of Effects on the Environment (Volume 2, December 2022) (**AEE**) at 26.

Stride seeks that the NWLN Notices of Requirement and Waka Kotahi and AT's investment in infrastructure provide appropriate connections to the Westgate Metropolitan Centre, including by completing Northside Drive and connections to SH 16

16. Westgate Metropolitan Centre is proposed to support an area of significant future growth. Therefore, it is important that appropriate transport connections are planned and implemented to enable connections to this centre.
17. A key opportunity for improved connections to Westgate Metropolitan Centre that has already been identified by AT is the extension to Northside Drive.
18. AT is the requiring authority for designation 1473: Northside Drive (**Northside Drive Designation**). The Northside Drive Designation proposes to extend Northside Drive West over State Highway 16 (in line with the existing bridge pier) and east toward the existing State Highway 18, as shown in Figure 1 below, and include south-facing ramps only on State Highway 16.

Figure 1 – Northside Drive Designation (red)



19. The Northside Drive Designation has connections to Notices of Requirement Trig Road (W1) and Māhari Road (W2), and alteration to designation 1433 Fred Taylor Drive (RE2). In particular, a project objective for the Māhari Road (W2) Notice of Requirement is “to “enable the provision of a transport corridor that: ... improves connectivity within Whenuapai and by connecting Whenuapai to Westgate, via the future Northside Drive extension.”
20. However, there is no certainty as to implementation of the Northside Drive extension. The AEE for the NMLN Notices of Requirement states that the Northside Drive overbridge will be constructed either under the Northside Drive Designation or Waka Kotahi SH16/18 connections project, and that the

delivery date is TBC.² The most recent update from Te Tupu Ngātahi Supporting Growth recommends that the Northside Drive development is ‘considered’ as part of the Regional Land Transport Plan process.³

21. This is not sufficient for a critical transport connection between the state highway network and a Metropolitan Centre that is needed now, let alone for the significant growth that continues to occur in north west Auckland.
22. First, Stride seeks that in considering the NWLN Notices of Requirement, the Council prioritises connections between the state highway network and Westgate Metropolitan Centre.
23. Second, Stride seeks that a full interchange connection to SH 16 is provided at Northside Drive. As noted above, the Northside Drive Designation currently only includes south-facing ramps on SH 16. However, the SH 16 connection at Northside Drive needs to be a full diamond interchange to provide both north and south access to the Westgate Centre (and rapid transit station) and also the industrial land at Whenuapai (and avoid heavy vehicles to these areas traveling along residential arterials) and to enable a fully connected and functioning network. It would be appropriate for AT to seek an alteration to the existing Northside Drive Designation to provide this full interchange concurrently with considering the NWLN Notices of Requirement, so a whole of network approach can be considered.
24. Third, Stride seeks that AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and interchange. It is critical that this infrastructure is delivered to respond to existing pressures and in advance of future urban growth in north west Auckland.

Reasons for submission

25. In addition to the reasons set out above, the reasons for Stride’s support in part of the Notices of Requirement and wish to have them amended include to ensure that the Notices of Requirement:
 - (a) are consistent with the relevant objectives and policies of the AUP;
 - (b) provide for a well-functioning urban environment;
 - (c) are consistent with the sustainable management of natural and physical resources and are otherwise consistent with the purpose and principles of the RMA;
 - (d) will meet the reasonably foreseeable needs of future generations;

² AEE at 44.

³ Te Tupu Ngātahi Supporting Growth: North West Auckland <https://findoutmore-supportinggrowth.nz/north-west-auckland> accessed 24 April 2023.

- (e) will enable people and communities to provide for their social, economic and cultural well-being; and
- (f) are consistent with sound resource management practice.

Decision sought

26. The following recommendation or decision sought by Stride is:
- (a) a robust assessment is undertaken of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term;
 - (b) the NWLN Notices of Requirement are amended to prioritise connections between the state highway network and Westgate Metropolitan Centre;
 - (c) AT and / or Waka Kotahi review the need for a full diamond interchange at Northside Drive, and include this scenario in the wider transport upgrade programme; and
 - (d) AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and connections to SH 16; or
 - (e) any additional or consequential relief to give effect to the matters raised in this submission.
27. Stride wishes to be heard in support of its submission.
28. If others make a similar submission, Stride will consider presenting a joint case with them at a hearing.

DATED this 24th day of April 2023

Stride Property Limited by its solicitors and
duly authorised agents
MinterEllisonRuddWatts



Bianca Tree

Address for service of submitter:

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AUCKLAND 1143

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amy.dresser@minterellison.co.nz

From: [Campbell Barbour](#)
To: [Unitary Plan](#)
Subject: Northwest Auckland NOR"s
Date: Friday, 28 April 2023 3:54:26 pm

Re Joint notification of 19 Separate Notices of Requirement by Auckland Transport and Waka Kotahi NZ Transport Agency to protect routes in Whenuapai, Kumeu, Huapai and Redhills.

This submission is made on behalf of the NZRPG group of companies which includes as it relates to this matter, Westgate Properties 2017 limited, NZRPG management 2017 limited, Westgate Town Centre 2017 limited, Northside Land Holdings Limited, Westgate Town centre limited Apologies for this submission not being received by Monday 24 April, the person responsible for its submission has been ill and its completion was overlooked. We trust that given the short period of lateness a waiver in this instance would not unduly prejudice anyone.

This submission(s) relates to the entire "bundle of 19 NOR's. We record our general support for the overdue provision of adequate roading infrastructure to support the Auckland's Northwest and in particular its growth. We are concerned however about the practical delivery of some of the proposals, the expected timeframe for their delivery and the extent to which they have "future proofed" to provide intergenerational solutions. We expect to join other submitters in response to specific aspects of design and delivery.

Our primary submission at this point in the process relates to the integration of these proposals with existing infrastructure (or lack of it) in particular surrounding the Westgate Town centre. We submit that these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.

The NZRPG group is prepared to be heard in relation to this submission

Our contact is hereunder

Campbell Barbour

General Manager

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SUBMISSION ON AUCKLAND TRANSPORT AND WAKA KOTAHI'S NOTICES OF REQUIREMENT FOR THE NORTH WEST LOCAL, STRATEGIC AND HIF REDHILLS & TRIG ROAD NETWORK BY KĀINGA ORA HOMES AND COMMUNITIES

TO: Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1010

Submission via email: unitaryplan@aucklandcouncil.govt.nz

KĀINGA ORA HOMES AND COMMUNITIES (Kāinga Ora) at the address for service set out below makes the following submission on the Notices of Requirement (**NoR**) for the North West Local, Strategic, and HIF Redhills & Trig Road Network (**The Project**) (Requiring Authority – Auckland Transport and Waka Kotahi).

Background

1. Kāinga Ora was established in 2019 under the Kāinga Ora-Homes and Communities Act 2019. Kāinga Ora consolidates Housing New Zealand Corporation, HLC (2017) Ltd and parts of the KiwiBuild Unit. Under the Crown Entities Act 2004, Kāinga Ora is listed as a Crown entity and is required to give effect to Government policies.
2. Kāinga Ora is now the Government's delivery entity for housing and urban development. Kāinga Ora will therefore work across the entire housing spectrum to build complete, diverse communities that enable New Zealanders from all backgrounds to have similar opportunities in life. As a result, Kāinga Ora has two core roles:
 - (a) being a world class public housing landlord; and
 - (b) leading and co-ordinating urban development projects.
3. Kāinga Ora's statutory objective requires it to contribute to sustainable, inclusive, and thriving communities that:

- (a) provide people with good quality, affordable housing choices that meet diverse needs; and
 - (b) support good access to jobs, amenities and services; and
 - (c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.
4. Kāinga Ora is focused on delivering quality urban developments by accelerating the availability of build-ready land, and building a mix of housing including public housing, affordable housing, homes for first home buyers, and market housing of different types, sizes and tenures. In addition to housing, Kāinga Ora has a key interest in critical infrastructure projects to enable housing supply, build-ready land and well-functioning urban environments. Therefore, its interest is across the urban development spectrum.
 5. The public housing portfolio managed by Kāinga Ora in Auckland comprises approximately 30,100 dwellings¹. Auckland is a priority to reconfigure and grow Kāinga Ora housing stock to provide efficient and effective public and affordable housing that is aligned with current and future residential demand in the area, and the country as a whole.
 6. Kāinga Ora has a shared interest in the community as a key stakeholder, alongside local authorities. Kāinga Ora interests lie in the provision of public housing to persons who are unable to be sustainably housed in private sector accommodation, and in leading and co-ordinating residential and urban development projects. Kāinga Ora works with local authorities to ensure that appropriate services and infrastructure are delivered for its developments.
 7. In addition to its role as a public housing provider, Kāinga Ora also has a significant role as a landowner, landlord, and developer of residential housing. Strong relationships between local authorities and central government are key to delivering government's priorities on increasing housing supply.
 8. Kāinga Ora owns land within, adjacent and nearby to the proposed designation subject to this submission.
 9. Policy decisions made at both central and local government level have impacts on housing affordability and community wellbeing. The challenge of providing affordable

¹ As of December 2022; <https://kaingaora.govt.nz/publications/housing-statistics/>

housing will require close collaboration between central and local government to address planning and governance issues to reduce the cost of construction, land supply constraints, infrastructure provisions and capacity as well as an improved urban environment.

10. Kāinga Ora is interested in all issues that may affect the supply and affordability of housing, as well as the well-being of their tenants. This includes the provision of services and infrastructure, and how this may impact on Kāinga Ora existing and planned housing, community development and Community Group Housing (CGH) suppliers.

Wider Context

11. In addition to the above, Kāinga Ora will play a greater role in urban development in New Zealand. The legislative functions of Kāinga Ora, as outlined in the Kāinga Ora Act, illustrate this broad mandate and outline two key roles of Kāinga Ora in that regard:
 - a) initiating, facilitating and/or undertaking development not just for itself, but in partnership or on behalf of others; and
 - b) providing a leadership or coordination role more generally.
12. Notably, the statutory functions of Kāinga Ora in relation to urban development extend beyond the development of housing (which includes public housing, affordable housing, homes for first time buyers, and market housing) to the development and renewal of urban environments, as well as the development of related commercial, industrial, community, or other amenities, infrastructure, facilities, services or works.

The Government Policy Statement on Housing and Urban Development 2021 (“GPS-HUD”)

13. The GPS-HUD sets a direction for housing and urban development in New Zealand. Its overarching vision is that everyone in New Zealand lives in a home and a community that meets their needs and aspirations. The four main things it sets out to achieve are:
 - (a) **Thriving and resilient communities** – the places where people live are accessible and connected to employment, education, social and cultural opportunities. They grow and change well within environmental limits, support our culture and heritage and are resilient.

- (b) **Wellbeing through housing** – everyone lives in a home, whether it’s rented or owned, that is warm, dry, safe, stable and affordable, with access to the support they need to live healthy, successful lives.
- (c) **Māori housing through partnership** – Māori and the Crown work together in partnership so all whānau have safe, healthy, affordable and stable homes. Māori housing solutions are led by Māori and are delivered locally. Māori can use their own assets and whenua Māori to invest in and support housing solutions.
- (d) **An adaptive and responsive system** – Land-use change, infrastructure and housing supply is responsive to demand, well planned and well regulated.

The National Policy Statement on Urban Development (“NPS-UD”) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the “RMAA 2021”)

- 14. The NPS-UD aims to ensure councils better plan for growth and remove overly restrictive barriers to development to allow growth in locations that have good access to services, public transport networks and infrastructure. The NPS-UD’s intensification policies require councils to enable greater heights and densities in areas that are well-suited to growth, such as in and around urban centres and (existing and proposed) rapid transit stops. The RMAA 2021 introduced the Intensification Streamlined Planning Process for tier 1 councils to implement the intensification policies and additionally required these councils to introduce the Medium Density Residential Standards.
- 15. Together, the NPS-UD and RMAA 2021 are intended to ensure New Zealand’s towns and cities are well-functioning urban environments that support housing supply and affordability, accessibility to jobs and services, and emissions reduction.

Scope of Submission

16. The submission relates to the 19 NoR's for the North West Local, Strategic, and HIF Redhills & Trig Road Network Project in their entirety.

The Submission is:

17. Kāinga Ora **supports** the Project and **supports** the NoR's for the Project **in part**, which seeks to undertaken the following works to provide a Rapid Transit Corridor and stations, buses priority lanes and associated walking and cycling facilities²:
- (a) Widening and upgrade the existing corridors on Coatesville – Riverhead Highway, Don Buck Road, Fred Taylor Drive, Māmari Road, Brigham Creek Road, Spedding Road and sections of Hobsonville Road to local arterial and include buses priority lanes and separated cycle lanes and footpaths (**NoR R1, RE1, RE2, W2, W3, W4 and W5**);
 - (b) Widening and upgrade the existing corridors on Trig Road and sections of Hobsonville to a corridor with separated active mode facilities (**NoR W1 and W5**).
 - (c) Construct a new Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations as well as an upgrade to Access Road (**NoR S1, S2, S3, S4, KS and HS**).
 - (d) Construct two arterial transport corridors in Redhills (**NoR 1, 2a, 2b and 2c**)
 - (e) Upgrade and widening the existing Trig Road corridor to an urban arterial corridor (**NoR Trig Road Corridor Upgrade**).
18. This support is subject to the relief Kāinga Ora seeks being granted and matters raised in its submission being addressed.
19. In particular, but without limiting the generality of the above:
- a) Kāinga Ora supports the outcomes derived from the project particularly as they relate to the delivery of regionally significant transportation infrastructure, enhanced accessibility, and the overall improved rapid transport, walking and cycling provision, however support in part the proposed NoR for the Project.

² Refer Section 1 of the AEE for specific details.

Kāinga Ora considers that the Project will support urban growth and intensification objectives along its alignment, contained within the strategic planning documents, including those within the NPS-UD.

- b) Kāinga Ora considers the designation process is appropriate due to the regional significance of the infrastructure proposed and the ability of the designation process to avoid unreasonable delay.
 - c) Kāinga Ora generally supports the proposed conditions of the designation and the use of the mechanisms outlined to avoid, remedy, or mitigate potential adverse effects and to regularly communicate with the community, including but not limited to: the submission of an Outline Plan of Works (OPW), the Stakeholder Communication and Engagement Management Plan (SCEMP), Urban Landscape Design Management Plan (ULDMP), Construction Environmental Management Plan (CEMP), Cultural Monitoring Plan (CMP), Construction Traffic Management Plan (CTMP), Construction Noise and Vibration Management Plan (CNVMP), Construction Noise and Vibration Management Schedule (CNVMS), Historic Heritage Management Plan (HHMP); Ecological Management Plan (EMP), and a Tree Management Plan (TMP).
20. Notwithstanding the general support of the Project, Kāinga Ora considers that further information or details about the project are required. Depending on the outcome of these investigations, there may need to be some changes to designation conditions and/or the design of the project to address the concerns expressed in this submission.

Designation Boundary Review

21. Given the designation is proposed to be in place for 15 years (for the Local, HIF Redhills and Trig Road Network) and 20 years (for the Strategic Network), and given the boundaries are likely to impact future development along the Project alignment for some time (and may lead to unintended consequences as a result), Kāinga Ora requests that a more refined approach is adopted to determining the designation boundary. This would ensure that only the minimum amount of land required is designated (for both construction and operational needs), so that efficient and effective land use is not compromised.
22. Kāinga Ora proposes the incorporation of a periodic review condition where the extent of the designation boundary is reviewed every 12 months following the lodgement of

OPW(s) to ensure this is being refined continually, and that any land no longer required for construction and operation as a result of the refinement exercise shall be uplifted from the designation.

Flooding

23. Kāinga Ora is concerned that the proposed conditions manage flooding at the expense of neighbouring properties. In particular, Kāinga Ora notes that proposed conditions for 'Flood Hazard' would enable an increase in the level of flooding toward adjoining properties. As an example, this condition proposes that a 10% reduction in free board for existing habitable floors is permitted, and an increase in flood levels of 50mm is permitted where there is no existing dwelling (among others).
24. It is of Kāinga Ora opinion that the Project should be required to manage the flooding effects within its own boundary.
25. Kāinga Ora requests that a flood hazard condition is added so that, simply put, the Requiring Authority does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.

Noise and Vibration

Construction Noise and Vibration

26. Kāinga Ora acknowledges that compliance with construction noise and vibration standards are not always practical and supports the management of construction noise and vibration by way of a CNVMP and CNVMS, provided this is in accordance with best practical options and provided the effects of construction noise and vibration are minimised as far as is practical.
27. Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS.

Operational Noise and Vibration

28. It is acknowledged that transport infrastructure is critical to enabling a well-functioning urban environment, and that a degree of noise and vibration emissions are expected. However, it must be recognised that significant noise emissions have potential adverse

effects on surrounding residential environments and the health and well-being of people living nearby. Therefore, Operational Noise and Vibration requires careful consideration to ensure that the effects are appropriately avoided, remediated or mitigated in accordance with Section 16 and 17 of the RMA.

29. Kāinga Ora is concerned that the Project does not fully assess the health effects associated with traffic noise of the Project. While the Project assesses the traffic noise effects in the context of NZS6806, Kāinga Ora is concerned that the standard does not fully capture the potential health effects of a proposal. This was raised within the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network (which in turn took reference and guidance from the Board of Inquiry decision for the Waterview Connection)³ where it was noted that NZS 6806: potentially discounts the adverse cumulative effects of elevated noise on recipients; inadequately addresses those parts of s.5 (2)(c) of the RMA concerned with avoiding, remedying and mitigating adverse effects; does not engage those parts of Section 7 of the RMA concerned with amenities and the quality of the environment likely to be of concern to impacted persons; and inadequately addresses Section 16 of the RMA (among others).
30. Kāinga Ora notes that Auckland Transport identifies that activities subjected to an operational noise level of 55 dB LAeq require mitigation to address potential adverse health effects. Kainga Ora requests a condition requiring operational noise levels to not exceed 55 dB LAeq beyond the boundaries of the designation or, where exceeded at a sensitive receiver, mitigation is provided.
31. This operational noise level was the baseline utilised within Auckland Transport's Acoustic Expert Evidence by Claire Drewery for Private Plan Change 51 (**PPC51**)⁴, who considered that there are adverse health effects in relation to road traffic, referencing both the World Health Organisation (WHO) Environmental Noise Guidelines for the European Region (2018) and enHealth's The Health Effects of Environmental Noise (2018). The WHO's guidelines are (in part) copied below:

WHO guidelines for Community Noise 1999 states the following in relation to dwellings

³³ Refer paragraph 229 of the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network dated 20 April 2022

⁴ Paragraphs 6.7 and 6.9 of Statement of Evidence of Claire Drewery on behalf of Auckland Transport – Acoustic, dated 24 August 2021 for Private Plan Change 51 – Drury 2 Precinct.

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... The effects of noise in dwellings, typically, are sleep disturbance, annoyance and speech interference. For bedrooms the critical effect is sleep disturbance. Indoor guideline values for bedrooms are 30 dB LAeq for continuous noise and 45 dB L_{Amax} for single sound events. Lower noise levels may be disturbing depending on the nature of the noise source. At night-time, outside sound levels about 1 metre from facades of living spaces should not exceed 45 dB LAeq, so that people may sleep with bedroom windows open. This value was obtained by assuming that the noise reduction from outside to inside with the window open is 15 dB. To enable casual conversation indoors during daytime, the sound level of interfering noise should not exceed 35 dB LAeq. To protect the majority of people from being seriously annoyed during the daytime, the outdoor sound level from steady, continuous noise should not exceed 55 dB LAeq on balconies, terraces and in outdoor living areas. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound level should not exceed 50 dB LAeq. Where it is practical and feasible, the lower outdoor sound level should be considered the maximum desirable sound level for new development.

WHO Environmental Noise Guidelines for the European Region (2018) states the following

[page xiii]

Environmental noise is an important public health issue, featuring among the top environmental risks to health. It has negative impacts on human health and well-being and is a growing concern among both the general public and policy-makers in Europe.

[page xvi]

For average noise exposure, the Guideline Development Group (GDG) strongly recommends reducing noise levels produced by road traffic below 53 decibels (dB) L_{den}, as road traffic noise above this level is associated with adverse health effects.

Based on the above, Ms Drewery adopted 55 dB LAeq_(24 hour) as the noise level above which potential health effects could occur and made subsequent recommendations for

PPC51. Kāinga Ora considers that it is appropriate that a similar baseline is utilised for the Project.

32. Kāinga Ora considers that it is appropriate that the Requiring Authority is incentivised to ensure that such measures are undertaken to reduce noise and vibration at source, while at the same time utilising the AUP to manage those effects that cannot be controlled at source, if required.
33. Kāinga Ora submits that there would be a number of advantages with minimising noise and vibration at source that should provide benefits to future residents in surrounding urban areas, namely the ability for existing and future occupants to enjoy greater amenity outside their dwellings. While acoustic attenuation could be an appropriate response to address a health or amenity issue, any reduction of noise (or vibration) at source would enable future residents to enjoy their outdoor living areas, rather than being 'locked-up' in their homes.
34. At the same time, Kāinga Ora submits that there may be circumstances whereby existing dwellings that experience increased exposure to noise and vibration require further mitigation in the form of building modifications, including but not limited to wall insulation, double glazing, forced ventilation and temperature controls. Kāinga Ora would like to discuss this aspect with the Requiring Authority.
35. Kāinga Ora is concerned that the conditions as drafted are not user friendly, are over complicated and would be difficult to understand for adjoining landowners. Kāinga Ora requests that the conditions are simplified for the benefit of adjoining land owners.
36. Kāinga Ora supports the application of structural mitigation measures (low noise and vibration road surfaces, acoustic barriers insulation, where appropriate) to all roads within the NoR. However, it is sought that where mitigation is applicable along the alignment of the Project, that this offer for mitigation shall stay in perpetuity (i.e. not be limited to three months), until an offer has been taken up, in the interests of natural justice and mitigating adverse health effects for future occupiers.
37. Kāinga Ora requests that the condition for Low Noise Road Surface is amended to require the use of low noise and vibration road surfaces, such as an Asphaltic mix surface, for all road surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective.

Other Items

Validity of Advice Note – Designation Boundary

38. Kāinga Ora has concerns with the validity of the advice note associated with condition associated with the UDLMP, which states that a front yard setback is not required from the designation boundary as the designation is not specifically proposed for road widening purposes. It would appear to Kāinga Ora that the proposal is, at least in part, for road widening to accommodate the Project. A designation cannot modify a rule in the plan, and it is expected that the Council are likely to require the front yard to be taken from the designated boundary which would potentially result in unintended consequences along the alignment of the Project, and compromise efficient land use and development along the Projects alignment.

Designation Review

39. The proposed designation conditions include a requirement for the Requiring Authority to review the designation within 6 months of completion of construction or as soon as otherwise practicable. While Kāinga Ora generally supports this notion and the intent to do this as soon as is practical, Kāinga Ora considers that the condition should also include a requirement for the Requiring Authority to provide the land in a suitable state once the land is relinquished from the designation and surrendered, in agreement with the property owner.

Relief Sought

40. Kāinga Ora seeks the following further actions regarding the NoR:
- (a) That the Requiring Authority adopts a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing.
 - (b) That the Requiring Authority undertakes an assessment of the health and safety effects of the operational traffic noise prior to the hearing.
 - (c) That the design of the Project is updated to incorporate the full suite of recommendations contained within (a) and (b) above, or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.

41. Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR:
- (a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes required and the OPW should demonstrate how safe alternative access will be provided.
 - (b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.
 - (c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority.
 - (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up.
 - (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
 - (f) That the Designation Review condition should be amended to:
 - (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and
 - (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.
 - (g) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out herein.

- (h) Any other alternative or consequential relief to give effect to this submission.
42. In the absence of the relief sought, Kāinga Ora considers that the NoR:
- (a) is contrary to the sustainable management of natural and physical resources and is otherwise inconsistent with Part 2 of the Act;
 - (b) will compromise urban development outcomes;
 - (c) will in those circumstances impact on the ability of people and communities to provide for their social, economic and cultural wellbeing.
43. Kāinga Ora does not consider it can gain an advantage in trade competition through this submission.
44. Kāinga Ora wishes to be heard in support of its submission.
45. If others make a similar submission, Kāinga Ora would be willing to consider presenting a joint case with them at hearing.

Dated this 11th Day of May 2023



Jennifer Chivers on behalf of

Brendon Liggett

Manager – Development Planning
Kāinga Ora Homes and Communities

ADDRESSES FOR SERVICE:

Kāinga Ora – Homes and Communities

PO Box 74598

Greenlane, Auckland

Attention: Jennifer Chivers

Email:

developmentplanning@kaingaora.govt.nz

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Lydia Lin

Organisation name:

Full name of your agent:

Email address: drlydialin@hotmail.com

Contact phone number: 021798472

Postal address:
7 Spedding Road
West Harbour
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Māmari Road (NoR W2)

The specific provisions that my submission relates to are:
no 7 and 9 Spedding Road

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

unfair bias on the selection of our property for road extension. Our house was built only 3 years ago after our previous home property being requisitioned by council for sports park. The original plan for Mamari Road extension was to through our neighbour (5 spedding road) and hence our house was built where it is now. But, the Mamari Road extension now is through our property and destroying our house. We have approached SGA last year for extensive talks but was brushed off. The wetland on our property was not even properly assessed.

I or we seek the following recommendation or decision from Auckland Council:

Having the road extension further east to avoid the wetland or an overpass across the wetland on no 5 Spedding road as originally planned.

Submission date: 2 April 2023

Supporting documents
ACCEOletter.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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Dear Mr. Stabback, (CEO of Auckland Council)

I am writing you this email as we have exhausted all other options. I contacted the Ombudsman's Office and was told that we must raise this concern with you first for some resolution.

I have raised several concerns to the council, including the compliance office, in regards to our neighbour's 'industrial' action; and then 2 months ago received a letter from Supporting Growth informing us that they plan to build a road directly through our newly built house.

This is the third time that the Auckland council/Auckland Transport has forcibly requisitioned our family's property. We purchased, built and moved into this new house just 2 years ago after our long-term home was forcibly sold to Auckland Council for public work.

Therefore, we would really like for you to listen to our story and hopefully help us with our situation.

First acquisition: this took place in the late 90s for 27 and 29 Trig Road (the present Trig Road motorway). When my parents bought the properties initially, the motorway was supposed to go through a property further down the road; but the council had a meeting and decided to move the motorway through our properties. We weren't happy but sold with no objection as it was bare land and in the public interest.

Second acquisition: this took place 4 years ago (2018) for 92 Trig Road. A new house was purposely built in 1997 for our whole family. It had hundreds of fruit trees and with a self-sufficient lifestyle, it was meant to be our family home for decades. We were informed that the council had placed an allocation mark on our family home for a sports park, which we opposed, but were told it's only there for the time being while they look for a proper location.

A few months later, we were told Auckland council wants our property for the sports park. I attended several meetings with the council and presented several alternative property locations with similar size block as our house; but was told this is their suitable site for a sports park. Even though our neighbour (90 Trig Road) with same criteria listed by the council was on the market. After several attempts at negotiation, we had no choice but to sell our property.

After we signed the sales and purchase agreement, the lawyer presented us with another document to sign stating that we cannot ask for the return of the property in the event of the public work not going ahead. We had no choice but to sign this document as the council would not release the money until this was signed.

Three years later in May 2021, the council cancelled the plans for the sports park as there was insufficient funding to proceed. Meanwhile the property had increased in value by nearly 50%.

Current: My parents wanted to stay in Whenuapai and purchased a property on Spedding road. A new house was purpose built, again to accommodate the entire family of 3 generations. A lot of work was carried out on the property (gardens, fruit trees, etc) in the hopes that this would be our family home for a long time.

At the time of purchase, the plan for the Mamari Road extension was to go through the front corner of our property, then continue through the neighbour's property at 5 Spedding road. The property owner used to have a Christmas Tree farm, but he couldn't wait for the council acquisition and decided he would just lease it to construction company for some money to build his house down South. Now it has been bulldozed for industrial use with trucks and heavy machinery. Then, last month we were sent an email from Supporting Growth that they want the whole of our property for the road extension instead of the neighbours' property. We are puzzled as to why the decision has been made to change the plan and build through our newly built family home when the direct neighbouring block is vacant and available as per the initial plan.

A pleading email was sent to Mayor Wayne Brown and we were given a case number by Auckland Transport, which was then forwarded to Supporting Growth team. Several back-and-forth emails were sent in hope for a resolution as to why our newly built property was picked again for council work. We were told the neighbour has wetland which is now protected; however, I also tried to explain to SGA that the wetland extended to our property and lay directly where the roadwork was going to be built. The SGA decided our pond is 'artificial wetland' when it should have been 'induced wetland'. I have talked to some private ecologists who consider it to be induced wetland and should be protected. I have also raised the question how the wetland can be protected if the construction company on the neighbour's property has already been bulldozed and has heavy machinery driving over half the property. According to environment law, resource consent is required to have any construction work within 100 metres of the wetland, and no earthwork allowed within 10 metres of the wetland. I also raised similar issues with your compliance team earlier this year about the construction work & noise throughout the day. I was initially told by one officer that too many people were doing similar things on Trig road to ask for compliance, and then was later told by his manager that it is ok to have light industry work on future urban zoning. If that is the case, I am not sure why the neighbour applied for light industry zoning at beginning of this year.

We were offered a meeting with SGA by AT and a date was set for 21/12/2022, but this was just cancelled after I tried to confirm a time. Apparently, they were too busy to meet on the day they specified and requested to reschedule for next year. At the same time, a notice of schedule for the project was lodged the day prior. I feel we are being taken advantage of in many ways.

We feel that the SGA/AT/Auckland Council are not taking our concerns seriously. Our house was built and approved by council only 2 years ago, and now the council plans to build a road right through it. We are long term members of this community, and we have worked very hard for our businesses and investments. We are concerned by what appears to be a repeating pattern where the council forcibly requisitions our family properties and feel like we are being 'targeted'.

I hope you do have a chance to hear our story and help us finding some justice, as we have 3 generations living on this property and it's really hard for my parents (who are in their 70s) to continuously have to move again and again. This additional stress is not good for their health.

Thank you so much for your time reading this email and I look forward to hearing from you.

Regards,
Lydia Lin





Fig1-3 construction work on 5 speeding road

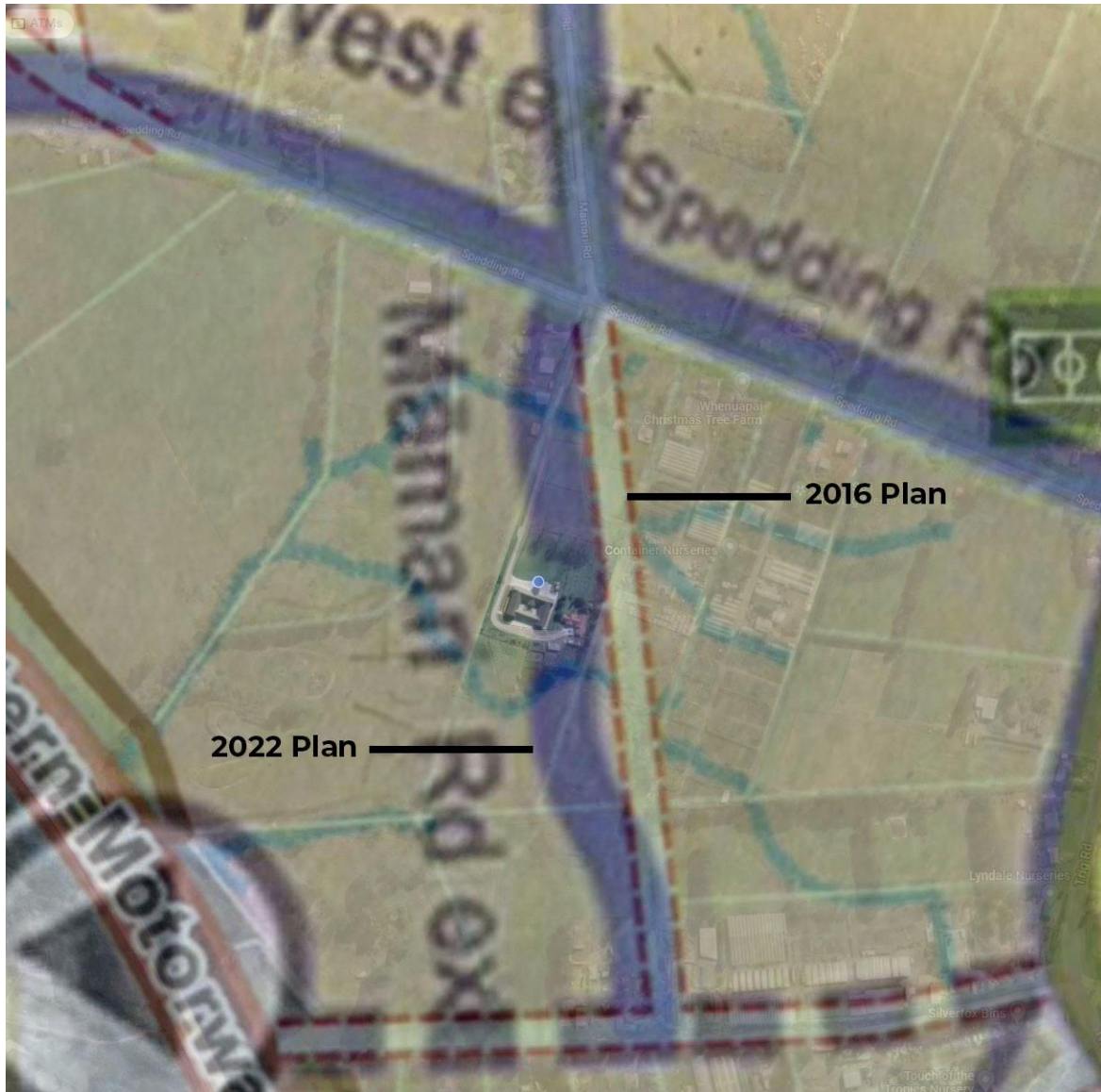


Fig4-superimposed plan for 2016 and 2022



fig5-our suggested alternative route

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Christine Lin

Organisation name:

Full name of your agent:

Email address: yu_ting_lin@hotmail.com

Contact phone number: 0212349014

Postal address:

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Māmari Road (NoR W2)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

We agree the area should be developed but we strongly oppose the designated route to go through our properties. The proposed route was to go through our neighbor's property and went through corner of our property. However now the route is to go through middle of our property. We were not informed of this update until October last year 2022. The updated route will now pass extremely close to our family home and through our minor dwelling. Please reconsider an alternative route.

I or we seek the following recommendation or decision from Auckland Council:
Please reconsider an alternative route

Submission date: 11 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Jeffery Spearman

Organisation name:

Full name of your agent:

Email address: jeff@spearman.co.nz

Contact phone number: 0274734481

Postal address:
5 Mamari Road
Whenuapai
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Māmari Road (NoR W2)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we are neutral to the Notice of Requirement.

The reason for my or our views are:

I understand we live in a developing area that is currently zoned Future Urban. I am neutral to the transport corridor upgrade of Mamari Road, and understand that the council would lease the proposed area of our land for construction purposes. Our understanding is that it will probably not need to purchase this area for permanent use. I would like to confirm, that when funding is allocated, and construction occurs, that on completion our property is re-instated to the same condition as before construction. This would involve re-instatement of: 1. Post and rail fencing at entrance, and farm fencing on boundary. 2. Concrete pillars and steel gates at entrance 3. Any electric fence re-instatement to keep stock on property. 4. Repair of any concrete driveway damage. 5. Planting of shelter belt on affected part of property. 6. Re-instatement of Cattle race and pens for truck access. This enables livestock to be delivered or removed from property as currently happens from time to time.

I or we seek the following recommendation or decision from Auckland Council:

In principal, we are neutral to the establishment of a transport corridor through Mamari Road. I just want a reply in writing from council, that they will restore our property to the above specifications once construction is complete. Can council please provide this?

Submission date: 18 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland 1010

This submission by Spark is specifically in regard to the Southern Cross International Cable Network that will be affected by several Notices of Requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North-West Auckland as identified below.

Spark, along with other telecommunications network utility operators, has also made a joint submission pertaining to the inclusion of a Network Utility Management Plan condition and condition obligating the requiring authority to consult network utility operators over future requirements as part of detailed design, for these and other Notices of Requirement for transport projects in North-West Auckland.

The Proposal:

This is a submission on the following Notices of Requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North West Auckland:

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

Spark is not trade competitor for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to the Southern Cross International Cable Network (Southern Cross Cable).

Spark's submission is that:

Spark has no position on the overall North-West Auckland package of transport projects but seeks to ensure that their existing cable infrastructure in the project corridors is adequately addressed.

Spark is lodging this submission to seek more specific protective measures for the Southern Cross Cable.

Spark opposes the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

Southern Cross Cable

The Southern Cross international cable is one of a small number of international cable systems connecting New Zealand to the World. Spark estimates that that 98% of New Zealand's connectivity to the World in regard to communications, data transfer and the internet is via international submarine cables. The Southern Cross Cable has two landing points at Muriwai on the west coast and Takapuna on the east coast. It has two cable landing stations critical to its function located at Brigham Creek Road in Whenuapai and Akoranga Drive in Northcote, connected by terrestrial cables and some inshore submarine cable crossings in the upper Waitemata Harbour.

The cable system is nationally significant infrastructure. The cable is located in a number of roads affected by the proposed designations and traverses the proposed alternative state highway designation footprint. The Whenuapai Cable Station is also located immediately adjacent to Brigham Creek Road which is subject to a proposed designation. It is critical that the Southern Cross Cable, and Cable Station at Brigham Creek Road, are protected and practical access is retained during construction and any ongoing maintenance work. Plans showing the Southern Cross Cable route are attached below. KMZ files can be provided upon request.

Spark provided affected party approval to Waka Kotahi's SH16 Stage 2 Safety Improves Project subject to a number of conditions in regard to works around the cable. For the current Notices of Requirement, Spark is seeking that equivalent restrictions be included as designation conditions.

Key to the outcomes Spark is seeking is to ensure they are adequately consulted by the requiring authorities over effects on Southern Cross Cable infrastructure. It is noted that the Brigham Creek Road proposed designation overlaps onto the Cable Station site. The Cable Station is a Spark designated site and will retain designation priority where there is an overlap. Any works in this area will require particular care so the cable connections into the Cable Station are not adversely affected.

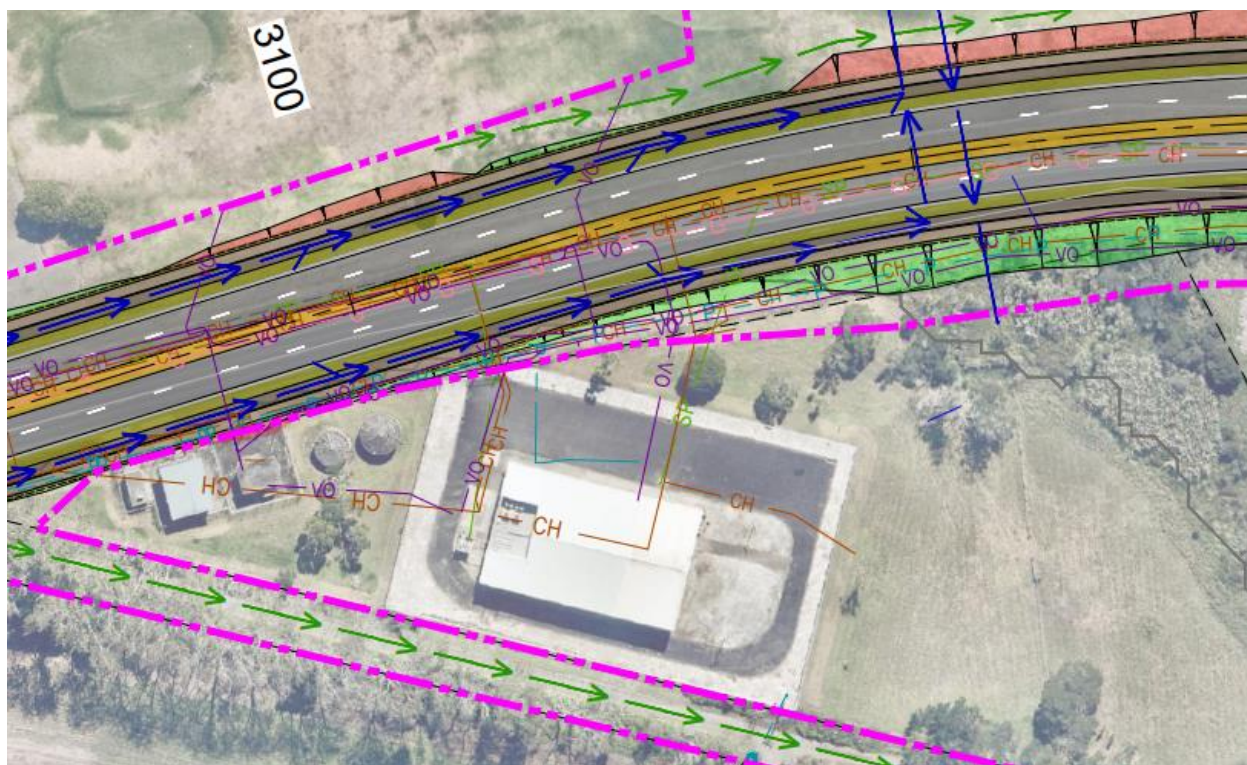


Figure 1: Proposed Auckland Transport designation (Pink line) shown encroaching onto Spark cable station designated site.

The Assessment of Environmental Effects for each Notice of Requirement sets out the relevant utility providers who have assets within and around the proposed designations. This specifically includes Spark in regard to the Southern Cross Cable Network, in four of the Notices of Requirement as identified below.

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)

However, the following Notices of Requirement do not acknowledge the Southern Cross Cable:

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

It is important that the designation conditions properly acknowledge and protect the Southern Cross Cable on each proposed designation.

Spark seeks the following decision from the Requiring Authority:

Add new conditions to each Notice of Requirement (as outlined above) as follows (or conditions of like effect):

XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated..

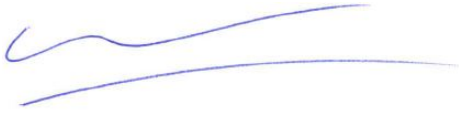
XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times

XX: The contactor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.

XX: Spark shall be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.

XX: The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.

Spark wish to be heard in support of its submission.



**Signature of submitter
(Chris Horne, authorised agent for Spark)**

Date: 18 April 2023

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

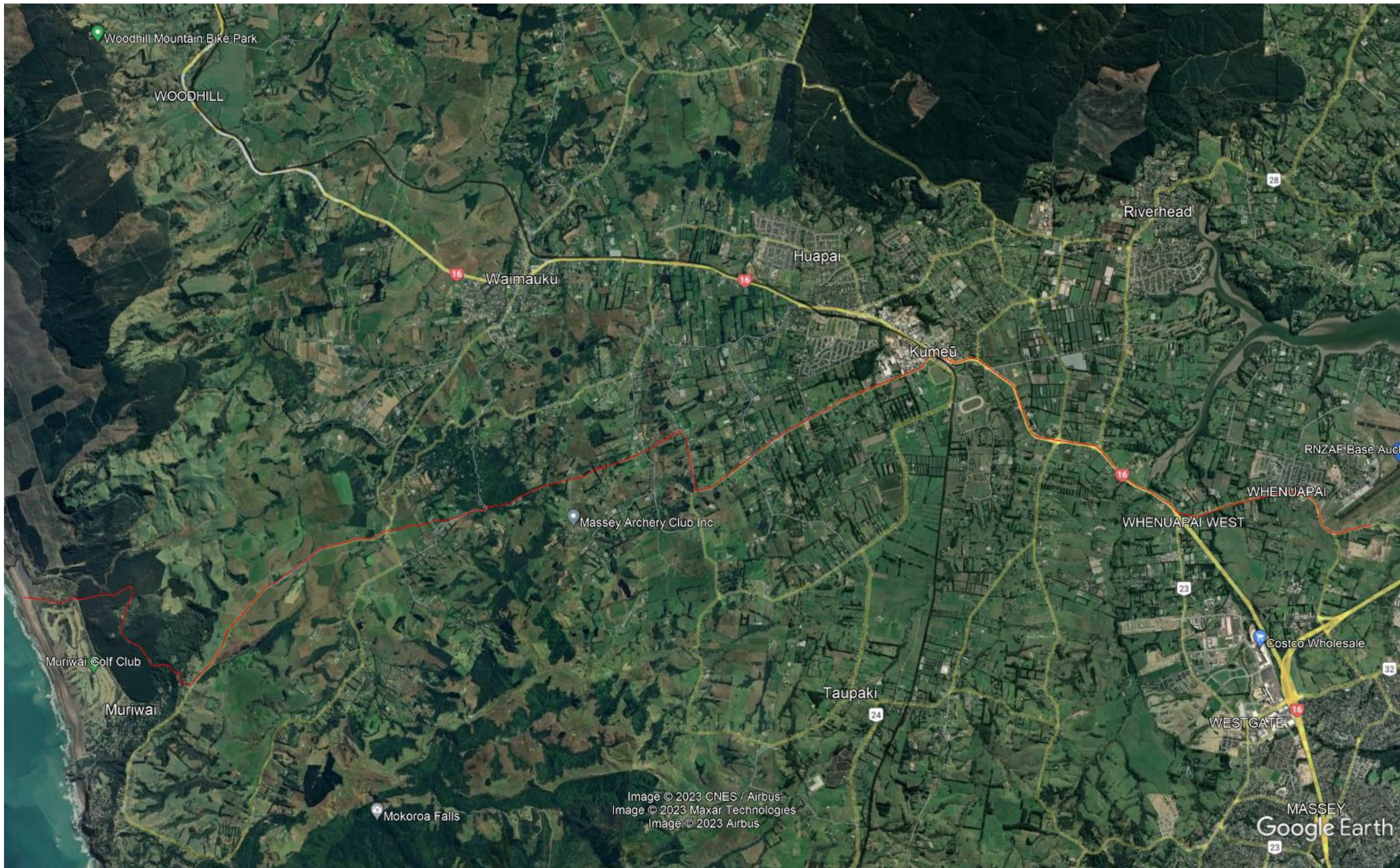


Figure 2: Muriwai Beach - Whenuapai Cable Station (in red) (Source: Google Earth)

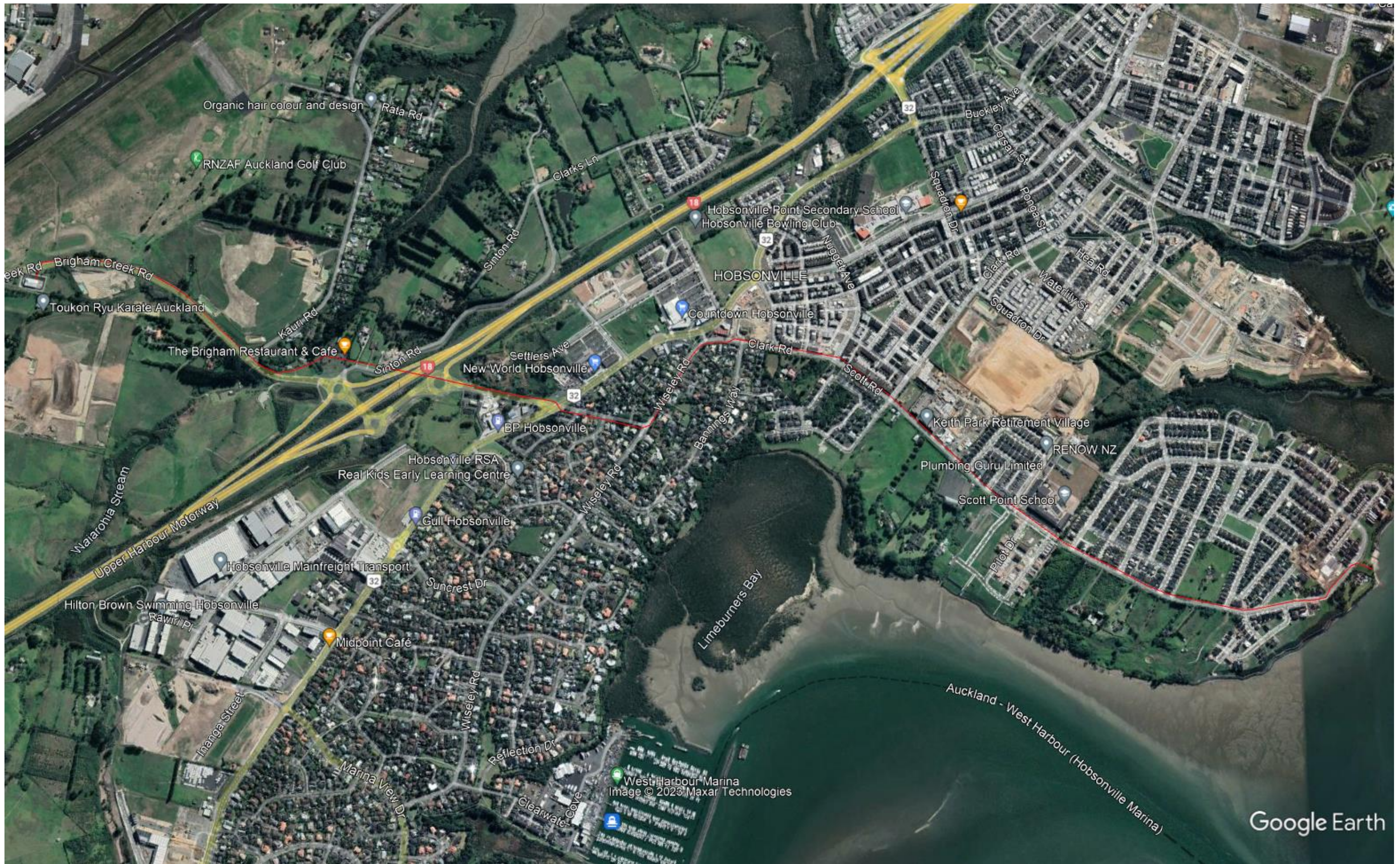


Figure 3: Whenuapai Cable Station - Scott Point (in red) (Source: Google Earth)

Submission on Requirement for Designation lodged by Te Tupu Ngātahi Supporting Growth Alliance in respect of North West Transport Network Upgrades

Sections 168, 169 and 181, Resource Management Act 1991

To: Auckland Council
Address: Attn: Planning Technician
Private Bag 92300
Auckland 1142
Email: unitaryplan@aucklandcouncil.govt.nz

Submitter: New Zealand Defence Force
Contact Person: Lucy Edwards, Senior Statutory Planner

Address for Service: New Zealand Defence Force

Phone: +64 22 121 5440
Email: lucy.edwards@nzdf.mil.nz

Background

This is a submission on various Notices of Requirement (NoR) lodged by Te Tupu Ngātahi Supporting Growth Alliance (SGA) on behalf of both Auckland Transport and Waka Kotahi.

The purpose of the NoRs is to provide route protection for various transport corridors in Auckland's North West. The proposed designations seek to enable upgrades to the existing road and state highway networks, safety improvements and new road connections.

Of the 19 NoR packages lodged, the following are the subject of this submission:

- North West Local Network: Trig Road
- North West Local Network: Mamari Road
- North West Local Network: Brigham Creek Road
- North West Local Network: Spedding Road

Auckland Transport is the applicable Requiring Authority for all of these packages.

The New Zealand Defence Force (NZDF) operates the RNZAF Base Auckland (Base Auckland) at Whenuapai, located within, directly adjacent to or in proximity to the areas to be designated for route protection by way of these NoRs.

Base Auckland is a significant Defence facility, of strategic importance regionally, nationally and internationally. Ensuring that this facility can continue to operate to meet Defence obligations under the Defence Act 1990 is critical. These obligations include the defence of New Zealand, the provision of assistance to the civil power either in New Zealand or elsewhere in times of emergency, and the provision of public service when required. Base Auckland is essential in achieving these obligations. RNZAF Base Auckland is designated within the Auckland Unitary Plan (AUP) for 'Defence purposes (as defined by section 5 of the Defence Act 1990) – air base' (Designation Number 4310).

NZDF does not oppose the NoRs in principle and recognises the importance of an integrated, well-planned and future-proofed transport network. However, NZDF wants to ensure that the route protection (and associated future works enabled through any Outline Plan process pursuant to section 176A of the RMA) are appropriate and do not compromise the safe and efficient operation of Base Auckland.

The NoR documentation sets out that NZDF was engaged with prior to lodgement of the NoRs. Although initial discussions took place, the NoRs were lodged before all of NZDF's concerns had been addressed. NZDF has residual concerns relating to the effect that the NoRs would have on Base Auckland that it would like to work through with the SGA, prior to the designations being confirmed.

Concerns with the proposals include bird strike risk from dry ponds, rain gardens and wetlands proposed to be constructed or upgraded within the designated areas. Bird strike is a significant safety risk at Base Auckland and NZDF requires further clarification on how bird strike risks will be avoided or mitigated. Lighting effects on Base Auckland from new lighting within the proposed transport corridors will also need to be appropriately managed, along with any effects from construction activities on the NZDF landing lights. No permanent structures or construction machinery should exceed the Obstacle Limitation Surface for Base Auckland as shown on the planning maps in the Auckland Unitary Plan.¹

Further, NZDF appreciates that the SGA has sought to minimise encroachment of the proposed designation footprints on NZDF land through the development of the designs to date. However, the NoRs still require the use of parts of NZDF land for the proposed roading upgrades. NZDF is therefore seeking further clarification as to how the effects on NZDF resulting from this encroachment will be mitigated.

NZDF acknowledges that the NoRs are being lodged to secure route protection and that detailed design is yet to be developed. As a result, many of the potential effects on Base Auckland identified above cannot be accurately assessed at this time. NZDF is therefore seeking that a condition is included on the designations that states that: *detailed design will be developed, and land ownership arrangements finalised, in consultation with the New Zealand Defence Force, in order to ensure that future works are undertaken in a manner that do not compromise the safe and efficient operation of Base Auckland.*

NZDF **could not** gain an advantage in trade competition through this submission.

NZDF **wishes to be heard** in support of this submission.

If others make a similar submission, **we will consider** presenting a joint case with them at the hearing.



Person authorised to sign
on behalf of New Zealand Defence Force

Date 18/04/22

¹ Refer to designation 4311, Whenuapai Airfield Approach and Departure Path Protection.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Telephone:

029 666 8330

Fax/Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Māmari Road (NoR W2)

The specific parts of the above notice of requirement that my submission relates to are: (give details):

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Submission on a Requirement for a Designation or an Alteration to a Designation

To: Auckland Council
Attn: Planning Technician
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

SUBMITTER DETAILS

Name of Submitter: Oyster Capital Limited (“Oyster”)

1. Oyster makes this submission on a new designation for the extension and upgrade of the Māmari Road corridor to an urban arterial corridor, including the provision of bus priority lanes and separated active mode facilities (“NoR W2”) lodged by Auckland Transport to the Auckland Unitary Plan – Operative in Part (“AUP”) in accordance with Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act (“RMA”) 1991 as follows.
2. Oyster could not gain advantage in trade competition through this submission.
3. Oyster is directly affected by the effects of the subject matters of the submission that –
 - a. Adversely affects the environment; and
 - b. Do not relate to trade competition or the effects of trade competition.
4. Oyster wishes to be heard in support of their submission.
5. If any other submitters make a similar submission, Oyster will consider presenting a joint case with them at a hearing.

OVERVIEW OF OYSTER

6. Oyster is a proudly New Zealand owned company specialising in the predevelopment and development of land for both residential and commercial property projects across New Zealand. Oyster was formed in 2003, has since continuously and successfully delivered a number of master-planned greenfield residential subdivisions, including residential developments in Whenuapai, Beachlands and Bishop Hill.
7. Oyster has an interest in the North West Local Network that is greater than the interest of the general public. Oyster was the Applicant of a recently approved Private Plan Change (“PC 69”) for the ‘Spedding Block Precinct’ which sought to rezone approximately 52 hectares of land at 23-27 & 31 Brigham Creek Road and 13 & 15-19 Spedding Road, Whenuapai from Future Urban Zone to Business – Light Industry Zone under the AUP.
8. Oyster Capital have lodged an application to carry out bulk earthworks across approximately 25.3ha of the Spedding Block Precinct area, as well as a subsequent resource consent application to enable Oyster to undertake Stage 1 of the Spedding Block development, this includes the subdivision of the site, creation of roads, and associated works (transport and infrastructure upgrades, earthworks and streamworks). Oyster has full control over the land that is the subject to the aforementioned

applications, either by way of direct ownership of land, unconditional sale and purchase agreements, or by agreement with adjoining land owners for works to be undertaken on their land.

9. For the reasons given above, Oyster has an interest in the NoR W2 that is greater than the interest of the general public, given the proximity of Oyster's landholdings on Spedding Road to NoR W2 and the Spedding Block Precinct area. It is considered that NoR W2 has the potential to give rise to adverse effects on the environment that would directly affect Oyster.

SCOPE OF SUBMISSION

10. The submission relates to NoR W2 as a whole.
11. Oyster generally supports the purpose and intent of the North West Local Network as they would support the future urbanisation and development of Whenuapai. However, Oyster **opposes** NoR W2 for the following reason:
12. Oyster opposes the extent of the designation boundary, which extends significantly beyond the anticipated extent of works. It is recognised that an extended designation boundary is required to accommodate the road upgrade to an urban arterial with priority bus lanes and separated active mode facilities and associated works, such as cut/fill batters, proposed wetlands and dry ponds and site compound and construction areas. However, in some locations, the proposed designation boundary appears to unnecessarily extend beyond the area identified in the NoR W2 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. This will also unduly restrict the future development potential of a significant portion of land in this part of Whenuapai 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.

DECISION SOUGHT

13. Oyster seeks the following relief on NoR W2:
 - a. That the extent of the designation boundary of NoR W2 be reviewed;
 - b. That the NoR W2 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); and
 - c. That Schedule 1 of the proposed conditions of NoR W2 be amended following review of the extent of the designation boundary.

Address for Service:

Barker & Associates Limited

Attn: Nick Roberts

PO Box 1986

Shortland Street

Auckland 1140

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Napier | Wellington | Christchurch | Queenstown | Wānaka

Contact Number: 029 666 8330

Email: nickr@barker.co.nz

Copied to:

Oyster Capital Limited

c/- Andrew McCarthy, Planning and Development Manager

Email: andrew@oystercapital.co.nz

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:682] Notice of Requirement online submission - Mark Dawe
Date: Monday, 24 April 2023 11:46:28 am
Attachments: [Mamari Road NoR Submission.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Mark Dawe

Organisation name: M & S Dawe Family Trusts

Full name of your agent:

Email address: dawe@xtra.co.nz

Contact phone number: 0226949344

Postal address:
5 Spedding Rd
Whenuapai
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Māmari Road (NoR W2)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we are neutral to the Notice of Requirement.

The reason for my or our views are:

We generally support the building of Mamari Rd extension. We are presently awaiting a S178(2) in regard to temporary development on our property. Whether we support or oppose the Notice of Requirement will depend on the impact to us of the Written Approval letter from AT.

I or we seek the following recommendation or decision from Auckland Council:

The latest change to the route since our October 2022 landowner engagement creates significant impacts on our property. Specifically, ongoing access to the rear of our property, and potential for flooding once the road is built. These have not yet been addressed.

Submission date: 24 April 2023

Supporting documents
Mamari Road NoR Submission.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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Mamari Road Extension NoR

Submission by Mark Dawe, for Dawe Family Trusts. 24/04/2023

As owners of 5 Spedding Road, impacted by the Mamari Road extension, we took part in the landowner engagement phase in 2022. We met with two Supporting Growth planning staff on 11 October 2022. At that meeting we were shown a map (dated 15/09/2022) of the proposed road showing almost no impact on our property. Between then and 22 November when we were emailed a new map (dated 21/11/2022) the route had been changed “based on feedback to the middle of Segment 2 to reduce direct building impacts at 7 Spedding Road, whilst holding the southern and northern intersections. This substantially reduced impacts at the site whilst still achieving the required transport outcomes.” (Mamari Rd NoR Assessment of Alternatives p62)

This change imposes significant impacts on our property which now need to be adequately addressed.

Continuous Vehicle Access to Rear of Our Property

The only access to the rear one hectare of our property at 5 Spedding Road is on our western boundary via a culvert crossing over the Pikau Stream. The Notice of Requirement includes this crossing and the driveway along our boundary adjacent to 7 Spedding Road. We were initially told that this area will be required during the construction of Mamari Road extension but may not be needed permanently. But looking at the Mamari Road NoR General Arrangement plans part 2 of 2, we see that cut or fill areas along our boundary will eradicate the accessway to the rear of our property.

It is imperative to the ongoing use of our property that there is unrestricted access to the rear portion of our land. We will require the provision of a new driveway and vehicle crossing.

Potential for Flooding.

We are very concerned about the potential for flooding on our property, 5 Spedding Road, at Point 12 in Figure 10-2 (North West Whenuapai Assessment of Flooding Effects). This also happens to be the location of a vehicle crossing that provides the only access to the back hectare of our property.

Currently there is a man-made dam immediately downstream of our crossing, at 7 Spedding Road. There is a small diameter pipe for overflow water from the dam, and no longer an overland flow-path for approximately 40m. During high rainfall the area ponded by the dam and the low-lying paddock to the south of it accommodates much of the extra water despite the dam outlet being frequently blocked. The Mamari Road extension will fill in this pond leaving nowhere for stormwater to disperse, creating the potential for extensive flooding upstream on our property.

During the 2023 Auckland Anniversary weekend flooding event the water level at Point 12 was approximately 1.2 - 1.5m above normal, well above the .5 to 1m figure used in the design. This was with the downstream pond accommodating much of the flow. Friday 27th January was the only time we have ever seen our stream crossing under water.

While the Assessment of Flooding Effects concludes that the height of Mamari Rd above the stated flood level will provide “adequate freeboard” for the road, that flood level will not provide adequate freeboard for our driveway crossing.

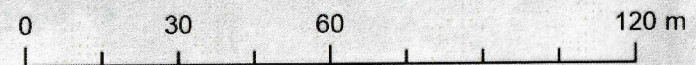
To address this issue, we submit that two things must be considered during the detailed design phase. Firstly, the size of the culvert under Mamari Road between Points 12 and 11 needs to be big enough to prevent water backing up during high rainfall. Secondly, the downstream overland flow-path needs to be reinstated, or the culvert extended beyond Point 11 to the open stream. This area is outside the designation boundary.

Resource Consent Application



We have spent over two years going through the process of applying for Resource Consent for temporary light industrial use of our land as metalled storage yards. We had positive feedback from Supporting Growth planners when we discussed our plans at a personal meeting on 11 October 2022. With the lodging of the Notice of Requirement we have now had to apply to Auckland Transport for an S178(2) Written Approval. At the time of putting in this Submission we are yet to hear back. Given the small strip of land along our boundary under the NoR compared to the size of the storage yard area applied for, we are not expecting any objection from AT. While we support this roading development, we would put in a very different submission if the new roading plan was going to adversely affect our ability to make the best use of our property in the years before the land under the Notice of Requirement is purchased.

Lot 2 DP
55087

Aerial imagery supplied by Nearmap Australia Pty Ltd



LEGEND

-  Your Property Boundary
-  Draft designation boundary

The recipient receives this information in confidence and in good faith to assist with discussions with the members of the Te Tupu Ngātahi Supporting Growth team. In receiving this information, the recipient acknowledges that this information is in draft form and may be subject to further amendments including (but not limited to) prior to the lodgment of the notice/s of requirement for the Northwest Projects, and as part of any subsequent detailed design process. The recipient further acknowledges that Te Tupu Ngātahi has no obligation to provide any such amendments or updates to the recipient as part of this process or otherwise.

Owner ID: 702709
 Title No: NA6B/666
 5 Spedding Road
Whenuapai
 Date : 15/09/2022

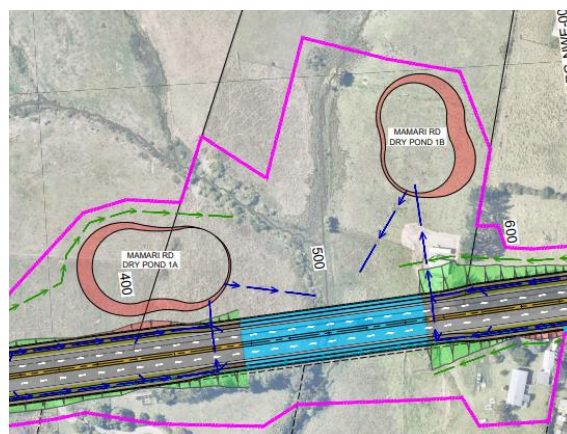
SUBMISSION ON A NOTIFIED NOTICE OF REQUIREMENT FOR DESIGNATION OF LAND BY AUCKLAND TRANSPORT

Section 168(2) of the Resource Management Act 1991

To: Auckland Council, Plans and Places
Private Bag 92300
Auckland 1142
Attention: Planning Technician

ALLAN MICHAEL BOYLE, ANNE MARIE BOYLE AND BM TRUSTEES LIMITEED c/- Ellis Gould, Solicitors at the address for service set out below (“**the Submitters**”) makes the following submission in relation to the notices of requirement lodged by **Auckland Transport** in respect of:

- North West Local Network: Māmari Road: a new designation, for an extension and upgrade of the Māmari Road corridor to an urban arterial corridor, including the provision of bus priority lanes and separated active mode facilities (the “**NoR**”).
1. The NoR comes within the North West Strategic Package of the broader North West Transport Network project (the “**Project**”) under the Te Tupu Ngātahi Supporting Growth Programme.
 2. The Submitters will be directly affected by the NoR as they own the property at 28A Māmari Road, Whenuapai (Lot 3 DP 139410) (the “**Site**”), almost one third of which is proposed to be designated by the NoR, see below:



3. The Submitters are not trade competitors of the Requiring Authority for the NoR and could not gain any advantage in trade competition through this submission.

4. The Submitters are not opposed in principle to the NoR, and support the Project, but are concerned about the sheer scale of the Project's effects on the Site and the significant adverse effects the Project is likely to have on the continued and future use or development of the Site. The Submitters seek to ensure that:
- (a) The Requiring Authority's requirements for land currently comprising part of the site are minimised to the greatest extent possible;
 - (b) Adverse effects on access to and egress from the Site during both the construction and operational phases of the Project are avoided or minimised to the greatest extent possible;
 - (c) The designation provides for a future local road connection between the Site and Māmari Road, to ensure that future development of the Site anticipated by its zoning as Future Urban Zone is not precluded; and
 - (d) Stormwater systems designed on the Site as a result of the NoR take into account, and have sufficient capacity to provide for, the future development potential of the Site.

Reasons for submission

5. The reasons for the submission are as follows:
- (a) Unless the relief sought in this submission is granted, the NoR will:
 - Not promote the sustainable management of natural and physical resources;
 - Not amount to and promote the efficient use and development of resources;
 - Be inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 ("RMA");
 - Generate significant adverse effects on the environment, and in particular, on the Site; and
 - Not warrant being confirmed by Council under section 171 RMA.

In particular, but without derogating from the generality of the above:

Extent of works proposed on the Site

- (b) As illustrated in the General Arrangement Plan supporting the NoR, the frontage of the Site and approximately one third of its area is proposed to be designated to accommodate the Sinton Creeek Bridge, Dry Ponds, constructed fill and cut batters and other associated infrastructure.
- (c) No part of the Site's frontage is unaffected by some part of the works described above. Accordingly, based on the limited detail provided in the plans and documents supporting the NoR, the Project will:
- Unreasonably and inappropriately restrict the frontage of the Site and the Submitters' continued use of the buildings and land comprising the Site;
 - Significantly adversely affect the Submitters' ability to redevelop the Site, and in particular to construct a local road access into the site from Māmari Road. As the Site is identified as Future Urban Zone, it is anticipated that the land will be rezoned in future to provide for its urban redevelopment; and
 - Potentially render the balance of the land inaccessible, effectively landlocked and incapable of reasonable use.
- (d) The scale and significance of adverse effects on the Submitters' Site are unreasonable and inappropriate. The Submitters' consider that the Requiring Authority is obliged to revisit the design and layout of the Project and seek to minimise the extent of effects on the Site to the greatest extent possible.

Access to and egress from the Site

- (e) The proposed boundary of the designation, as shown in the General Arrangement Plan, includes a significant portion (almost one third¹) of the Site. The NoR suggests that this is to be used as a Site Compound/Construction Area associated with the construction of the bridge over Sinton Stream.

¹ 1.8881ha (18,881m²) of the 5.5579ha Site

- (f) The Site is currently accessed from a driveway off the cul-de-sac at the top of the southern section of Māmari Road. There is presently no access to the Site from the northern section of Māmari Road. It is unclear from the plans and documents supporting the NoR whether use of the Site as a Site Compound/Construction Area will preclude access to the Site. The Submitters require that ongoing vehicle and pedestrian access is maintained to enable continued use of the buildings and land comprising the Site.
- (g) Accordingly, the Submitters are concerned to ensure that the designation, if approved, is subject of conditions requiring maintenance of appropriate pedestrian and vehicle access to the Site for the purpose of ensuring continued reasonable use can be made of the buildings and land comprising the site during both the construction and operational phases of the project, and that the final approved layout of works to be undertaken in accordance with the designation will maintain an appropriate site frontage for the Site to Mamari Road, and preserve the opportunity for a local road connection to and from the Site and Māmari Road in future.

Dry Ponds and stormwater infrastructure

- (h) As noted above, the Site is proposed to accommodate significant Dry Ponds for the purpose of detention and treatment of stormwater generated by the Project. These large scale infrastructure works will have significant long-term adverse effects in terms of the Submitters' continued and potential future use and development of the Site.
- (i) Given the extent of the Site that is affected by the NoR, and the scale and significance of the works proposed to be undertaken on the Site and along its frontage, it is appropriate that the designation provide for further engagement with the Submitters and their input and involvement in the final design and location of the Dry Ponds and associated stormwater infrastructure on the Site, to ensure that:
- The Site is affected to the minimum extent practicable;
 - A reasonable continuous frontage to Māmari Road is retained;
 - Adequate access to and egress from the Site is provided for, both in terms of existing use and in association with future use and/or development of the balance of the Site;

- Future redevelopment of the site is facilitated through provision for future internal roading connections and the detention and treatment of stormwater generated by any future development of the balance of the Site for urban purposes.

Relief sought:

6. The Submitter seeks that the NoR be accepted provided that conditions imposed on the designation to ensure that:

- (a) The Site retains the maximum length of continuous frontage to Māmari Road achievable while accommodating necessary infrastructure;
- (b) Adverse effects on access to and egress from the Site are minimised as far as practicable during construction;
- (c) There be no long-term (i.e.: post construction) effects on continued and future pedestrian and vehicle access to and egress from the Site;
- (d) The Dry Ponds and associated stormwater infrastructure on the Site are either wholly or partially relocated, or are designed, positioned and sized by the Requiring Authority:
 - In a manner that does not compromise access to and from the site both for existing and future potential uses; and
 - To ensure there is sufficient capacity to accept stormwater from the Site, including any future development that may occur on it; and
 - In consultation with the Submitter;
- (e) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

If the above relief is not accepted, the Submitter seeks that the NoR be declined.

7. The Submitter wishes to be heard in support of its submission.

8. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.

DATED this 24TH day of April 2023

**ALLAN MICHAEL BOYLE, ANNE
MARIE BOYLE AND BM TRUSTEES
LIMITED** by its solicitors and duly
authorised agents, Ellis Gould



D J Sadlier / C S S Woodhouse

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509. Auckland 1140, DX CP22003, Auckland. Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention: Daniel Sadlier: dsadlier@ellisgould.co.nz



24 April 2023

File ref: AUP WLA NOR W2

Planning Technician
Auckland Council
Private Bag 92300
Auckland 1142

unitaryplan@aucklandcouncil.govt.nz

Dear Sir/Madam

SUBMISSION ON A NOTICE OF REQUIREMENT FOR: NORTH WEST LOCAL NETWORK: MAMARI ROAD (NOR W2)

To: Auckland Council

Name of submitter: Heritage New Zealand Pouhere Taonga

1. Heritage New Zealand Pouhere Taonga (HNZPT) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead agency for heritage protection.
2. HNZPT could not gain an advantage in trade competition through this submission.
3. HNZPT submission is on the Notice of Requirement (NoR W2) in the Auckland Unitary Plan (AUP) for the extension and upgrade of Māmari Road corridor to a 30m wide four-lane urban arterial cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor.
4. HNZPT acknowledges that the proposed corridor is a significant infrastructure project for Auckland Transport. HNZPT supports the purpose of planning for a well-functioning urban environment through the improvement of transport infrastructure to support future urban growth.
5. Nevertheless, of focus for HNZPT is for the identification, protection, preservation, and conservation of historic heritage (HNZPTA) and advocate that historic heritage is fully considered in accordance with section 6(f) of the Resource Management Act 1991 (RMA). Historic heritage, being specifically identified as a national importance under Section 6(f) the RMA. The definition of historic heritage under Part 2 of the RMA includes archaeology. Therefore, effects on built heritage and archaeology, in addition to effects on Mana Whenua must be taken into account by Council when assessing the effects of the NoR.
6. The 2022 North West Whenuapai Assessment of Heritage/Archaeology Effects states that there are no recorded historic heritage or archaeological sites within the extent of NoR W2. The assessment concludes there are no significant adverse effects on historic heritage or archaeological sites. Nevertheless, as there is a potential for unrecorded archaeological features around Sinton Stream



and Totara Creek the risk of encountering unrecorded archaeological features can be mitigated by obtaining a precautionary archaeological authority.

7. Sections 22.5 and 22.5 of the AEE addresses the effects on historic heritage and recommends obtaining a precautionary authority under HNZPTA as mitigation along with the preparation and implementation of a Historic Heritage Management Plan (HHMP). The draft conditions also provide an advice note relating to Accidental Discoveries.
8. **The specific parts of the Notice of Requirement that Heritage New Zealand’s submission relates to are:**
9. There has not been an adequate historic heritage assessment of the proposed alteration corridor. HNZPT supports the further information requests by Council’s Built Heritage Unit “to identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer”, noting the identification of historic/built heritage is a separate expertise to that of archaeological assessment. HNZPT notes the existing assessment appears to conflate historic heritage, built and archaeological values, both making reference to archaeological sites and historic heritage items, where relevant assessment must be undertaken by separate and specific expertise. The archaeological assessment in particular, other than referring to pre-1900 buildings as archaeological sites under the HNZPTA and definition of archaeological site under the AUP, does not identify relevant archaeological values associated with the buildings, structures, historic sites.
10. HNZPT does not support the use of the HHMP as it is presently proposed. HNZPT is concerned that while there has been a heritage assessment of the full Whenuapai - North West Local Network (NoRs W1 – W5) the mitigation of the effect of the designation and future construction of the corridor on the known and potential historic heritage will not be managed until the Outline Plan of Works stage.
11. The framework of the proposed HHMP conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological authority processes, where the archaeological authority provides for specific conditions relating to archaeological monitoring, recording, investigation and reporting and have its own separate Archaeological Works Plan required to be adhered to direct these requirements.
12. Heritage New Zealand Pouhere Taonga **oppose** the Notice of Requirement (NoR W2).
13. **The reasons for Heritage New Zealand’s position are as follows:**
14. The assessment of archaeological sites and built heritage must be undertaken by separate and specific expertise.
15. Archaeological sites need to be clearly identified (NZAA record) in particular, pre 1900 buildings and structures along with their associated historic curtilage and area of subsurface potential.
16. The 2022 North West Whenuapai Assessment of Heritage/Archaeology Effects as part of the suite of supporting documents for NoR W2 does not provide the relevant assessment of historic heritage values and effects on built heritage.



17. The consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process.
18. The HHMP duplicates HNZPTA processes, with respect to conditions of an Archaeological Authority for monitoring, recording and investigation of archaeological sites that will be required to be obtained before construction; and that should be included at the Outline Plan stage. Noting that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) apply where an Archaeological Authority from HNZPT is not otherwise in place.
19. **Heritage New Zealand seeks the following decision from Council:**
20. A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process.
21. The objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA.
22. The purpose of the HHMP should be focussed on the provision details such as:
 - Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters.
 - Provision for access for Mana Whenua to carry out tikanga and cultural protocols.
 - Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works).
 - Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place.
 - Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.
23. **Heritage New Zealand wishes to be heard in support of our submission.**
24. **If others make a similar submission, I will consider presenting a joint case with them at a hearing.**

Yours sincerely

BHParslow

pp for Sherry Reynolds
Director Northern Region



HERITAGE NEW ZEALAND
POUHERE TAONGA

Address for service: Alice Morris
amorris@heritage.org.nz
PO Box 105 291
Auckland City 1143

SUBMISSION ON NOTICE OF REQUIREMENT - North West Local Arterials Network: Māmari Road (Auckland Transport)

To: Auckland Council
Private Bag 92300
Auckland 1142

Name of Submitter: Woolworths New Zealand Limited

Woolworths New Zealand Limited ('the Submitter') provides this submission on a Notice of Requirement ('NOR') for a designation for the construction, operation and maintenance of a transport corridor on Māmari Road in Whenuapai ('**NOR W2**'). The Requiring Authority is Auckland Transport.

The purpose of the NOR is described in the public notice as being to:

- Improve connectivity within Whenuapai and by connecting Whenuapai to Westgate, via the Northside Drive extension;
- Integrate with and support planned urban growth and the future transport network in Whenuapai; and
- Contribute to mode shift, provide safety for all users, and improve network resilience.

NOR W2 applies to an area of land of approximately 10.6571 ha (not including legal roads) across 22 land parcels.

The Submitter has an interest in land within the following affected site under NOR W2:

- 45 Brigham Creek Road (2,142m² proposed to be designated).



Figure 1: Affected site at 45 Brigham Creek Road

The Submitter could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

The submission relates to the designation corridor, extent of physical works, and conditions.

The Submitter **supports in principle** the NoR for Project NOR W2 in the North West Local Arterials Network Package, but opposes some aspects of the NOR including the extent of land that would be designated.

The reasons for the Submitter's support in principle are:

1. The NOR would generally promote the sustainable management of natural and physical resources, in accordance with Part 2 of the Resource Management Act 1991 ('the Act');
2. The proposal is consistent with the objectives and policies of the Auckland Unitary Plan and other provisions in relevant statutory planning instruments;
3. The proposal ensures that a well-connected and integrated neighbourhood is achieved that facilitates efficient movement of people and goods through a variety of travel modes; and
4. The proposal ensures that appropriate road infrastructure is provided to enable the planned growth and intensification of this part of Auckland.

Relief sought:

The Submitter seeks, subject to the matters below being satisfactorily addressed, that the Council recommend that the designation proposed through NOR W2 be confirmed.

- The extent of the NOR W2 designation on 45 Brigham Creek Road should be reduced. For most of the Māmari Road site frontage, the designation would extend around 7m into the site beyond the extent of works indicated;
- There is no obvious reason for the extent of designation that is sought in the NOR, particularly as there are only minimal (cut) batters proposed;
- The NOR identifies potential for a raised median or traffic island along a significant portion of the frontage of the site to Māmari Road. This aspect of the proposed designation has the potential to substantially reduce the range of potential access points to the site, and the Submitter seeks to ensure that access to the site is not constrained in any significant way;
- The Submitter seeks such other consequential amendments to the provisions of the NOR W2 as may be necessary to give effect to the relief sought in this submission.

The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.



Philip Brown
Campbell Brown Planning Limited
For and on behalf of Woolworths New Zealand Limited as its duly authorised agent.

24 April 2023

Address for service of submitter:

C/- Campbell Brown Planning Limited
PO Box 147001
Ponsonby
AUCKLAND 1144

Attention: Philip Brown

Telephone: (09) 394 1694

Mobile: 021845327

Email: philip@campbellbrown.co.nz

Submission on the Nineteen Notices of Requirement for the North-West Strategic Package and Local Arterials lodged by Waka Kotahi NZ Transport Agency and Auckland Transport as requiring authorities under the Resource Management Act 1991

TO: Attn: Planning Technician Auckland Council Level 24, 135 Albert Street Private Bag 92300 Auckland 1142

SUBMISSION ON: Notices of Requirement ("**NoRs**") for the North-West Strategic and Local Network projects – refer to list in **Appendix 1**

FROM: Watercare Services Limited ("**Watercare**")

ADDRESS FOR SERVICE: Mark Bishop
Regulatory & Policy Manager
Watercare Services Ltd
Private Bag 92 521
Wellesley Street
AUCKLAND 1141
Phone:022 010 6301
Email: Mark.Bishop@water.co.nz

DATE: 24 April 2023

1. INTRODUCTION

- 1.1 Watercare is pleased to have the opportunity to make a submission on the nineteen NoRs for the North-West Strategic and Local Network projects lodged by either Waka Kotahi NZ Transport Agency ("**Waka Kotahi**") or Auckland Transport as requiring authorities under the Resource Management Act 1991 ("**RMA**").
- 1.2 Watercare recognises the aim of the various NoRs is to protect land for future implementation of strategic transport corridors / infrastructure. As a form of route protection, the proposed designations will identify and protect the land necessary to enable the future construction and operation of those transport corridors.
- 1.3 Watercare neither supports nor opposes the NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made to confirm the NoRs responds to the issues raised in this submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

1.4 Watercare could not gain an advantage in trade competition through this submission.

2. WATERCARE – OUR PURPOSE AND MISSION

2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("**LGA**") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Auckland Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.

2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, this could increase by another 720,000 people, potentially requiring another 313,000 dwellings along with associated three waters infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.

2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.¹

2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan and the Auckland Future Urban Land Supply Strategy.

2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.²

3. SUBMISSION POINTS AND RELIEF SOUGHT

3.1 This is a submission on all the NoRs that were publicly notified on 23 March 2023, as listed in **Appendix 1**.

3.2 As noted previously, Watercare neither supports or opposes these NoRs (ie it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

3.3 Watercare acknowledges the proactive process to engagement from Waka Kotahi and Auckland Transport during the development of these NoRs including through discussions with the Supporting Growth Alliance.

¹ LGA, s 59.

² Local Government (Auckland Council) Act 2009, s 57.

- 3.4 Watercare would like to ensure that in the future there is an active and continual process set up by the requiring authorities to recognise that third party infrastructure providers, including Watercare, have asset management and construction plans that are constantly updating and changing, and that these updates and changes should be taken into account by the requiring authorities when the projects subject to the NoRs are developed further.
- 3.5 To that end, Watercare seeks to be engaged before detailed design and during the ongoing design phases to identify opportunities to enable, or otherwise not preclude, the development of new infrastructure within the NoR areas. For example, this could involve the development of an "Infrastructure Integration Plan" prior to detailed design with third party infrastructure providers like Watercare (which can also be updated throughout construction of the projects) to ensure that the projects take into account and appropriately integrates with potential future infrastructure like wastewater and water services.
- 3.6 It is expected that such an "Infrastructure Integration Plan" could include details of engagement undertaken (including any feedback from infrastructure providers), identify other potential infrastructure that may be developed within the NoR areas and how the requiring authorities have enabled or otherwise not precluded the development of such infrastructure within the NoR areas.
- 3.7 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as the projects subject to the NoRs are developed.
- 3.8 As noted, Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, "Works Over" Approvals, in compliance with Watercare's "*Water Supply and Wastewater Network Bylaw 2015*" (updated 2021).
- 3.9 In addition, several of the NoRs interact with existing water and wastewater services. Watercare seeks to ensure the NoRs do not impact its wastewater and water services in the NoR areas now and into the future. Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authorities that may impact Watercare's services.

4. RECOMMENDATION SOUGHT

- 4.1 Watercare seeks that Auckland Council recommends:
- (a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and
 - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

4.2 Watercare wishes to be heard in support of this submission.

4.3 If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

A handwritten signature in blue ink, appearing to read 'Mark Bourne', with a long, sweeping underline that extends upwards and to the right.

Mark Bourne
Chief Operations Officer
Watercare Services Limited

Appendix 1

- (a) NoR North West Strategic Network: Access Road (Auckland Transport) for a new designation to provide for the upgrade of Access Road with separated active mode facilities.
- (b) NoR North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA) for a new designation to provide for a new Rapid Transit Corridor and active mode corridor.
- (c) NoR North West Strategic Network: Alteration to Designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA) for an alteration to Designation 6766 to provide for the upgrade of the corridor, including provision of active mode facilities and realignment of the Station Road intersection with SH16.
- (d) NoR North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA) for a new designation to provide a new dual carriageway highway and the upgrade of the Brigham Creek Interchange.
- (e) NoR North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA) for a new designation to provide a new rapid transit station, including transport interchange facilities and accessway.
- (f) NoR North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA) for a new designation to provide a new rapid transit station, including transport interchange facilities, park and ride and accessway.
- (g) NoR North West Local Network: Alteration to Designation 1437 Hobsonville Road (Auckland Transport) for an alteration of the existing Hobsonville Road (Designation 1437) to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including provision of separated active mode facilities.
- (h) NoR North West Local Network: Spedding Road (Auckland Transport) for a new designation to provide an upgrade of the existing Spedding Road corridor and new east and west extensions with separated active mode facilities.
- (i) NoR North West Local Network: Brigham Creek Road (Auckland Transport) for a new designation to provide for the upgrade of the Brigham Creek Road corridor with separated active mode facilities.
- (j) NoR North West Local Network: Māmari Road (Auckland Transport) for a new designation to provide for an extension and upgrade of the Māmari Road corridor to an urban arterial corridor, including the provision of bus priority lanes and separated active mode facilities.
- (k) NoR North West Local Network: Trig Road (Auckland Transport) for a new designation to provide for the upgrade of the Trig Road corridor to an urban arterial with separated active mode facilities.
- (l) NoR North West Local Network: Alteration to Designation 1433 Fred Taylor Drive (Auckland Transport) for an alteration of the existing Fred Taylor Drive

(Designation 1433) to provide for the upgrade of the Fred Taylor Drive corridor, including provision for bus priority lanes and separated active mode facilities.

- (m) NoR North West Local Network: Don Buck Road (Auckland Transport) for a new designation to provide for the upgrade of Don Buck Road corridor including provision for bus priority lanes and separated active mode facilities.
- (n) NoR North West Local Network: Coatesville – Riverhead Highway (Auckland Transport). Lodged by Auckland Transport for a new designation, upgrading the southern section of the Coatesville – Riverhead Highway corridor to a rural arterial with active mode facilities, and upgrading the northern section of the corridor to an urban arterial with active mode facilities.
- (o) NoR North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport) for an upgrade of Trig Road, Whenuapai, to an urban arterial corridor. This includes the upgrade of the existing Hobsonville Road/Trig Road and Hobsonville Road/Luckens Road intersections.
- (p) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport) for a new urban arterial transport corridor that intersects with the Redhills East West Arterial Corridor – Dunlop Road.
- (q) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport) for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road (NoR2a).
- (r) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport) for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the remaining East-West connection (NoR2c) at the intersection with the Redhills North-South arterial corridor.
- (s) NoR North West HIF Redhills Network: Redhills North - South Arterial Transport Corridor (Auckland Transport) for a new urban arterial transport corridor and upgrade of the Don Buck and Royal Road intersections.

Form 21
Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Aotearoa Towers Group (ATG)
Private Bag 92161
Auckland 1142

Chorus New Zealand Limited (Chorus)
PO Box 632
Wellington

Connexa Limited (Connexa)
167 Victoria St West
Auckland

One New Zealand (One NZ) (formally Vodafone New Zealand Ltd)
Private Bag 92161
Auckland 1142

Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland 1010

Two Degrees Mobile Limited (2degrees)
PO Box 8355
Symonds Street
Auckland 1150

These parties are making a joint submission and for the purposes of this submission are referred to collectively as the **Telecommunications Submitters**.

The Proposal:

This is a submission on the following notices of requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North West Auckland:

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Access Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)
- North West Local Network: Spedding Road (Auckland Transport)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1433 Fred Taylor Drive (Auckland Transport)
- North West Local Network: Don Buck Road (Auckland Transport)
- North West Local Network: Coatesville – Riverhead Highway (Auckland Transport)
- North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport)
- North West HIF Redhills Network: Redhills North -South Arterial Transport Corridor (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport)

The Telecommunications Submitters are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to the Southern Cross international cable system.

The Telecommunications Submitters' submission is that:

The Telecommunications Submitters have no position on the overall North West package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. Spark, in particular, seek to ensure the protection of the existing Southern Cross international cable system which is located within or adjacent the road reserves of the following NoRs:

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

Spark is lodging a separate submission seeking more specific protective measures for the Southern Cross international cable system.

The Telecommunications Submitters oppose the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The companies collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also critical for supporting social and economic wellbeing and provides opportunities for work from home/remote work solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy by supporting measures to reduce travel demand.

This equipment is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. Reasonable access for maintenance and access for emergency works at all times will need to be maintained. In addition, the design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable to trying to retrofit necessary telecommunications/broadband infrastructure later due to disruptions and/or incompatibility with project design.

Existing Infrastructure

A summary of existing infrastructure located in the project footprints is as follows:

- Southern Cross International Cable (as per specific Notices of Requirement outlined above)
- Copper and Fibre cables
- Mobile operators are progressively rolling out roadside equipment in Auckland roads which may be within project corridors when works proceed.

Future Infrastructure Requirements

Network utility operators need to integrate necessary services into infrastructure projects such as transport projects. It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. This process does not always run smoothly. To provide a recent example, Spark has had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully project in the Wellington Region to install services to provide telecommunications coverage along that length of road. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting it has proved to be

very challenging to try to retrofit necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators as part of the detailed design phase of the project to identify opportunities to enable, or to not preclude, the development of new network utility including telecommunications infrastructure where practicable to do so. There was an associated obligation in that condition to report on opportunities considered and whether or not they had been incorporated into the design in the outline plan(s)¹.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, a provision to ensure the matter is properly considered during the design phase through consultation with network utility operators, which sets appropriate expectations and ensures these opportunities are properly explored, is reasonable. In the case of telecommunications, this enables proper consideration of making provision for communications that support the function of the road. This should be a consideration distinct from protecting or relocating existing network utilities affected by the project which is the focus of the current proposed conditions.

The Telecommunications Submitters seek an equivalent condition to that included in the W2W designation conditions to address this.

Consultation with Telecommunications Network Utility Operators

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the requiring authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design. The following notices of requirement mention a Network Utility Management Plan (NUMP) in the Outline Plan of Works (OP) condition, but do not include a separate condition for a NUMP (despite other management plans such as Construction Traffic Management Plan, Tree Management Plan etc included as separate conditions), and it does not specify who the relevant entities are to be consulted regarding the development of that plan.

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)

¹ East West Link Condition NU2, W2W Condition 24A

- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)
- North West Local Network: Spedding Road (Auckland Transport)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1433 Fred Taylor Drive (Auckland Transport)
- North West Local Network: Don Buck Road (Auckland Transport)
- North West Local Network: Coatesville – Riverhead Highway (Auckland Transport)

The following notices of requirement do not mention a NUMP in their OP condition but refer to other management plans:

- North West Strategic Network: Access Road (Auckland Transport)
- North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport)
- North West HIF Redhills Network: Redhills North -South Arterial Transport Corridor (Auckland Transport)

- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport)

The Assessment of Environmental Effects for each notice sets out the relevant utility providers who have assets within and around the proposed designations. This specifically includes Spark (in regard to the Southern Cross Cable Network, in four of the NoRs). However, the other companies party to this submission are not mentioned and therefore there is a concern they will not be consulted as part of the NUMP development for each stage.

Spark, One NZ and 2degrees operate mobile phone/wireless broadband networks which often include facilities located in roads while Chorus operate fixed line assets in roads including fibre. In addition, Spark has sold its fixed mobile asset infrastructure (e.g. their poles) to Connexa, and similarly One NZ has sold its fixed mobile assets to ATG (trading as FortySouth). Accordingly, the operating landscape for telecommunications companies and who may be affected by these projects has become quite complex. Given this complexity, an advice note to the NUMP condition is proposed to provide more clarity on which telecommunications/broadband operators may be affected.

The Telecommunications Submitters seeks the following decision from the Requiring Authority:

Add a new NUMP condition for each notice of requirement, which is based on the wording in the 5 Notices of Requirement for the Airport to Botany package of transport projects (with an advice note added), is as follows:

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) 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; and

(iii) 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; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.

(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).

(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.

Advice Note:

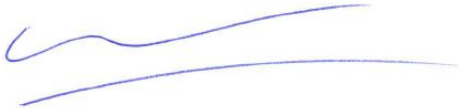
For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

Add a new condition to each notice of requirement as follows:

XX: The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.

The Telecommunications Submitters do wish to be heard in support of its submission.

If others make a similar submission, the Telecommunications Submitters will consider making a joint case with them at the hearing.

A handwritten signature in blue ink, consisting of a cursive 'C' followed by a series of loops and a long horizontal stroke.

**Signature of submitter
(Chris Horne, authorised agent for the Telecommunications Submitters)**

Date: 24 April 2023

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

Supplementary information on existing mobile infrastructure in north-west projects package of Notices of Requirement

To: Auckland Council
 Private Bag 92300
 Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Auckland Transport
 Level 5, 203 Queen Street
 Auckland 1010

Waka Kotahi
 Level 5, 203 Queen Street
 Auckland 1010

Further to the previous joint submission of telecommunications companies submitted on 24/4/2023, the telecommunications submitters listed in that joint submission wish to provide further information on their existing mobile infrastructure sites that are affected due to the Notices of Requirement for North-West transport projects.

Connexa and 2degrees affected sites

The table below identifies the impact to Connexa and 2degrees sites by the NoR project footprints, as well as locations where future sites are required.

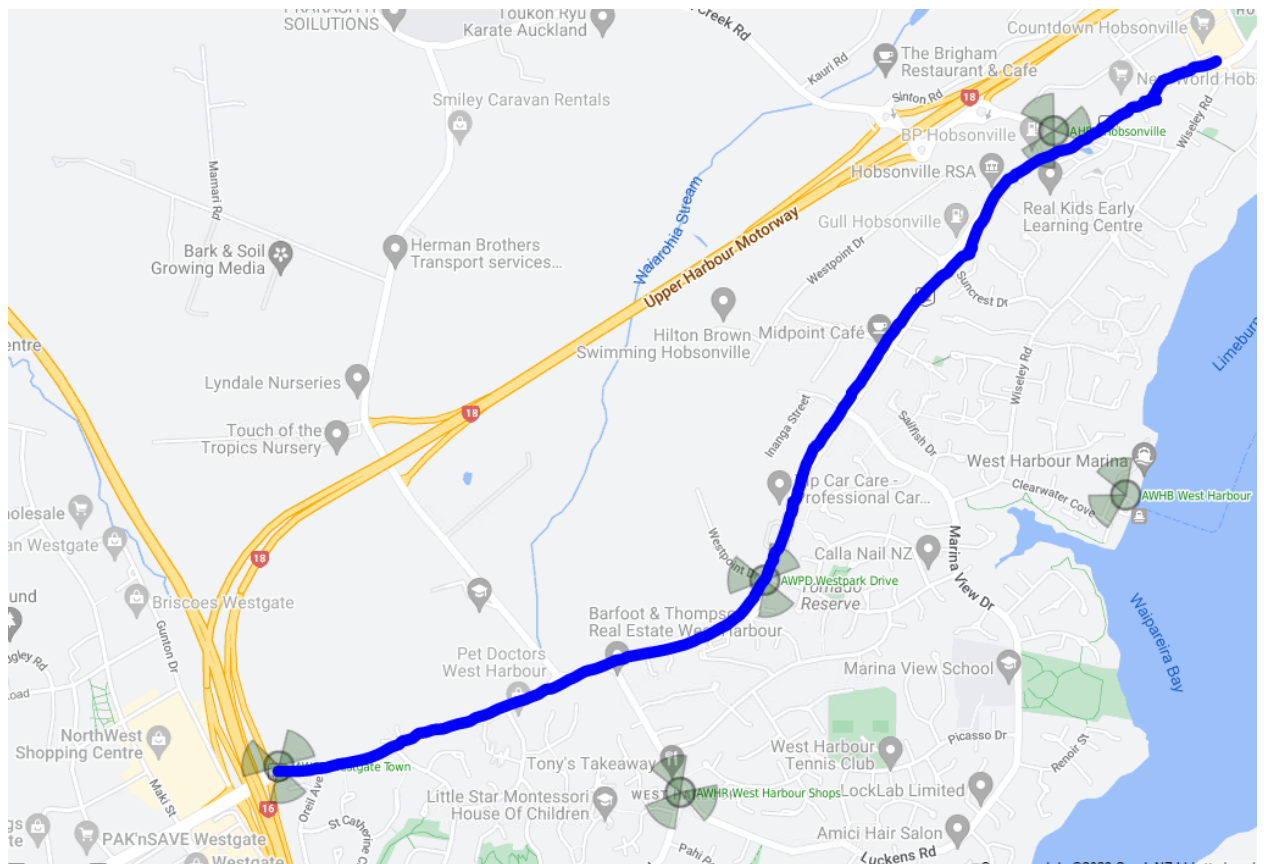
Route	Impact to Connexa Sites	Impact to 2D Sites	Recommended new sites
Access Rd Upgrade	None	None	Kumeu SW
Rapid Transit Corridor	None	None	Whenuapai West
SH 16 Main Rd	None	None	Huapai
Alternative SH Corridor	None	None	Huapai , Kumeu SW , Whenuapai West
Kumeu Station	None	None	None
Huapai Station	None	None	Huapai
Hobsonville Rd	Westgate town, West Park Dr, Hobsonville	Hobsonville	None

Spedding Road	None	None	Whenupai West, Spedding Rd East
Brigham Creek Rd	None	None	None
Mamari Rd	None	None	Westgate Centre
Trig Rd Upgrade	None	None	Westgate Centre
Fred Taylor Drive	None	None	Whenuapai West
Don Buck Rd	None	None	None
Coatesville- Riverhead	None	None	Riverhead South
Trig Rd Corridor	None	None	None
Red Hills	None	None	Red Hills, West Hills

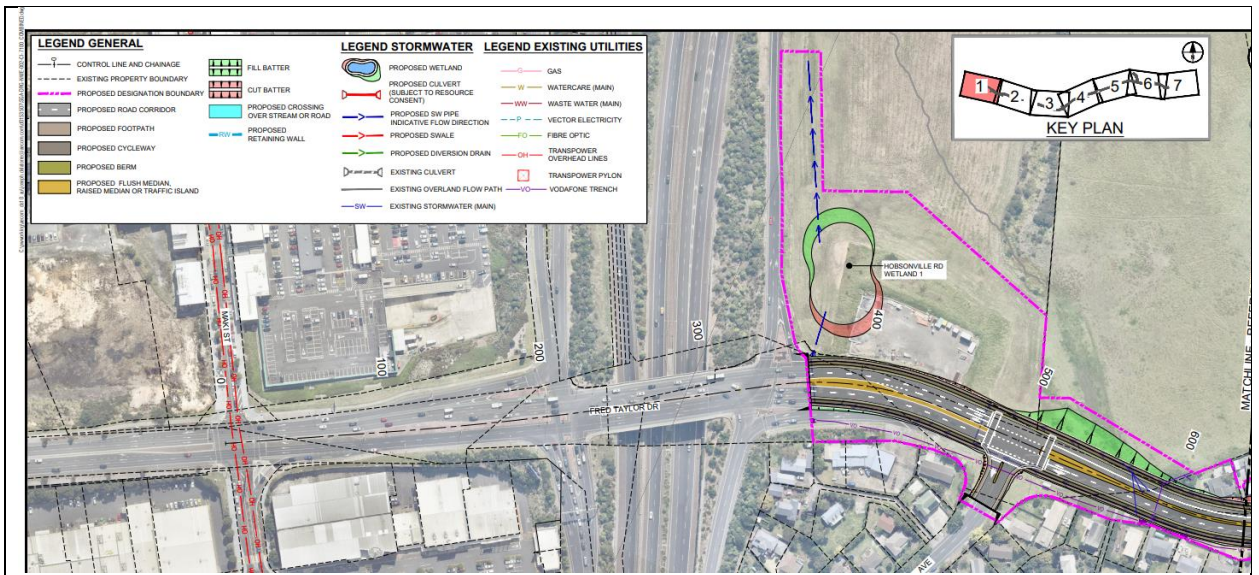
The Hobsonville Road designation (North West Local Network: Alteration to designation 1437 Hobsonville Road) impacts three existing Connexa sites that are within the designated boundary:

- Westgate Town
- West Park Dr
- Hobsonville.

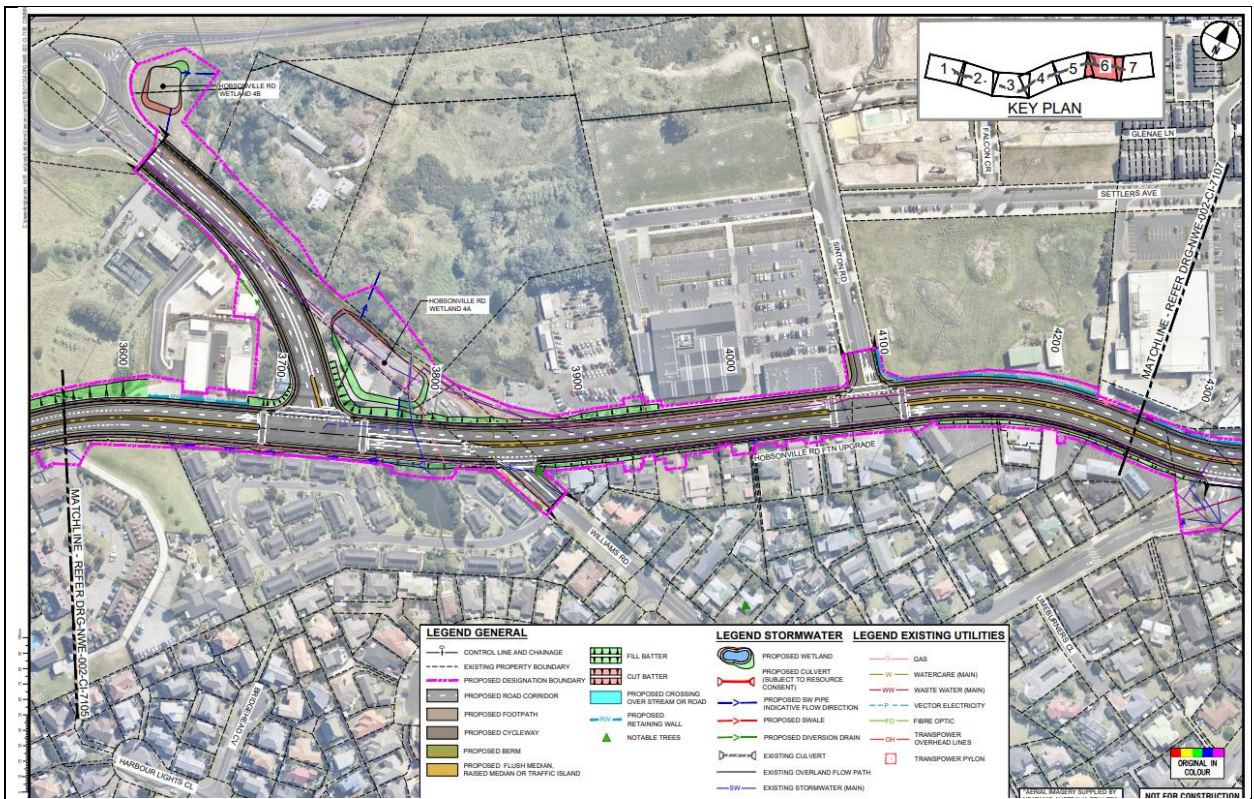
Impacted Connexa Sites Overview



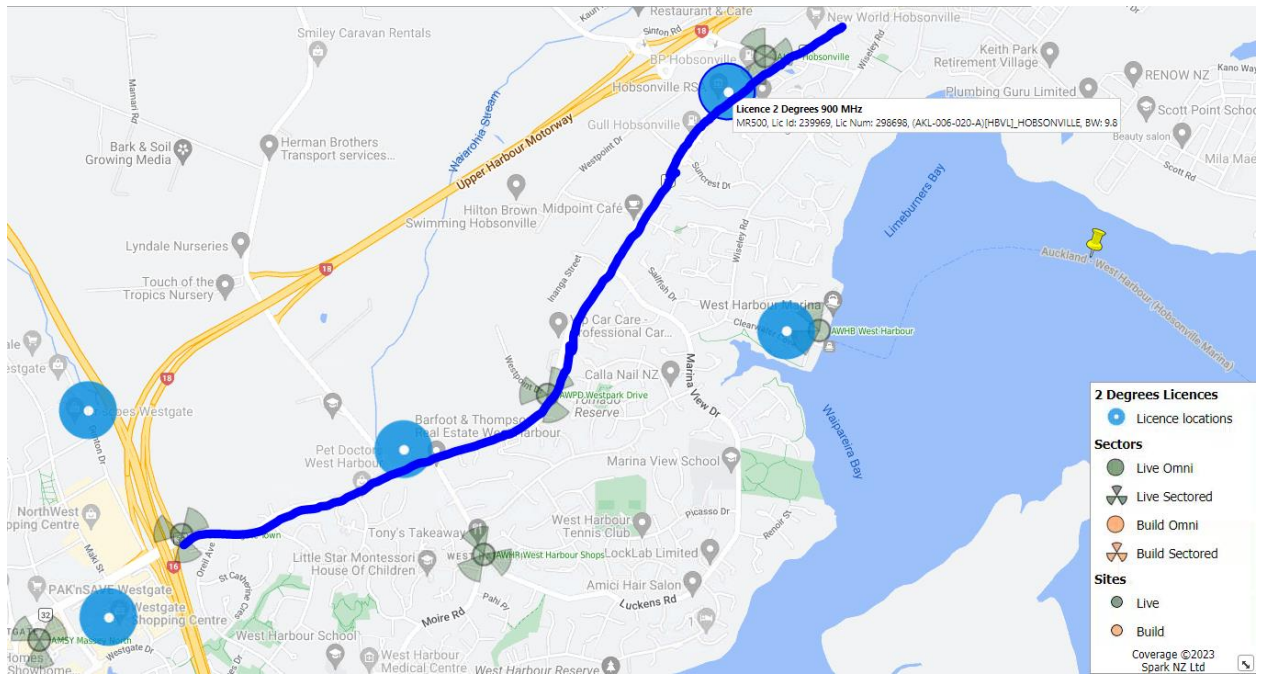
Connexa Westgate Town Site Details



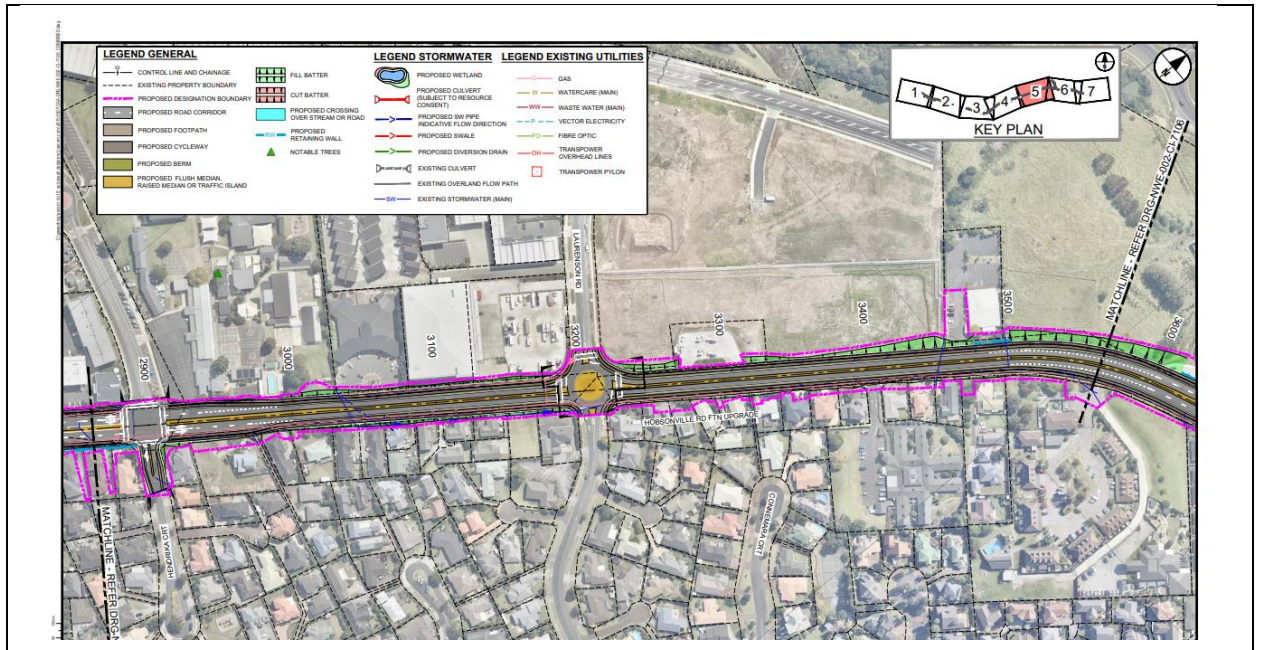
Connexa Hobsonville Site Details



Impacted 2degrees Hobsonville Site



2degrees Hobsonville site details

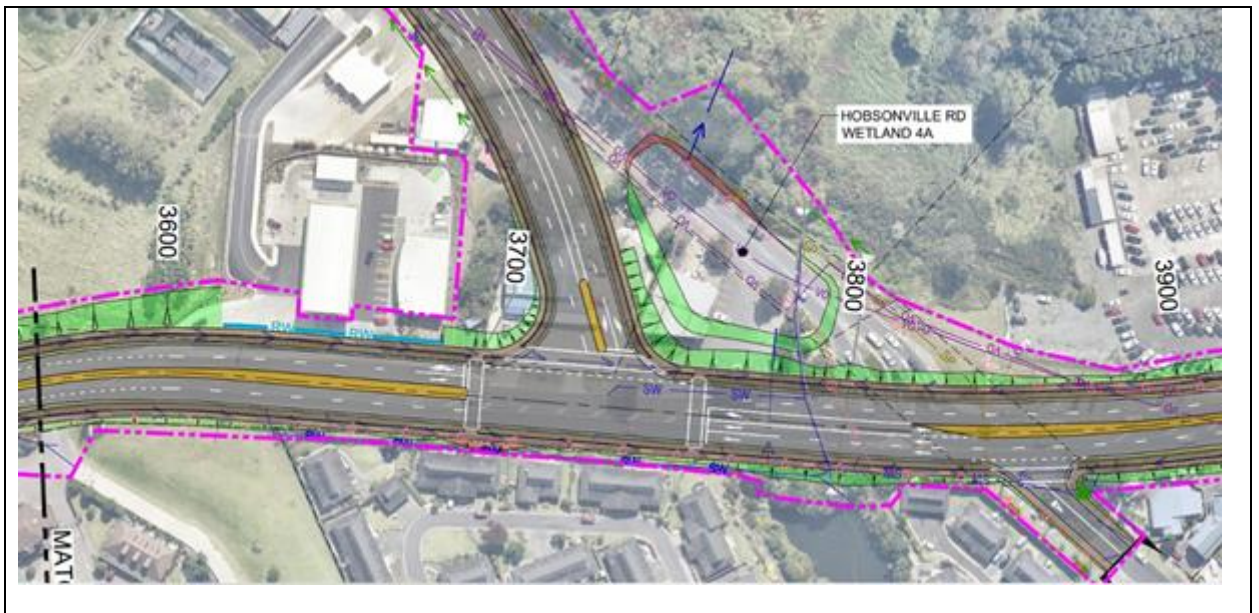


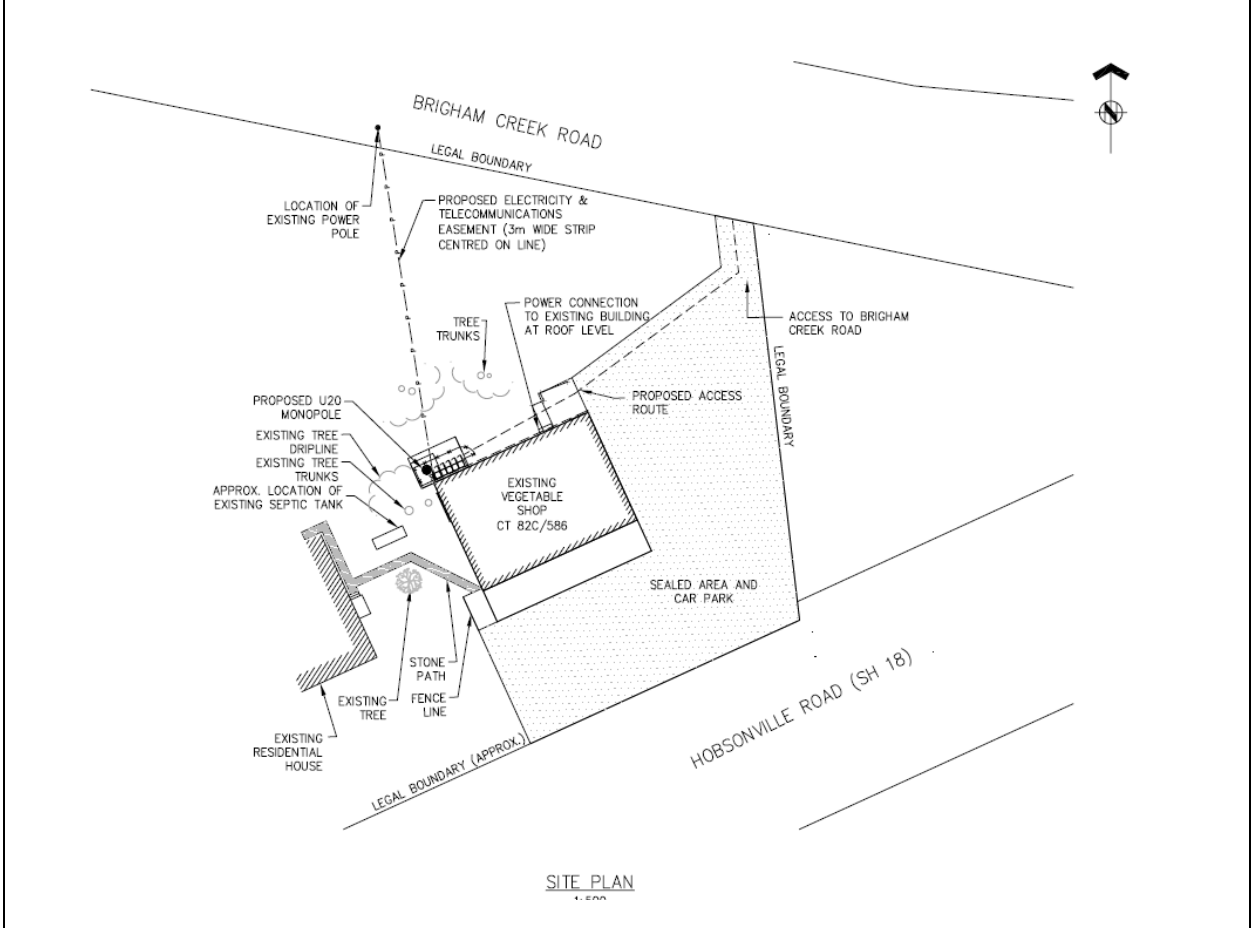
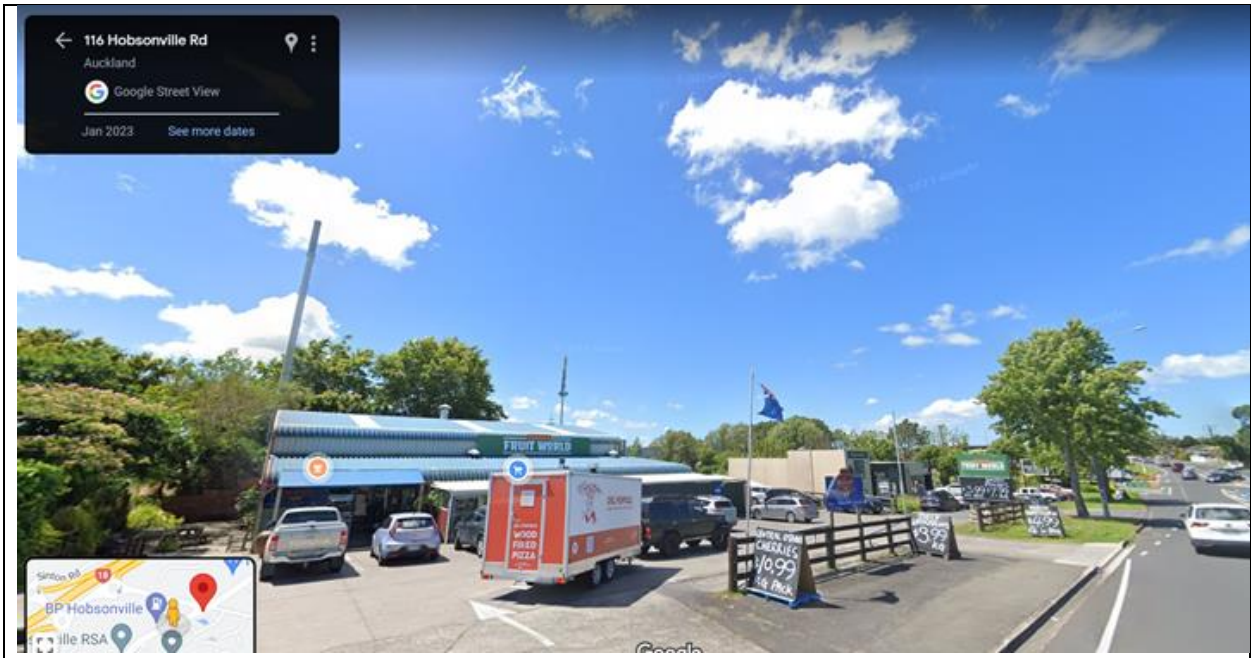


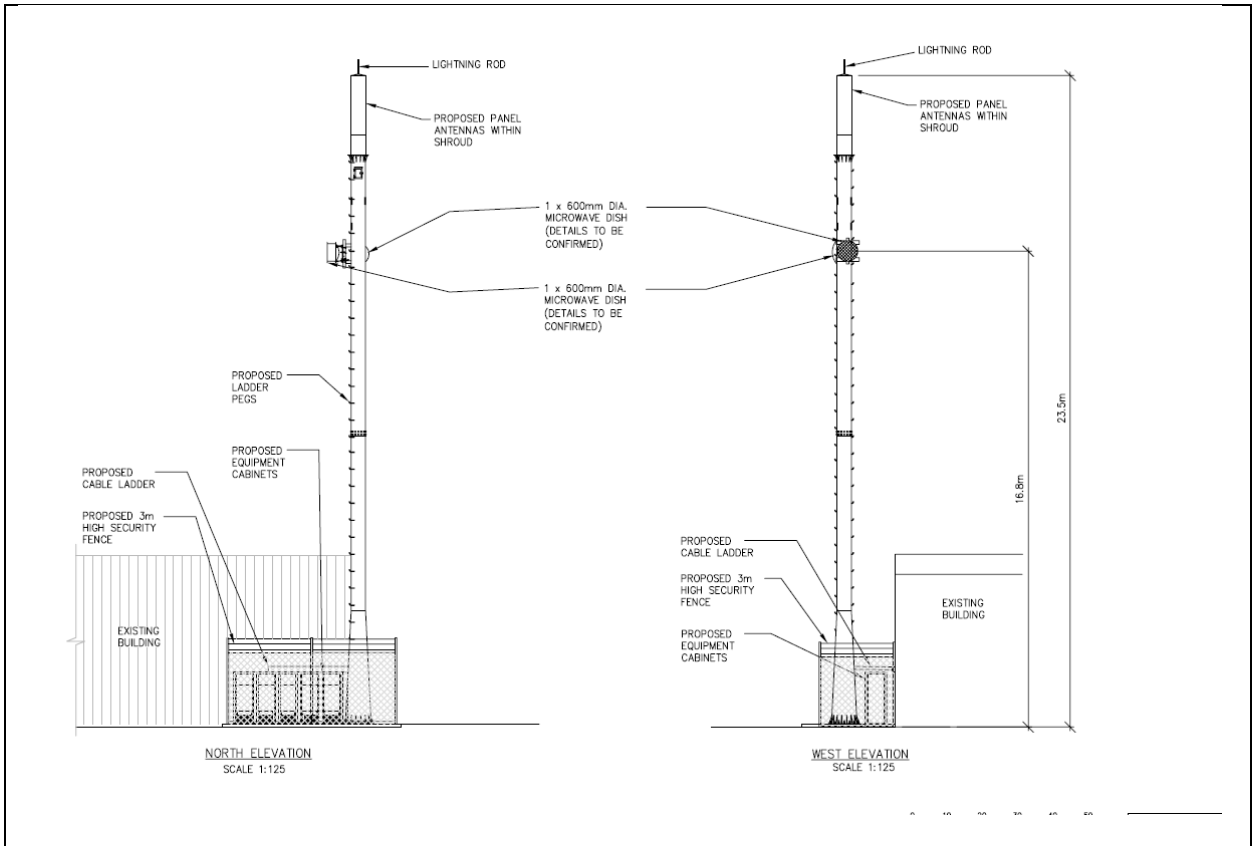
One NZ/FortySouth Affected Site

A One NZ/FortySouth site will be affected by the NoR project footprint as identified below. One NZ operates infrastructure on this Fortysouth asset.

Route	One NZ Site	Recommended New Site
Hobsonville Rd & Brigham Creek Intersection	Hobsonville - A2HOV	No alternative replacement sites identified yet.







**SUBMISSION ON REQUIREMENT FOR DESIGNATION UNDER CLAUSE 6 OF
THE FIRST SCHEDULE TO THE RESOURCE MANAGEMENT ACT 1991**

To: Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Stride Property Limited

Address: c/- MinterEllisonRuddWatts
PO Box 105249
AUCKLAND 1143
Attention: Bianca Tree / Amy Dresser

Scope of submission

1. This is a submission on behalf of Stride Property Limited (**Stride**) on notices of requirement from Auckland Transport (**AT**) for designations as part of the North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance (a collaboration between AT and Waka Kotahi NZ Transport Agency (**Waka Kotahi**)). The submission addresses the following notices of requirement (**NWLN Notices of Requirement**):
 - (a) North West Local Network: Trig Road (W1);
 - (b) North West Local Network: Māmari Road (W2);
 - (c) North West Local Network: Brigham Creek Road (W3);
 - (d) North West Local Network: Spedding Road (W4);
 - (e) North West Local Network: Alteration to designation 1437 Hobsonville Road (W5);
 - (f) North West Local Network: Don Buck Road (RE1); and
 - (g) North West Local Network: Alteration to designation 1433 Fred Taylor Drive (RE2).
2. To provide a summary of the submission below:
 - (a) Stride supports the NWLN Notices of Requirement to the extent that they enable transport connections in north west Auckland; however

- (b) Stride seeks that the NWLN Notices of Requirement and Waka Kotahi and AT's investment in infrastructure provide appropriate connections to the Westgate Metropolitan Centre, including by completing Northside Drive and providing connections to SH 16.

Trade competition

3. Stride is not a trade competitor of AT for the purposes of section 308B of the Resource Management 1991 (**RMA**).
4. In any event, Stride's submission does not relate to trade competition or the effects of trade competition.

Background

5. Stride is a commercial property ownership company which manages one of New Zealand's largest diversified investment property portfolios, with a range of commercial office, retail and industrial properties.
6. Stride's investment strategy is to invest in a portfolio of places with 'enduring demand'. These are places that attract the highest demand in all market conditions because they meet the needs of tenants, their staff, their visitors and their customers. The attributes of properties that have enduring demand vary depending on the sector and the market but are a combination of accessibility, amenity, functionality and a value proposition that is compelling.
7. Stride's property portfolio includes properties across Auckland, the majority of which are located in Metropolitan Centres, Town Centres and Local Centres. Stride's investment in centre locations supports the desire to create developments that have high accessibility, amenity and functionality. Centres form an important part of the commercial infrastructure of a society, and are critically important to the economic prosperity and vitality of the city. Centres are also key nodes in our existing transport network.
8. One of Stride's flagship Auckland properties is the NorthWest Shopping Centre, which is located in the Westgate Metropolitan Centre zone under the Auckland Unitary Plan (**AUP**) and is the key node for north west Auckland. Stride owns and operates the NorthWest Shopping Centre on the parcel of land bounded by Maki Street, Rua Road and Gunton Drive, as well as NorthWest 2, the retail and commercial development on the opposite side of Maki Street which frames the town square.
9. The continued development of the Westgate Metropolitan Centre has been further supported by the development at Hobsonville, the live residential zoning provided to the Redhills Precinct in the AUP, and now the notices of requirement lodged by Te Tupu Ngātahi Supporting Growth Alliance.

Stride supports the NWLN Notices of Requirement to the extent that they enable transport connections in north west Auckland

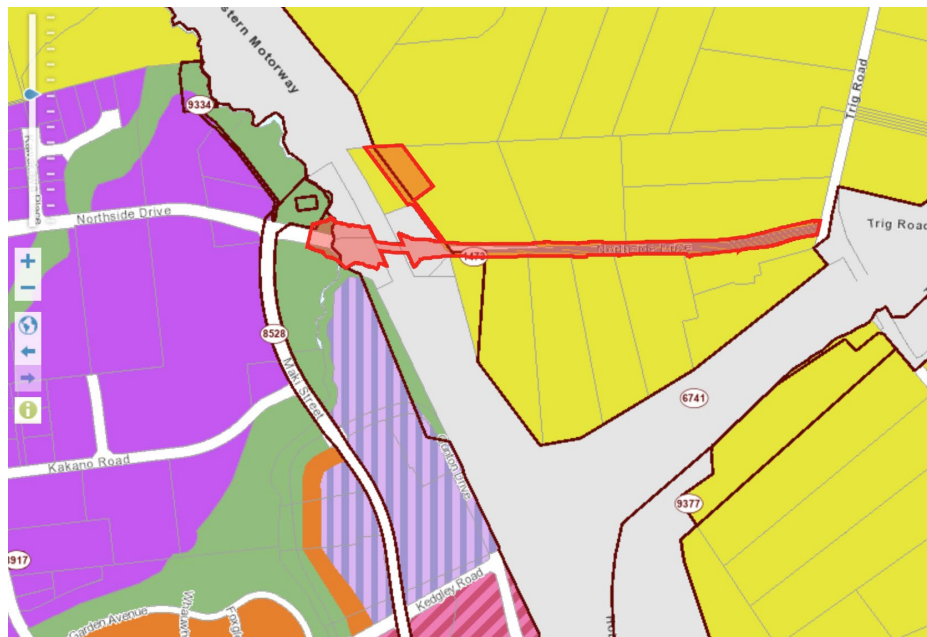
10. The project objectives of the NWLN Notices of Requirement include to enable the provision of a transport corridor that:¹
 - (a) integrates with and supports planned urban growth and the future transport network in Whenuapai; and
 - (b) improves connectivity along the corridor to Whenuapai and to Westgate.
11. As Auckland's population continues to increase and the form of the city intensifies, it is critical that the investment in transport infrastructure supports a quality compact urban form. Providing for transport infrastructure that supports alternative modes, enables residential intensification in proximity to centres and the rapid transit network, and provides efficient access to the centres, will provide for growth in the right locations and optimise infrastructure investment.
12. Investment in infrastructure is particularly important in north west Auckland. The Auckland Plan has identified Westgate as one of three main nodes (as well as Albany and Manukau) that are critical to growth across the Auckland Region, and form the foundation for Auckland's future growth.
13. The NWLN Notices of Requirement assessment of effects on the environment (**AEE**) identifies that transport demand will grow in these areas, and therefore the implementation of the new network is proposed to be staged over 30 years. However, there is already high transport demand in and around Westgate Metropolitan Centre. In addition to the amenities provided by Westgate Mall, NorthWest Shopping Centre, the recently opened Costco Wholesale puts significant pressure on the surrounding transport network, and in particular connections between Westgate Metropolitan Centre and State Highways 16 and 18.
14. Therefore, Stride supports the NWLN Notices of Requirement to the extent that they support the continued development of north west Auckland in and around Westgate Metropolitan Centre.
15. However, Stride considers that a robust assessment is needed of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term.

¹ North West Local Arterials: Assessment of Effects on the Environment (Volume 2, December 2022) (**AEE**) at 26.

Stride seeks that the NWLN Notices of Requirement and Waka Kotahi and AT's investment in infrastructure provide appropriate connections to the Westgate Metropolitan Centre, including by completing Northside Drive and connections to SH 16

16. Westgate Metropolitan Centre is proposed to support an area of significant future growth. Therefore, it is important that appropriate transport connections are planned and implemented to enable connections to this centre.
17. A key opportunity for improved connections to Westgate Metropolitan Centre that has already been identified by AT is the extension to Northside Drive.
18. AT is the requiring authority for designation 1473: Northside Drive (**Northside Drive Designation**). The Northside Drive Designation proposes to extend Northside Drive West over State Highway 16 (in line with the existing bridge pier) and east toward the existing State Highway 18, as shown in Figure 1 below, and include south-facing ramps only on State Highway 16.

Figure 1 – Northside Drive Designation (red)



19. The Northside Drive Designation has connections to Notices of Requirement Trig Road (W1) and Māmari Road (W2), and alteration to designation 1433 Fred Taylor Drive (RE2). In particular, a project objective for the Māmari Road (W2) Notice of Requirement is “to enable the provision of a transport corridor that: ... improves connectivity within Whenuapai and by connecting Whenuapai to Westgate, via the future Northside Drive extension.”
20. However, there is no certainty as to implementation of the Northside Drive extension. The AEE for the NMLN Notices of Requirement states that the Northside Drive overbridge will be constructed either under the Northside Drive Designation or Waka Kotahi SH16/18 connections project, and that the

delivery date is TBC.² The most recent update from Te Tupu Ngātahi Supporting Growth recommends that the Northside Drive development is ‘considered’ as part of the Regional Land Transport Plan process.³

21. This is not sufficient for a critical transport connection between the state highway network and a Metropolitan Centre that is needed now, let alone for the significant growth that continues to occur in north west Auckland.
22. First, Stride seeks that in considering the NWLN Notices of Requirement, the Council prioritises connections between the state highway network and Westgate Metropolitan Centre.
23. Second, Stride seeks that a full interchange connection to SH 16 is provided at Northside Drive. As noted above, the Northside Drive Designation currently only includes south-facing ramps on SH 16. However, the SH 16 connection at Northside Drive needs to be a full diamond interchange to provide both north and south access to the Westgate Centre (and rapid transit station) and also the industrial land at Whenuapai (and avoid heavy vehicles to these areas traveling along residential arterials) and to enable a fully connected and functioning network. It would be appropriate for AT to seek an alteration to the existing Northside Drive Designation to provide this full interchange concurrently with considering the NWLN Notices of Requirement, so a whole of network approach can be considered.
24. Third, Stride seeks that AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and interchange. It is critical that this infrastructure is delivered to respond to existing pressures and in advance of future urban growth in north west Auckland.

Reasons for submission

25. In addition to the reasons set out above, the reasons for Stride’s support in part of the Notices of Requirement and wish to have them amended include to ensure that the Notices of Requirement:
 - (a) are consistent with the relevant objectives and policies of the AUP;
 - (b) provide for a well-functioning urban environment;
 - (c) are consistent with the sustainable management of natural and physical resources and are otherwise consistent with the purpose and principles of the RMA;
 - (d) will meet the reasonably foreseeable needs of future generations;

² AEE at 44.

³ Te Tupu Ngātahi Supporting Growth: North West Auckland <https://findoutmore-supportinggrowth.nz/north-west-auckland> accessed 24 April 2023.

- (e) will enable people and communities to provide for their social, economic and cultural well-being; and
- (f) are consistent with sound resource management practice.

Decision sought

26. The following recommendation or decision sought by Stride is:
- (a) a robust assessment is undertaken of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term;
 - (b) the NWLN Notices of Requirement are amended to prioritise connections between the state highway network and Westgate Metropolitan Centre;
 - (c) AT and / or Waka Kotahi review the need for a full diamond interchange at Northside Drive, and include this scenario in the wider transport upgrade programme; and
 - (d) AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and connections to SH 16; or
 - (e) any additional or consequential relief to give effect to the matters raised in this submission.
27. Stride wishes to be heard in support of its submission.
28. If others make a similar submission, Stride will consider presenting a joint case with them at a hearing.

DATED this 24th day of April 2023

Stride Property Limited by its solicitors and
duly authorised agents
MinterEllisonRuddWatts



Bianca Tree

Address for service of submitter:

Stride Property Limited

c/- MinterEllisonRuddWatts

PO Box 105249

AUCKLAND 1143

Attention: Bianca Tree / Amy Dresser

Telephone No: (09) 353 9700

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Email: bianca.tree@minterellison.co.nz
amy.dresser@minterellison.co.nz

**SUBMISSION ON A NOTIFIED NOTICE OF REQUIREMENT FOR DESIGNATION OF
LAND BY AUCKLAND TRANSPORT**

Section 168(2) of the Resource Management Act 1991

To: Auckland Council, Plans and Places
Private Bag 92300
Auckland 1142
Attention: Planning Technician

41 – 43 BRIGHAM CREEK ROAD JV c/- Ellis Gould, Solicitors at the address for service set out below (the “**Submitter**”) makes the following submission in relation to the notices of requirement lodged by **Auckland Transport** in respect of:

- North West Local Network: Māmari Road: a new designation, for an extension and upgrade of the Māmari Road corridor to an urban arterial corridor, including the provision of bus priority lanes and separated active mode facilities (the “**Māmari Road NoR**”); and
- North West Local Network: Brigham Creek Road: a new designation, for the upgrade of the Brigham Creek Road corridor with separated active mode facilities (the “**Brigham Creek NoR**”).

(together the “**NoRs**”).

1. The NoRs come within the North West Strategic Package of the broader North West Transport Network project (the “**Project**”) under the Te Tupu Ngātahi Supporting Growth Programme.
2. The Submitter will be directly affected by the NoRs as it owns the properties at 41-43 Brigham Creek, Whenuapai, legally described as Lot 2 DP 538562 (the “**Site**”), parts of which come within the designation boundaries.
3. The Submitter is not a trade competitor of the Requiring Authority for the NoRs and could not gain any advantage in trade competition through this submission.
4. The Submitter is not opposed in principle to the NoRs, and supports the Project, but seeks to ensure that:
 - (a) The detailed design of the works incorporates careful consideration of and facilitates the provision of local road connections from the Site to both Brigham

Creek Road and Māmari Road.

- (b) That a reduced lapse date is applied to both NoRs to ensure the Project is implemented in a timely manner which enables the integration of those works with the redevelopment of the Site.

Reasons for submission

5. The reasons for the submission are as follows:

- (a) Unless the relief sought in this submission is granted, the NoRs will:
 - (a) Not promote the sustainable management of natural and physical resources;
 - (b) Not amount to and promote the efficient use and development of resources;
 - (c) Be inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 (“**RMA**”);
 - (d) Generate significant adverse effects on the environment, and in particular, on the Site; and
 - (e) Not warrant being confirmed by Council under section 171 RMA.

In particular, but without derogating from the generality of the above:

- 6. The Site is subject to Private Plan Change 86 (“**PPC86**”) which has been notified, and is awaiting appointment of independent commissioners to hear submissions. PPC86 seeks to rezone the Site from Future Urban Zone to Residential – Mixed Housing Urban to enable the urban development of the Site.
- 7. The Submitter supports the improvements proposed by the NoRs, which seek to create a 30-metre wide four-lane urban arterial road on both Brigham Creek Road and Māmari Road with separated active mode facilities on both sides.
- 8. The redevelopment of the PPC86 Site is likely to require the provision of road connections to both Brigham Creek Road and Māmari Road. The Submitter has also assumed that a building setback from each road to accommodate future road widening will be required. The Submitter considers that the designations for both roads should

be the subject of conditions expressly requiring consideration and provision for local road connections to the Site in detailed design and implementation of the Project.

9. Notwithstanding the potential synergies between PPC86 and the NoRs in terms of the roading improvements proposed, the approximate timing of construction for the NoRs (being 2028 – 2037 for the Brigham Creek Road NoR and 2028 – 2032 for the Māmari Road NoR) may lead to sub-optimal integration of the Project with the redevelopment of the Site.
10. The Submitter notes that the Whenuapai Structure Plan envisaged that the Site would be ready for redevelopment by 2028, and seeks that the Requiring Authority commit to bringing forward construction of the Project in order to ensure that can occur. For that reason, the Submitter seeks a reduced lapse period for the relevant NoRs.

Relief sought:

11. The Submitter seeks that the NoRs be accepted provided conditions are imposed on the designations to ensure that:
 - (a) A reduced lapse date of 5 years is applied to the NoRs.
 - (b) Requiring that the detailed design of the proposed works incorporates and facilitates the provision of local road connections from the Site to both Brigham Creek Road and Māmari Road.
 - (c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

If the above relief is not accepted, the Submitter seeks that the NoRs be declined.

12. The Submitter wishes to be heard in support of its submission.
13. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.

DATED this 24TH day of April 2023

**41 – 43 BRIGHAM CREEK JOINT
VENTURE** by its solicitors and duly
authorised agents, Ellis Gould



D J Sadler

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509. Auckland 1140, DX CP22003, Auckland. Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention: Daniel Sadler: dsadlier@ellisgould.co.nz

From: [Campbell Barbour](#)
To: [Unitary Plan](#)
Subject: Northwest Auckland NOR"s
Date: Friday, 28 April 2023 3:54:26 pm

Re Joint notification of 19 Separate Notices of Requirement by Auckland Transport and Waka Kotahi NZ Transport Agency to protect routes in Whenuapai, Kumeu, Huapai and Redhills.

This submission is made on behalf of the NZRPG group of companies which includes as it relates to this matter, Westgate Properties 2017 limited, NZRPG management 2017 limited, Westgate Town Centre 2017 limited, Northside Land Holdings Limited, Westgate Town centre limited Apologies for this submission not being received by Monday 24 April, the person responsible for its submission has been ill and its completion was overlooked. We trust that given the short period of lateness a waiver in this instance would not unduly prejudice anyone.

This submission(s) relates to the entire "bundle of 19 NOR's. We record our general support for the overdue provision of adequate roading infrastructure to support the Auckland's Northwest and in particular its growth. We are concerned however about the practical delivery of some of the proposals, the expected timeframe for their delivery and the extent to which they have "future proofed" to provide intergenerational solutions. We expect to join other submitters in response to specific aspects of design and delivery.

Our primary submission at this point in the process relates to the integration of these proposals with existing infrastructure (or lack of it) in particular surrounding the Westgate Town centre. We submit that these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.

The NZRPG group is prepared to be heard in relation to this submission
Our contact is hereunder

Campbell Barbour

General Manager

www.nzrpg.co.nz | ph +64 9 831 0200 | mob 0274 755 188

Level 1, 1a / 7 Maki Street, Westgate Shopping Centre

PO Box 84001, Westgate, Auckland, 0657

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**SUBMISSION ON AUCKLAND TRANSPORT AND WAKA KOTAHI'S NOTICES OF
REQUIREMENT FOR THE NORTH WEST LOCAL, STRATEGIC AND HIF REDHILLS
&TRIG ROAD NETWORK BY KĀINGA ORA HOMES AND COMMUNITIES**

TO: Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1010

Submission via email: unitaryplan@aucklandcouncil.govt.nz

KĀINGA ORA HOMES AND COMMUNITIES (Kāinga Ora) at the address for service set out below makes the following submission on the Notices of Requirement (**NoR**) for the North West Local, Strategic, and HIF Redhills & Trig Road Network (**The Project**) (Requiring Authority – Auckland Transport and Waka Kotahi).

Background

1. Kāinga Ora was established in 2019 under the Kāinga Ora-Homes and Communities Act 2019. Kāinga Ora consolidates Housing New Zealand Corporation, HLC (2017) Ltd and parts of the KiwiBuild Unit. Under the Crown Entities Act 2004, Kāinga Ora is listed as a Crown entity and is required to give effect to Government policies.
2. Kāinga Ora is now the Government's delivery entity for housing and urban development. Kāinga Ora will therefore work across the entire housing spectrum to build complete, diverse communities that enable New Zealanders from all backgrounds to have similar opportunities in life. As a result, Kāinga Ora has two core roles:
 - (a) being a world class public housing landlord; and
 - (b) leading and co-ordinating urban development projects.
3. Kāinga Ora's statutory objective requires it to contribute to sustainable, inclusive, and thriving communities that:

- (a) provide people with good quality, affordable housing choices that meet diverse needs; and
 - (b) support good access to jobs, amenities and services; and
 - (c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.
4. Kāinga Ora is focused on delivering quality urban developments by accelerating the availability of build-ready land, and building a mix of housing including public housing, affordable housing, homes for first home buyers, and market housing of different types, sizes and tenures. In addition to housing, Kāinga Ora has a key interest in critical infrastructure projects to enable housing supply, build-ready land and well-functioning urban environments. Therefore, its interest is across the urban development spectrum.
 5. The public housing portfolio managed by Kāinga Ora in Auckland comprises approximately 30,100 dwellings¹. Auckland is a priority to reconfigure and grow Kāinga Ora housing stock to provide efficient and effective public and affordable housing that is aligned with current and future residential demand in the area, and the country as a whole.
 6. Kāinga Ora has a shared interest in the community as a key stakeholder, alongside local authorities. Kāinga Ora interests lie in the provision of public housing to persons who are unable to be sustainably housed in private sector accommodation, and in leading and co-ordinating residential and urban development projects. Kāinga Ora works with local authorities to ensure that appropriate services and infrastructure are delivered for its developments.
 7. In addition to its role as a public housing provider, Kāinga Ora also has a significant role as a landowner, landlord, and developer of residential housing. Strong relationships between local authorities and central government are key to delivering government's priorities on increasing housing supply.
 8. Kāinga Ora owns land within, adjacent and nearby to the proposed designation subject to this submission.
 9. Policy decisions made at both central and local government level have impacts on housing affordability and community wellbeing. The challenge of providing affordable

¹ As of December 2022; <https://kaingaora.govt.nz/publications/housing-statistics/>

housing will require close collaboration between central and local government to address planning and governance issues to reduce the cost of construction, land supply constraints, infrastructure provisions and capacity as well as an improved urban environment.

10. Kāinga Ora is interested in all issues that may affect the supply and affordability of housing, as well as the well-being of their tenants. This includes the provision of services and infrastructure, and how this may impact on Kāinga Ora existing and planned housing, community development and Community Group Housing (CGH) suppliers.

Wider Context

11. In addition to the above, Kāinga Ora will play a greater role in urban development in New Zealand. The legislative functions of Kāinga Ora, as outlined in the Kāinga Ora Act, illustrate this broad mandate and outline two key roles of Kāinga Ora in that regard:
 - a) initiating, facilitating and/or undertaking development not just for itself, but in partnership or on behalf of others; and
 - b) providing a leadership or coordination role more generally.
12. Notably, the statutory functions of Kāinga Ora in relation to urban development extend beyond the development of housing (which includes public housing, affordable housing, homes for first time buyers, and market housing) to the development and renewal of urban environments, as well as the development of related commercial, industrial, community, or other amenities, infrastructure, facilities, services or works.

The Government Policy Statement on Housing and Urban Development 2021 (“GPS-HUD”)

13. The GPS-HUD sets a direction for housing and urban development in New Zealand. Its overarching vision is that everyone in New Zealand lives in a home and a community that meets their needs and aspirations. The four main things it sets out to achieve are:
 - (a) **Thriving and resilient communities** – the places where people live are accessible and connected to employment, education, social and cultural opportunities. They grow and change well within environmental limits, support our culture and heritage and are resilient.

- (b) **Wellbeing through housing** – everyone lives in a home, whether it’s rented or owned, that is warm, dry, safe, stable and affordable, with access to the support they need to live healthy, successful lives.
- (c) **Māori housing through partnership** – Māori and the Crown work together in partnership so all whānau have safe, healthy, affordable and stable homes. Māori housing solutions are led by Māori and are delivered locally. Māori can use their own assets and whenua Māori to invest in and support housing solutions.
- (d) **An adaptive and responsive system** – Land-use change, infrastructure and housing supply is responsive to demand, well planned and well regulated.

The National Policy Statement on Urban Development (“NPS-UD”) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the “RMAA 2021”)

- 14. The NPS-UD aims to ensure councils better plan for growth and remove overly restrictive barriers to development to allow growth in locations that have good access to services, public transport networks and infrastructure. The NPS-UD’s intensification policies require councils to enable greater heights and densities in areas that are well-suited to growth, such as in and around urban centres and (existing and proposed) rapid transit stops. The RMAA 2021 introduced the Intensification Streamlined Planning Process for tier 1 councils to implement the intensification policies and additionally required these councils to introduce the Medium Density Residential Standards.
- 15. Together, the NPS-UD and RMAA 2021 are intended to ensure New Zealand’s towns and cities are well-functioning urban environments that support housing supply and affordability, accessibility to jobs and services, and emissions reduction.

Scope of Submission

16. The submission relates to the 19 NoR's for the North West Local, Strategic, and HIF Redhills & Trig Road Network Project in their entirety.

The Submission is:

17. Kāinga Ora **supports** the Project and **supports** the NoR's for the Project **in part**, which seeks to undertaken the following works to provide a Rapid Transit Corridor and stations, buses priority lanes and associated walking and cycling facilities²:
- (a) Widening and upgrade the existing corridors on Coatesville – Riverhead Highway, Don Buck Road, Fred Taylor Drive, Māmari Road, Brigham Creek Road, Spedding Road and sections of Hobsonville Road to local arterial and include buses priority lanes and separated cycle lanes and footpaths (**NoR R1, RE1, RE2, W2, W3, W4 and W5**);
 - (b) Widening and upgrade the existing corridors on Trig Road and sections of Hobsonville to a corridor with separated active mode facilities (**NoR W1 and W5**).
 - (c) Construct a new Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations as well as an upgrade to Access Road (**NoR S1, S2, S3, S4, KS and HS**).
 - (d) Construct two arterial transport corridors in Redhills (**NoR 1, 2a, 2b and 2c**)
 - (e) Upgrade and widening the existing Trig Road corridor to an urban arterial corridor (**NoR Trig Road Corridor Upgrade**).
18. This support is subject to the relief Kāinga Ora seeks being granted and matters raised in its submission being addressed.
19. In particular, but without limiting the generality of the above:
- a) Kāinga Ora supports the outcomes derived from the project particularly as they relate to the delivery of regionally significant transportation infrastructure, enhanced accessibility, and the overall improved rapid transport, walking and cycling provision, however support in part the proposed NoR for the Project.

² Refer Section 1 of the AEE for specific details.

Kāinga Ora considers that the Project will support urban growth and intensification objectives along its alignment, contained within the strategic planning documents, including those within the NPS-UD.

- b) Kāinga Ora considers the designation process is appropriate due to the regional significance of the infrastructure proposed and the ability of the designation process to avoid unreasonable delay.
 - c) Kāinga Ora generally supports the proposed conditions of the designation and the use of the mechanisms outlined to avoid, remedy, or mitigate potential adverse effects and to regularly communicate with the community, including but not limited to: the submission of an Outline Plan of Works (OPW), the Stakeholder Communication and Engagement Management Plan (SCEMP), Urban Landscape Design Management Plan (ULDMP), Construction Environmental Management Plan (CEMP), Cultural Monitoring Plan (CMP), Construction Traffic Management Plan (CTMP), Construction Noise and Vibration Management Plan (CNVMP), Construction Noise and Vibration Management Schedule (CNVMS), Historic Heritage Management Plan (HHMP); Ecological Management Plan (EMP), and a Tree Management Plan (TMP).
20. Notwithstanding the general support of the Project, Kāinga Ora considers that further information or details about the project are required. Depending on the outcome of these investigations, there may need to be some changes to designation conditions and/or the design of the project to address the concerns expressed in this submission.

Designation Boundary Review

21. Given the designation is proposed to be in place for 15 years (for the Local, HIF Redhills and Trig Road Network) and 20 years (for the Strategic Network), and given the boundaries are likely to impact future development along the Project alignment for some time (and may lead to unintended consequences as a result), Kāinga Ora requests that a more refined approach is adopted to determining the designation boundary. This would ensure that only the minimum amount of land required is designated (for both construction and operational needs), so that efficient and effective land use is not compromised.
22. Kāinga Ora proposes the incorporation of a periodic review condition where the extent of the designation boundary is reviewed every 12 months following the lodgement of

OPW(s) to ensure this is being refined continually, and that any land no longer required for construction and operation as a result of the refinement exercise shall be uplifted from the designation.

Flooding

23. Kāinga Ora is concerned that the proposed conditions manage flooding at the expense of neighbouring properties. In particular, Kāinga Ora notes that proposed conditions for 'Flood Hazard' would enable an increase in the level of flooding toward adjoining properties. As an example, this condition proposes that a 10% reduction in free board for existing habitable floors is permitted, and an increase in flood levels of 50mm is permitted where there is no existing dwelling (among others).
24. It is of Kāinga Ora opinion that the Project should be required to manage the flooding effects within its own boundary.
25. Kāinga Ora requests that a flood hazard condition is added so that, simply put, the Requiring Authority does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.

Noise and Vibration

Construction Noise and Vibration

26. Kāinga Ora acknowledges that compliance with construction noise and vibration standards are not always practical and supports the management of construction noise and vibration by way of a CNVMP and CNVMS, provided this is in accordance with best practical options and provided the effects of construction noise and vibration are minimised as far as is practical.
27. Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS.

Operational Noise and Vibration

28. It is acknowledged that transport infrastructure is critical to enabling a well-functioning urban environment, and that a degree of noise and vibration emissions are expected. However, it must be recognised that significant noise emissions have potential adverse

effects on surrounding residential environments and the health and well-being of people living nearby. Therefore, Operational Noise and Vibration requires careful consideration to ensure that the effects are appropriately avoided, remediated or mitigated in accordance with Section 16 and 17 of the RMA.

29. Kāinga Ora is concerned that the Project does not fully assess the health effects associated with traffic noise of the Project. While the Project assesses the traffic noise effects in the context of NZS6806, Kāinga Ora is concerned that the standard does not fully capture the potential health effects of a proposal. This was raised within the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network (which in turn took reference and guidance from the Board of Inquiry decision for the Waterview Connection)³ where it was noted that NZS 6806: potentially discounts the adverse cumulative effects of elevated noise on recipients; inadequately addresses those parts of s.5 (2)(c) of the RMA concerned with avoiding, remedying and mitigating adverse effects; does not engage those parts of Section 7 of the RMA concerned with amenities and the quality of the environment likely to be of concern to impacted persons; and inadequately addresses Section 16 of the RMA (among others).
30. Kāinga Ora notes that Auckland Transport identifies that activities subjected to an operational noise level of 55 dB LAeq require mitigation to address potential adverse health effects. Kainga Ora requests a condition requiring operational noise levels to not exceed 55 dB LAeq beyond the boundaries of the designation or, where exceeded at a sensitive receiver, mitigation is provided.
31. This operational noise level was the baseline utilised within Auckland Transport's Acoustic Expert Evidence by Claire Drewery for Private Plan Change 51 (**PPC51**)⁴, who considered that there are adverse health effects in relation to road traffic, referencing both the World Health Organisation (WHO) Environmental Noise Guidelines for the European Region (2018) and enHealth's The Health Effects of Environmental Noise (2018). The WHO's guidelines are (in part) copied below:

WHO guidelines for Community Noise 1999 states the following in relation to dwellings

³³ Refer paragraph 229 of the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network dated 20 April 2022

⁴ Paragraphs 6.7 and 6.9 of Statement of Evidence of Claire Drewery on behalf of Auckland Transport – Acoustic, dated 24 August 2021 for Private Plan Change 51 – Drury 2 Precinct.

[page xiii]

... The effects of noise in dwellings, typically, are sleep disturbance, annoyance and speech interference. For bedrooms the critical effect is sleep disturbance. Indoor guideline values for bedrooms are 30 dB LAeq for continuous noise and 45 dB L_{Amax} for single sound events. Lower noise levels may be disturbing depending on the nature of the noise source. At night-time, outside sound levels about 1 metre from facades of living spaces should not exceed 45 dB LAeq, so that people may sleep with bedroom windows open. This value was obtained by assuming that the noise reduction from outside to inside with the window open is 15 dB. To enable casual conversation indoors during daytime, the sound level of interfering noise should not exceed 35 dB LAeq. To protect the majority of people from being seriously annoyed during the daytime, the outdoor sound level from steady, continuous noise should not exceed 55 dB LAeq on balconies, terraces and in outdoor living areas. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound level should not exceed 50 dB LAeq. Where it is practical and feasible, the lower outdoor sound level should be considered the maximum desirable sound level for new development.

WHO Environmental Noise Guidelines for the European Region (2018) states the following

[page xiii]

Environmental noise is an important public health issue, featuring among the top environmental risks to health. It has negative impacts on human health and well-being and is a growing concern among both the general public and policy-makers in Europe.

[page xvi]

For average noise exposure, the Guideline Development Group (GDG) strongly recommends reducing noise levels produced by road traffic below 53 decibels (dB) L_{den}, as road traffic noise above this level is associated with adverse health effects.

Based on the above, Ms Drewery adopted 55 dB LAeq_(24 hour) as the noise level above which potential health effects could occur and made subsequent recommendations for

PPC51. Kāinga Ora considers that it is appropriate that a similar baseline is utilised for the Project.

32. Kāinga Ora considers that it is appropriate that the Requiring Authority is incentivised to ensure that such measures are undertaken to reduce noise and vibration at source, while at the same time utilising the AUP to manage those effects that cannot be controlled at source, if required.
33. Kāinga Ora submits that there would be a number of advantages with minimising noise and vibration at source that should provide benefits to future residents in surrounding urban areas, namely the ability for existing and future occupants to enjoy greater amenity outside their dwellings. While acoustic attenuation could be an appropriate response to address a health or amenity issue, any reduction of noise (or vibration) at source would enable future residents to enjoy their outdoor living areas, rather than being 'locked-up' in their homes.
34. At the same time, Kāinga Ora submits that there may be circumstances whereby existing dwellings that experience increased exposure to noise and vibration require further mitigation in the form of building modifications, including but not limited to wall insulation, double glazing, forced ventilation and temperature controls. Kāinga Ora would like to discuss this aspect with the Requiring Authority.
35. Kāinga Ora is concerned that the conditions as drafted are not user friendly, are over complicated and would be difficult to understand for adjoining landowners. Kāinga Ora requests that the conditions are simplified for the benefit of adjoining land owners.
36. Kāinga Ora supports the application of structural mitigation measures (low noise and vibration road surfaces, acoustic barriers insulation, where appropriate) to all roads within the NoR. However, it is sought that where mitigation is applicable along the alignment of the Project, that this offer for mitigation shall stay in perpetuity (i.e. not be limited to three months), until an offer has been taken up, in the interests of natural justice and mitigating adverse health effects for future occupiers.
37. Kāinga Ora requests that the condition for Low Noise Road Surface is amended to require the use of low noise and vibration road surfaces, such as an Asphaltic mix surface, for all road surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective.

Other Items

Validity of Advice Note – Designation Boundary

38. Kāinga Ora has concerns with the validity of the advice note associated with condition associated with the UDLMP, which states that a front yard setback is not required from the designation boundary as the designation is not specifically proposed for road widening purposes. It would appear to Kāinga Ora that the proposal is, at least in part, for road widening to accommodate the Project. A designation cannot modify a rule in the plan, and it is expected that the Council are likely to require the front yard to be taken from the designated boundary which would potentially result in unintended consequences along the alignment of the Project, and compromise efficient land use and development along the Projects alignment.

Designation Review

39. The proposed designation conditions include a requirement for the Requiring Authority to review the designation within 6 months of completion of construction or as soon as otherwise practicable. While Kāinga Ora generally supports this notion and the intent to do this as soon as is practical, Kāinga Ora considers that the condition should also include a requirement for the Requiring Authority to provide the land in a suitable state once the land is relinquished from the designation and surrendered, in agreement with the property owner.

Relief Sought

40. Kāinga Ora seeks the following further actions regarding the NoR:
- (a) That the Requiring Authority adopts a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing.
 - (b) That the Requiring Authority undertakes an assessment of the health and safety effects of the operational traffic noise prior to the hearing.
 - (c) That the design of the Project is updated to incorporate the full suite of recommendations contained within (a) and (b) above, or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.

41. Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR:
- (a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes required and the OPW should demonstrate how safe alternative access will be provided.
 - (b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.
 - (c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority.
 - (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up.
 - (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
 - (f) That the Designation Review condition should be amended to:
 - (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and
 - (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.
 - (g) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out herein.

- (h) Any other alternative or consequential relief to give effect to this submission.
42. In the absence of the relief sought, Kāinga Ora considers that the NoR:
- (a) is contrary to the sustainable management of natural and physical resources and is otherwise inconsistent with Part 2 of the Act;
 - (b) will compromise urban development outcomes;
 - (c) will in those circumstances impact on the ability of people and communities to provide for their social, economic and cultural wellbeing.
43. Kāinga Ora does not consider it can gain an advantage in trade competition through this submission.
44. Kāinga Ora wishes to be heard in support of its submission.
45. If others make a similar submission, Kāinga Ora would be willing to consider presenting a joint case with them at hearing.

Dated this 11th Day of May 2023



Jennifer Chivers on behalf of

Brendon Liggett

Manager – Development Planning
Kāinga Ora Homes and Communities

ADDRESSES FOR SERVICE:

Kāinga Ora – Homes and Communities

PO Box 74598

Greenlane, Auckland

Attention: Jennifer Chivers

Email:

developmentplanning@kaingaora.govt.nz

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Rizheng Zeng

Organisation name:

Full name of your agent:

Email address: mizeng23@gmail.com

Contact phone number:

Postal address:
34 Memorial Park Lane
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Access Road (NoR S4)

The specific provisions that my submission relates to are:
NOR W3 - Bringham Creek Road NOR W5 - Hobsonville Road

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

The roads are already too busy for motor vehicles alone causing major delays at times, there is no room for active mode facilities.

I or we seek the following recommendation or decision from Auckland Council:

Extend these roads to accommodate greater traffic flows for motor vehicles would be actually helpful for residents in the area.

Submission date: 28 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Loretta Ray RADICH

Organisation name:

Full name of your agent:

Email address: loretzpalms@gmail.com

Contact phone number: 0274794843

Postal address:
183 Brigham Creek Road
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Brigham Creek Road (NoR W3)

The specific provisions that my submission relates to are:
North West Local Network: Brigham Creek Road (Auckland Transport. Project W3 in North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

I loretta and Ray Radich owner of 183 Brigham road with exciting operations on this land oppose this upgrade of the Brigham Creek Road corridor with separated active mode facilities. This should be moved and line up on other side on brigham creek road where there is no buildings exciting at this time or future. Phone 0274794843

I or we seek the following recommendation or decision from Auckland Council:

I loretta and Ray Radich owner of 183 Brigham road with exciting operations on this land oppose this upgrade of the Brigham Creek Road corridor with separated active mode facilities. This should be moved and line up on other side on brigham creek road where there is no buildings exciting at this time or future. Phone 0274794843

Submission date: 3 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Cheng Chang

Organisation name:

Full name of your agent:

Email address: morris.chang502@gmail.com

Contact phone number:

Postal address:

Whenuapai
AK 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Brigham Creek Road (NoR W3)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:
Please make it happen

I or we seek the following recommendation or decision from Auckland Council:
the decision is we support this.

Submission date: 4 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland 1010

This submission by Spark is specifically in regard to the Southern Cross International Cable Network that will be affected by several Notices of Requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North-West Auckland as identified below.

Spark, along with other telecommunications network utility operators, has also made a joint submission pertaining to the inclusion of a Network Utility Management Plan condition and condition obligating the requiring authority to consult network utility operators over future requirements as part of detailed design, for these and other Notices of Requirement for transport projects in North-West Auckland.

The Proposal:

This is a submission on the following Notices of Requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North West Auckland:

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

Spark is not trade competitor for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to the Southern Cross International Cable Network (Southern Cross Cable).

Spark's submission is that:

Spark has no position on the overall North-West Auckland package of transport projects but seeks to ensure that their existing cable infrastructure in the project corridors is adequately addressed.

Spark is lodging this submission to seek more specific protective measures for the Southern Cross Cable.

Spark opposes the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

Southern Cross Cable

The Southern Cross international cable is one of a small number of international cable systems connecting New Zealand to the World. Spark estimates that that 98% of New Zealand's connectivity to the World in regard to communications, data transfer and the internet is via international submarine cables. The Southern Cross Cable has two landing points at Muriwai on the west coast and Takapuna on the east coast. It has two cable landing stations critical to its function located at Brigham Creek Road in Whenuapai and Akoranga Drive in Northcote, connected by terrestrial cables and some inshore submarine cable crossings in the upper Waitemata Harbour.

The cable system is nationally significant infrastructure. The cable is located in a number of roads affected by the proposed designations and traverses the proposed alternative state highway designation footprint. The Whenuapai Cable Station is also located immediately adjacent to Brigham Creek Road which is subject to a proposed designation. It is critical that the Southern Cross Cable, and Cable Station at Brigham Creek Road, are protected and practical access is retained during construction and any ongoing maintenance work. Plans showing the Southern Cross Cable route are attached below. KMZ files can be provided upon request.

Spark provided affected party approval to Waka Kotahi's SH16 Stage 2 Safety Improves Project subject to a number of conditions in regard to works around the cable. For the current Notices of Requirement, Spark is seeking that equivalent restrictions be included as designation conditions.

Key to the outcomes Spark is seeking is to ensure they are adequately consulted by the requiring authorities over effects on Southern Cross Cable infrastructure. It is noted that the Brigham Creek Road proposed designation overlaps onto the Cable Station site. The Cable Station is a Spark designated site and will retain designation priority where there is an overlap. Any works in this area will require particular care so the cable connections into the Cable Station are not adversely affected.

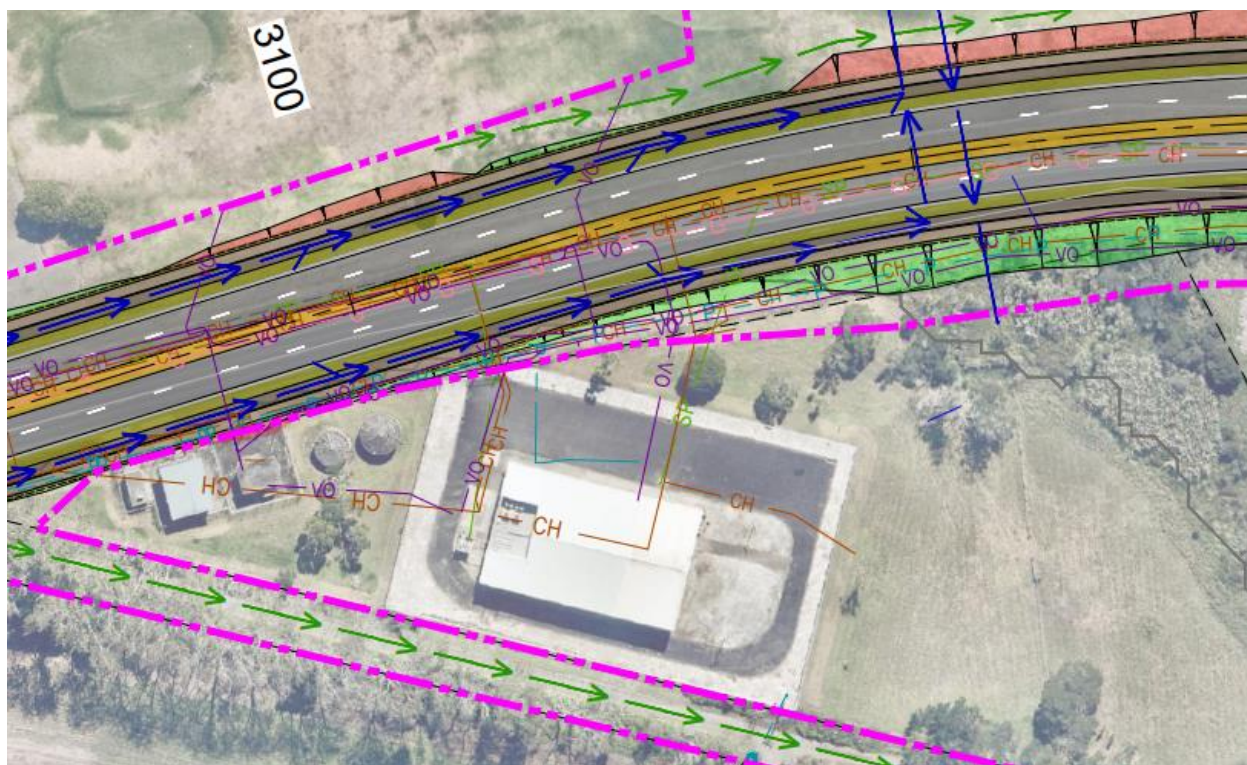


Figure 1: Proposed Auckland Transport designation (Pink line) shown encroaching onto Spark cable station designated site.

The Assessment of Environmental Effects for each Notice of Requirement sets out the relevant utility providers who have assets within and around the proposed designations. This specifically includes Spark in regard to the Southern Cross Cable Network, in four of the Notices of Requirement as identified below.

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)

However, the following Notices of Requirement do not acknowledge the Southern Cross Cable:

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

It is important that the designation conditions properly acknowledge and protect the Southern Cross Cable on each proposed designation.

Spark seeks the following decision from the Requiring Authority:

Add new conditions to each Notice of Requirement (as outlined above) as follows (or conditions of like effect):

XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated..

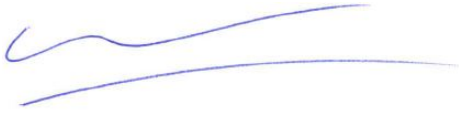
XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times

XX: The contactor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.

XX: Spark shall be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.

XX: The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.

Spark wish to be heard in support of its submission.



**Signature of submitter
(Chris Horne, authorised agent for Spark)**

Date: 18 April 2023

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

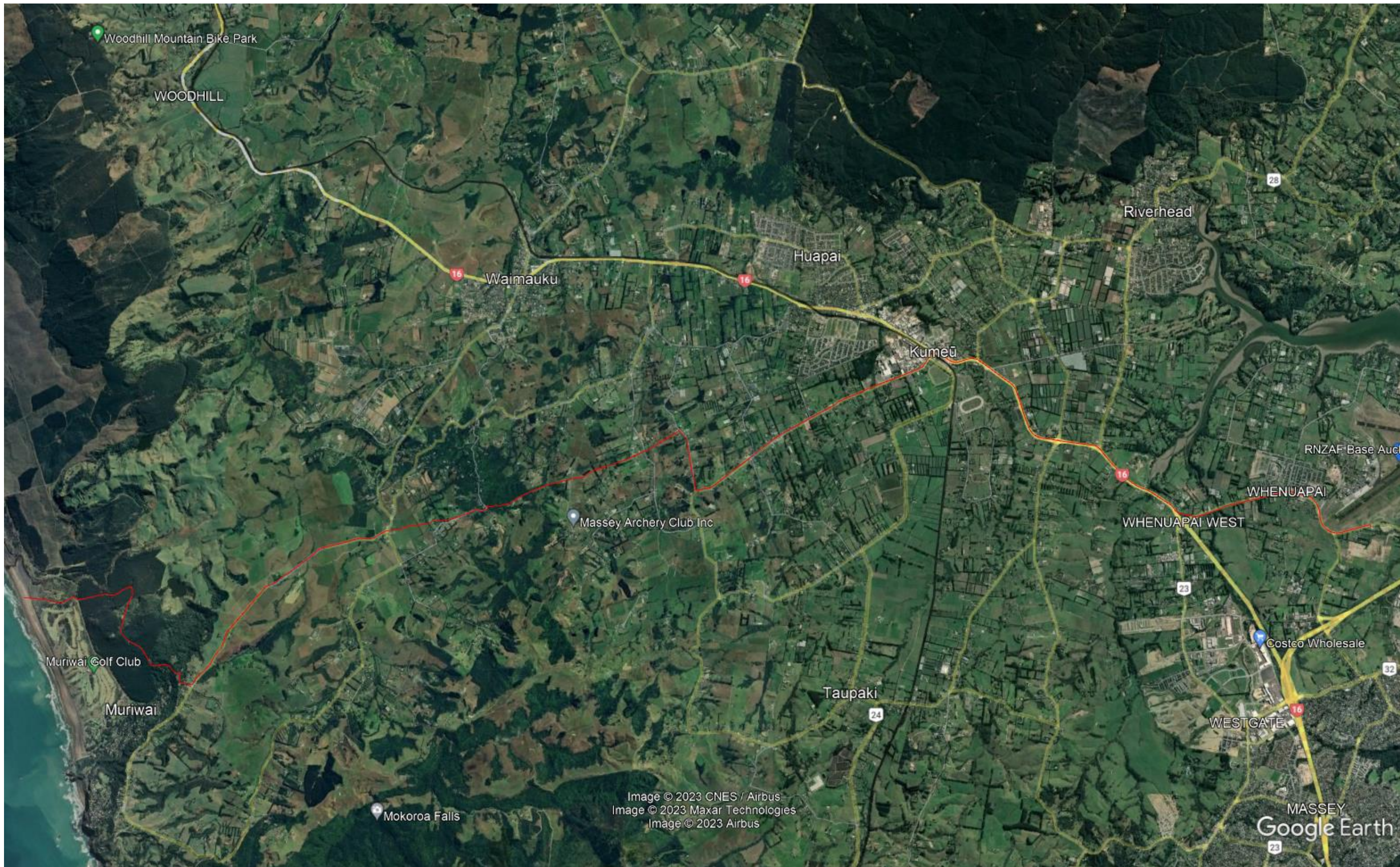


Figure 2: Muriwai Beach - Whenuapai Cable Station (in red) (Source: Google Earth)

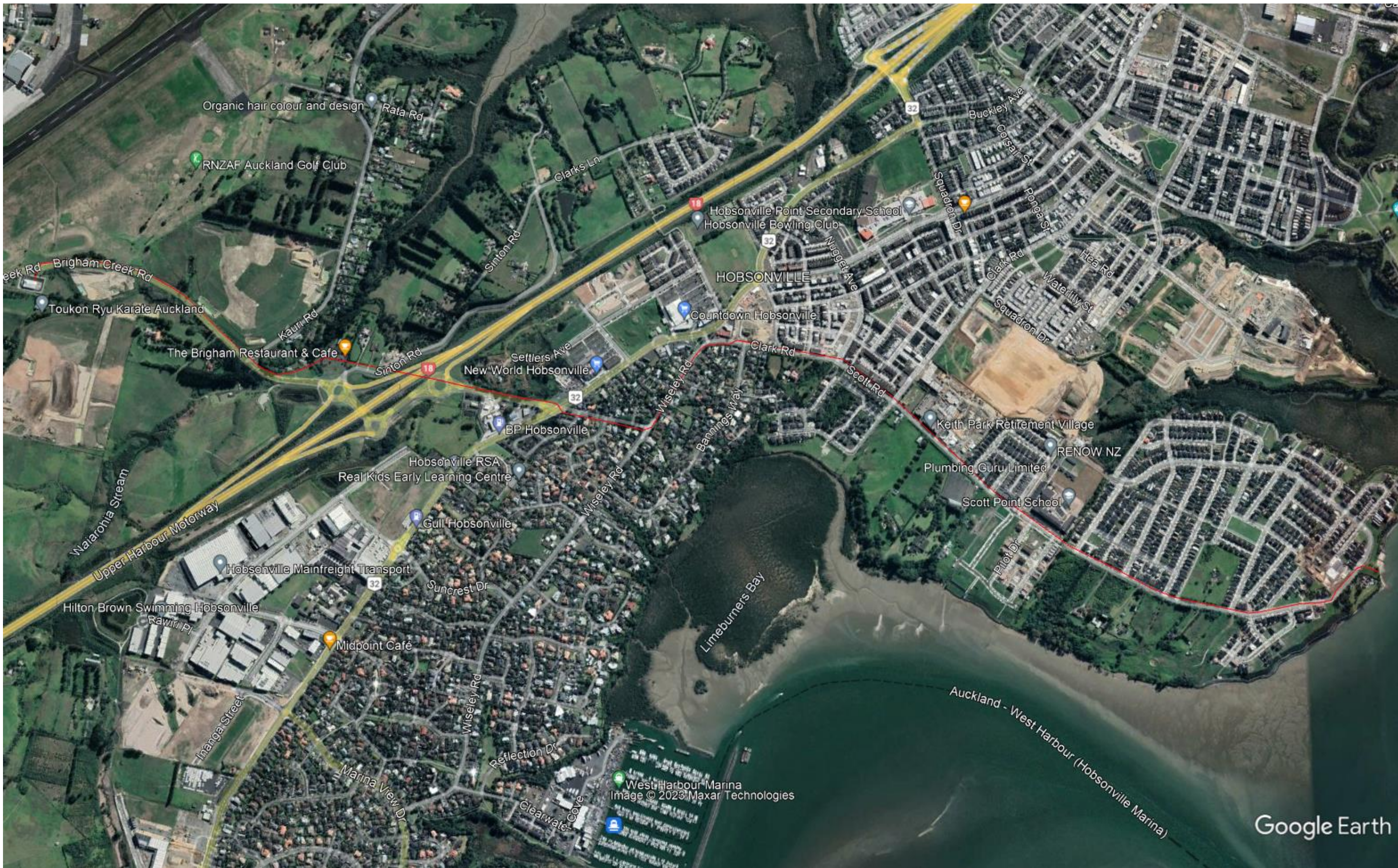


Figure 3: Whenupai Cable Station - Scott Point (in red) (Source: Google Earth)

Submission on Requirement for Designation lodged by Te Tupu Ngātahi Supporting Growth Alliance in respect of North West Transport Network Upgrades

Sections 168, 169 and 181, Resource Management Act 1991

To: Auckland Council
Address: Attn: Planning Technician
Private Bag 92300
Auckland 1142
Email: unitaryplan@aucklandcouncil.govt.nz

Submitter: New Zealand Defence Force
Contact Person: Lucy Edwards, Senior Statutory Planner

Address for Service: New Zealand Defence Force

Phone: +64 22 121 5440
Email: lucy.edwards@nzdf.mil.nz

Background

This is a submission on various Notices of Requirement (NoR) lodged by Te Tupu Ngātahi Supporting Growth Alliance (SGA) on behalf of both Auckland Transport and Waka Kotahi.

The purpose of the NoRs is to provide route protection for various transport corridors in Auckland's North West. The proposed designations seek to enable upgrades to the existing road and state highway networks, safety improvements and new road connections.

Of the 19 NoR packages lodged, the following are the subject of this submission:

- North West Local Network: Trig Road
- North West Local Network: Mamari Road
- North West Local Network: Brigham Creek Road
- North West Local Network: Spedding Road

Auckland Transport is the applicable Requiring Authority for all of these packages.

The New Zealand Defence Force (NZDF) operates the RNZAF Base Auckland (Base Auckland) at Whenuapai, located within, directly adjacent to or in proximity to the areas to be designated for route protection by way of these NoRs.

Base Auckland is a significant Defence facility, of strategic importance regionally, nationally and internationally. Ensuring that this facility can continue to operate to meet Defence obligations under the Defence Act 1990 is critical. These obligations include the defence of New Zealand, the provision of assistance to the civil power either in New Zealand or elsewhere in times of emergency, and the provision of public service when required. Base Auckland is essential in achieving these obligations. RNZAF Base Auckland is designated within the Auckland Unitary Plan (AUP) for 'Defence purposes (as defined by section 5 of the Defence Act 1990) – air base' (Designation Number 4310).

NZDF does not oppose the NoRs in principle and recognises the importance of an integrated, well-planned and future-proofed transport network. However, NZDF wants to ensure that the route protection (and associated future works enabled through any Outline Plan process pursuant to section 176A of the RMA) are appropriate and do not compromise the safe and efficient operation of Base Auckland.

The NoR documentation sets out that NZDF was engaged with prior to lodgement of the NoRs. Although initial discussions took place, the NoRs were lodged before all of NZDF's concerns had been addressed. NZDF has residual concerns relating to the effect that the NoRs would have on Base Auckland that it would like to work through with the SGA, prior to the designations being confirmed.

Concerns with the proposals include bird strike risk from dry ponds, rain gardens and wetlands proposed to be constructed or upgraded within the designated areas. Bird strike is a significant safety risk at Base Auckland and NZDF requires further clarification on how bird strike risks will be avoided or mitigated. Lighting effects on Base Auckland from new lighting within the proposed transport corridors will also need to be appropriately managed, along with any effects from construction activities on the NZDF landing lights. No permanent structures or construction machinery should exceed the Obstacle Limitation Surface for Base Auckland as shown on the planning maps in the Auckland Unitary Plan.¹

Further, NZDF appreciates that the SGA has sought to minimise encroachment of the proposed designation footprints on NZDF land through the development of the designs to date. However, the NoRs still require the use of parts of NZDF land for the proposed roading upgrades. NZDF is therefore seeking further clarification as to how the effects on NZDF resulting from this encroachment will be mitigated.

NZDF acknowledges that the NoRs are being lodged to secure route protection and that detailed design is yet to be developed. As a result, many of the potential effects on Base Auckland identified above cannot be accurately assessed at this time. NZDF is therefore seeking that a condition is included on the designations that states that: *detailed design will be developed, and land ownership arrangements finalised, in consultation with the New Zealand Defence Force, in order to ensure that future works are undertaken in a manner that do not compromise the safe and efficient operation of Base Auckland.*

NZDF **could not** gain an advantage in trade competition through this submission.

NZDF **wishes to be heard** in support of this submission.

If others make a similar submission, **we will consider** presenting a joint case with them at the hearing.



Person authorised to sign
on behalf of New Zealand Defence Force

Date 18/04/22

¹ Refer to designation 4311, Whenuapai Airfield Approach and Departure Path Protection.



FORM 21

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification under Section 168A, 169, 181, 189A, 190 and 195A of the Resource Management Act 1991.

Submission on Te Tupu Ngātahi – North West Local Network: Brigham Creek Road

To: Te Tupu Ngātahi – Supporting Growth Alliance ('Te Tupu Ngātahi')

Name of submitter: **Te Tāhuhu o te Mātauranga | Ministry of Education ('the Ministry')**

Address for service: Eden 5, Level 3/12-18
Normanby Road
Mount Eden
Auckland 1011

Attention: Gemma Hayes

Phone: +64 963 80294

Email: gemma.hayes@education.govt.nz

This is a submission on Te Tupu Ngātahi's Notice of Requirement for North West Local Network: Brigham Creek Road.

Background

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.



The Ministry is therefore a considerable stakeholder in terms of activities that may impact existing and future educational facilities and assets the Auckland region.

The Ministry of Education’s submission is:

Under the Resource Management Act 1991, decision makers must have regard to the health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment.

Through its delivery partner, Te Tupu Ngātahi, Waka Kotahi NZ Transport Agency and Auckland Transport have lodged a Notice of Requirement (NoR) for corridor upgrades in Whenuapai (see Figure 1). The Project’s NoR application supports the wider North West Local Arterial Network Assessment Package, which consists of the future expansion and upgrade of transport corridors in Whenuapai, Redhills and Riverhead. The Project provides for the widening and upgrade of the existing Brigham Creek Road corridor from a 20 metre wide road to a 30 metre wide four-lane arterial with separated active mode facilities on both sides of the corridor.

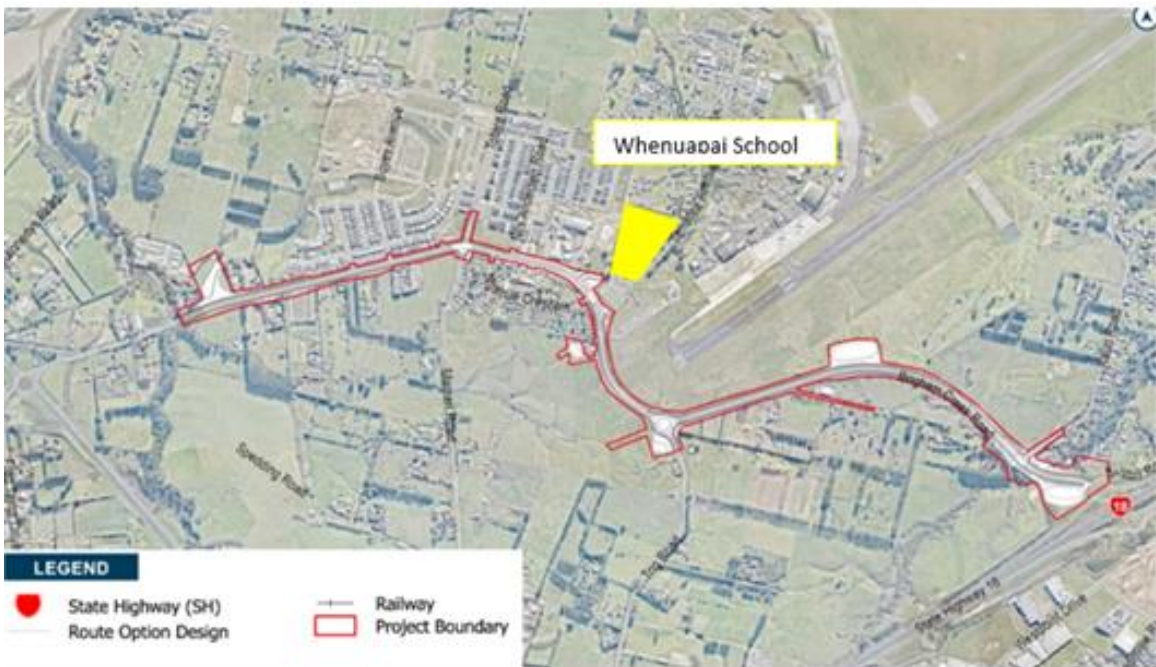


Figure 2: Project Overview

The Ministry broadly supports the Project’s aim to enable better public and active modes of transportation. However, Whenuapai School is located 10m back from the proposed designation. The Ministry seeks for potential heavy construction traffic effects on the safety of students at Whenuapai

School to be appropriately addressed and managed and the school is engaged with prior to the start of construction. The Ministry's specific concerns are outlined below.

Walking and cycling provisions

The Ministry strongly supports the provision of separated walking and cycle lanes along Brigham Creek Road to provide safe access to Whenuapai School and the wider network. Separated cycleways are likely to encourage the uptake of active modes and improve the safety of students and staff commuting to school. Encouraging mode shift will provide significant health benefits for students and staff and ultimately reduce traffic generation at pick up and drop off times. Whenuapai School should be well serviced by safe and accessible pedestrian and cycling links and it is considered that the proposed upgrades will provide adequate cycling and walking infrastructure.

Construction Traffic Effects

No details have been provided on the volume of truck movements that will pass the school. The Ministry is concerned with the potential high volume of large truck movements that could pose a threat to students walking and cycling to school, or students getting out of cars at peak pick-up and drop-off times. Larger trucks also reduce the visibility to other drivers of students on the road.

Te Tupu Ngātahi has stated that a Construction Traffic Management Plan (CTMP) will be prepared prior to the start of construction, which will include details on how to manage heavy construction traffic including specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools. The Ministry supports the establishment of this under the proposed CTMP condition. However, the proposed CTMP condition does not specifically outline these details to be included in the CTMP. The Ministry appreciates Te Tupu Ngātahi's willingness to prioritise student safety during construction and proposes amendments to the proposed CTMP condition to list the details that must be included in the CTMP to improve student safety during construction.

The Ministry's requested amendments to this condition include details on how all heavy construction vehicles must avoid Whenuapai School during before-school and after-school times (during term time) to maintain a safe environment for students to walk and cycle to school. The Ministry also requests that truck drivers are briefed on maintaining safe speeds around schools.

Bus access

While we assume each intersection is designed to the correct roading design standards that allow for appropriate vehicle tracking, the Ministry seeks that Tamatea Avenue and Airport Road intersection with Brigham Creek Road allows for bus tracking in and out of the road safely (the school may use double decker buses in the future).



Decision sought

The Ministry is neutral on the NoR. However, if the consent authority are minded to confirm the Notice of Requirement, the Ministry requests the following relief and any consequential amendments required to give effect to the matters raised in this submission.

1. The Ministry seeks the following relief for the proposed CTMP condition:

A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.

- (a) *The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:...*
 - iii. *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 or to manage traffic congestion*
 - a. *How heavy vehicles must avoid travelling along Brigham Creek Road (between Trig Road and Joseph Mc Donald Drive) during before-school and after-school travel times (between 8.15am - 9.10am and 3.00pm -3.30pm) during term time. Engagement should be undertaken with the Whenuapai School prior to construction to confirm the restricted times still reflect the school's peak before-school and after-school travel times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicles movements must also avoid these schools at their peak before-school and after-school travel times.*
 - b. *Details of consultation (including outcomes agreed) with the applicant and Whenuapai School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.*
 - c. *Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past the school, and to look out for school children and reversing vehicles at all times.*

Should you wish to discuss any aspect of this feedback, please do not hesitate to contact the undersigned as a consultant to the Ministry.

The Ministry wishes to be heard in support of its feedback.



Gemma Hayes

Ministry of Education

Date: 19 April 2023

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) _____

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Telephone:

029 666 8330

Fax/Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Brigham Creek Road (NoR W3)

The specific parts of the above notice of requirement that my submission relates to are: (give details):

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

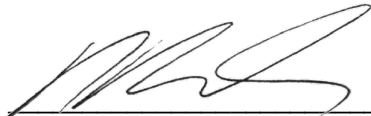
I or we are neutral to the Notice of Requirement

The reasons for my views are:

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Submission on a Requirement for a Designation or an Alteration to a Designation

To: Auckland Council
Attn: Planning Technician
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

SUBMITTER DETAILS

Name of Submitter: Oyster Capital Limited (“Oyster”)

1. Oyster makes this submission on a new designation for the upgrade of the Brigham Creek Road corridor with separated active mode facilities (“**NoR W3**”) lodged by Auckland Transport to the Auckland Unitary Plan – Operative in Part (“**AUP**”) in accordance with Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act (“**RMA**”) 1991 as follows.
2. Oyster could not gain advantage in trade competition through this submission.
3. Oyster is directly affected by the effects of the subject matters of the submission that –
 - a. Adversely affects the environment; and
 - b. Do not relate to trade competition or the effects of trade competition.
4. Oyster wishes to be heard in support of their submission.
5. If any other submitters make a similar submission, Oyster will consider presenting a joint case with them at a hearing.

OVERVIEW OF OYSTER

6. Oyster is a proudly New Zealand owned company specialising in the predevelopment and development of land for both residential and commercial property projects across New Zealand. Oyster was formed in 2003, has since continuously and successfully delivered a number of master-planned greenfield residential subdivisions, including residential developments in Whenuapai, Beachlands and Bishop Hill.
7. Oyster has an interest in the North West Local Network that is greater than the interest of the general public. Oyster was the Applicant of a recently approved Private Plan Change (“**PC 69**”) for the ‘Spedding Block Precinct’ which sought to rezone approximately 52 hectares of land at 23-27 & 31 Brigham Creek Road and 13 & 15-19 Spedding Road, Whenuapai from Future Urban Zone to Business – Light Industry Zone under the AUP.
8. The Spedding Block Precinct requires the transport infrastructure identified on I1.9.3 Precinct Plan 3 (Required transport infrastructure upgrades) to be constructed, prior to the occupation of any new buildings or Council issuing s224(c) certificate for subdivision.
The required transport infrastructure upgrades (Precinct Plan 3) are included in **Attachment 2**, and includes the upgrade of Brigham Creek Road along the Precinct frontage, among other transport upgrades including the Spedding Road extension to Brigham Creek Road.

9. Oyster Capital have lodged an application to carry out bulk earthworks across approximately 25.3ha of the Spedding Block Precinct area, as well as a subsequent resource consent application to enable Oyster to undertake Stage 1 of the Spedding Block development, this includes the subdivision of the site, creation of roads, and associated works (transport and infrastructure upgrades, earthworks and streamworks). Oyster has full control over the land that is the subject to the aforementioned applications, either by way of direct ownership of land, unconditional sale and purchase agreements, or by agreement with adjoining land owners for works to be undertaken on their land.
10. For the reasons given above, Oyster has an interest in the NoR W3 that is greater than the interest of the general public, given the proximity of Oyster's landholdings on Brigham Creek Road adjacent to NoR W3 and the Spedding Block Precinct area. It is considered that NoR W3 has the potential to give rise to adverse effects on the environment that would directly affect Oyster.

SCOPE OF SUBMISSION

11. Oyster generally supports the purpose and intent of the North West Local Network as they would support the future urbanisation and development of Whenuapai.
12. However, Oyster **opposes** NoR W3 for reasons which include but are not limited to those given in **Attachment 1** of this submission. The relief sought by Oyster is also set out in **Attachment 1** of this submission.

Address for Service:

Barker & Associates Limited
Attn: Nick Roberts

PO Box 1986

Shortland Street

Auckland 1140

Contact Number: 029 666 8330

Email: nickr@barker.co.nz

Copied to:

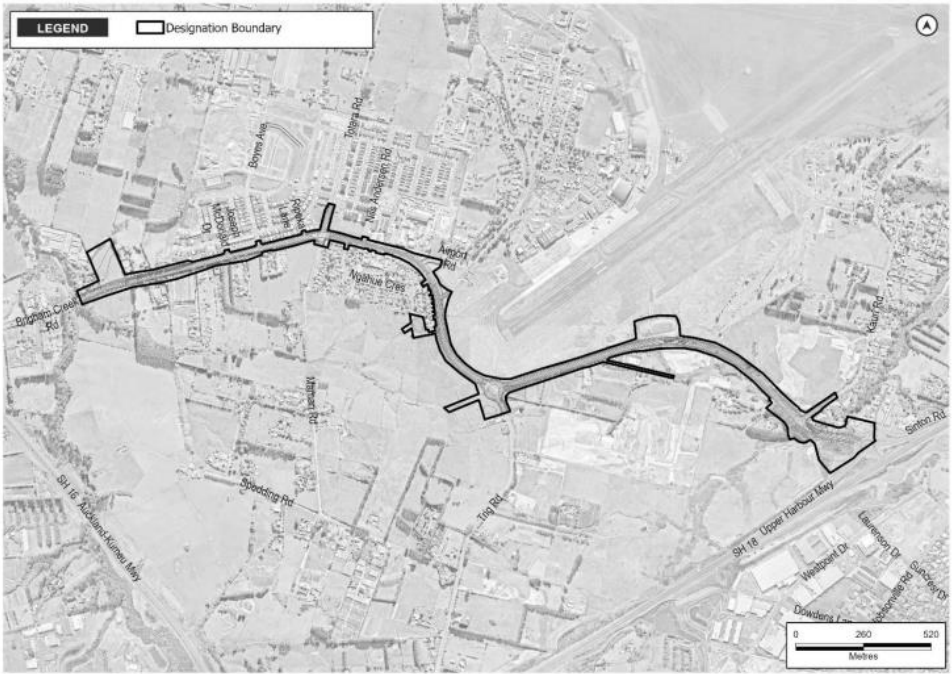
Oyster Capital Limited
c/- Andrew McCarthy, Planning and Development Manager
Email: andrew@oystercapital.co.nz

Attachment 1: Oyster submissions on NoR W3: New designation for the Brigham Creek Road corridor with separated active mode facilities (Auckland Transport)

NoR W3 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
Extent of NoR W3 designation boundary	<p>Oyster opposes the extent of the proposed designation boundary. The proposed designation boundary extends further than the anticipated extent of works.</p> <p>NoR W3 allows for a large strip of land to the south of the proposed physical extent of the Brigham Creek Road upgrade to be included within the designation. The designation boundary along the southern side of Brigham Creek Road varies in width greatly, between approximately 12m and approximately 23m. This is considered to be unnecessary and has the consequential effect of significantly limiting the future development potential and opportunities for the affected land which in Oyster’s view does not represent the sustainable use and development of a natural and physical resource and would not meet the purpose of the Resource Management Act 1991.</p> <p>The designation is to provide for the new physical road extents (which varies between ~5.0 and ~9.3m), batter slopes (which vary but can be up to 8.0m in width) and a nominal width to enable construction to occur. Oyster notes that a significant portion of the setback distance is required to accommodate the expected batter slopes (rather than the physical future road). Alternative land modification solutions (such as construction of retaining walls) could reduce land take requirements.</p> <p>Oyster understands that additional land is required within the designation, for construction purposes, however this area extends further than the extent of works, and therefore the designation should be amended to show two areas of land, the extent of land required for the operational road reserve, and the extent of land required for construction of the road. Once operational, the designation should be</p>	Oppose	<p>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).</p> <p>Remove the designation from the land once the road is constructed and operational, including if the road is constructed ahead of the anticipated delivery timeframe by a developer.</p>

NoR W3 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
	removed from the land, including if an Applicant constructs the road to the standard specified earlier than anticipated.		
Proposed Condition 3. Designation Review	<p>Oyster support proposed Condition 3. Designation Review, requiring Auckland Transport to review the extent of the designation within 6 months of Completion of construction or as soon as otherwise practicable, and the removal of those areas of designated land no longer required:</p> <p>Condition 3. Designation Review</p> <p><i>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</i></p> <p><i>(i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and</i></p> <p><i>(ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</i></p>	Support in Part	Retain Proposed Condition 3. Designation Review as it is currently worded.
Schedule 1 of the proposed conditions	Oyster opposes the extent of the proposed designation boundaries as shown on the concept plan within Schedule 1 of the proposed conditions for the reasons set out above.	Oppose	Amend the extent of the proposed designation boundary of the Brigham Creek Road corridor, relating to 23-27 and 31 Brigham Creek Road, Whenuapai, to reflect the extent of land required for what will be constructed.

NoR W3 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
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Proposed condition 16

Oyster opposes proposed condition 16 of NoR W3, which allows construction 24 hours a day, 7 days a week. Given the estimated construction period, it is considered reasonable that residents in the area (both existing and future residents) are provided some respite from construction activities.

Oppose

Amend proposed condition 16 as follows (deletions as ~~strike through~~ and additions as **bold underlined**):

16. Construction Noise Standards

NoR W3 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
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(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

Day of week	Time period	LAeq(15min)	LAFmax
Occupied activity sensitive to noise			
Weekday	0630h	55 dB	75 dB
	-	70 dB	85 dB
	0730h	65 dB	80 dB
	-	45 dB	75 dB
	1800h		
	1800h		
	-		
	2000h		
	2000h		
	-	0630h	

NoR W3 Aspect	Submission / Reasons	Support / Oppose	Relief Sought			
			Saturday	0630h - 0730h 0730h - 1800h 1800h - 2000h 2000h - 0630h	55 dB 70 dB 45 dB 45 dB	75 dB 85 dB 75 dB 75 dB
			Sunday and Public Holidays	0630h - 0730h 0730h - 1800h 1800h - 2000h	45 dB 55 dB 45 dB 45 dB	75 dB 85 dB 75 dB 75 dB

NoR W3 Aspect	Submission / Reasons	Support / Oppose	Relief Sought																
			<table border="1"> <tr> <td></td> <td>2000h - 0630h</td> <td></td> <td></td> </tr> <tr> <td></td> <td><u>N/A – no works</u></td> <td></td> <td></td> </tr> <tr> <td colspan="4" style="text-align: center;">Other occupied buildings</td> </tr> <tr> <td>All</td> <td>0730h - 1800h 1800h - 0730h</td> <td>70 dB 75 dB</td> <td></td> </tr> </table>		2000h - 0630h				<u>N/A – no works</u>			Other occupied buildings				All	0730h - 1800h 1800h - 0730h	70 dB 75 dB	
	2000h - 0630h																		
	<u>N/A – no works</u>																		
Other occupied buildings																			
All	0730h - 1800h 1800h - 0730h	70 dB 75 dB																	
Proposed Condition 24	<p>Oyster generally supports Proposed Condition 24. Low Noise Road Surface, however do not support clause (a) which specifies that the condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).</p> <p>The Auckland Council Whenuapai Structure Plan (please refer to snip at Figure 1 below) has identified land north of Brigham Creek Road as future medium density and high density residential, however this land is currently zoned a mix of Future Urban and Mixed Housing Urban zone in the AUP and the parts zoned Future Urban have not progressed through the private Plan Change process to apply an urban zone to the parts of the land yet.</p>	Oppose	<p>Amend proposed condition 14 as follows (deletions as strike through and additions as <u>underline</u>):</p> <p>(a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).</p> <p>(b) <u>(a)</u> Asphaltic concrete surfacing (or equivalent low noise road surface) shall be</p>																

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Napier | Wellington | Christchurch | Queenstown | Wānaka

NoR W3 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
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Oyster supports the inclusion of a low noise road surface condition, however Oyster are of the view that this should apply to all parts of Brigham Creek Road (not just those with a live urban zone). Given the Whenuapai Structure Plan identifies land immediately north of Brigham Creek Road as future residential, this condition should consider the 'future planned environment', not just the live zoning at the time of the construction of Brigham Creek Road.

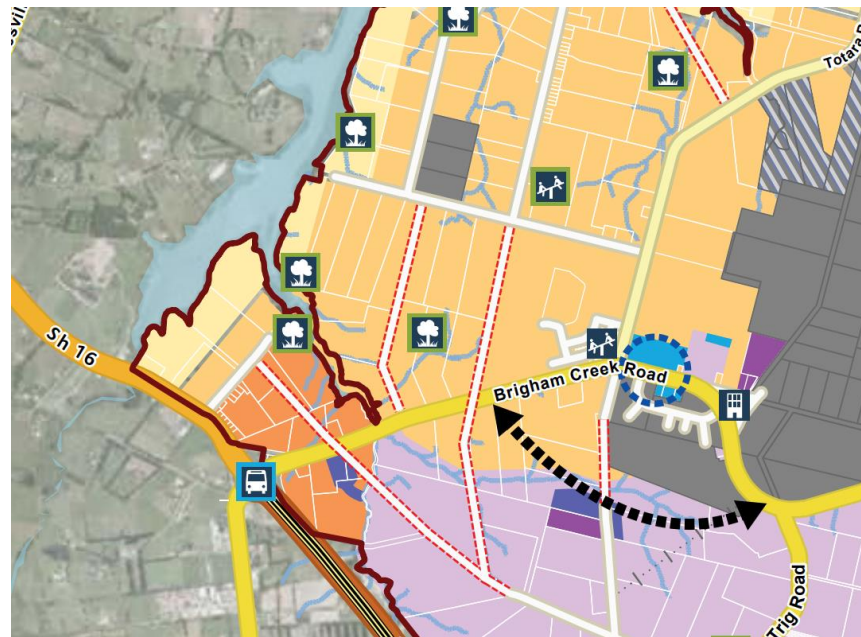


Figure 1 Auckland Council Whenuapai Structure Plan (2016) which identifies the future planned urban environment north of Brigham Creek Road as medium and high density residential zones

implemented within 12 months of Completion of Construction of the project

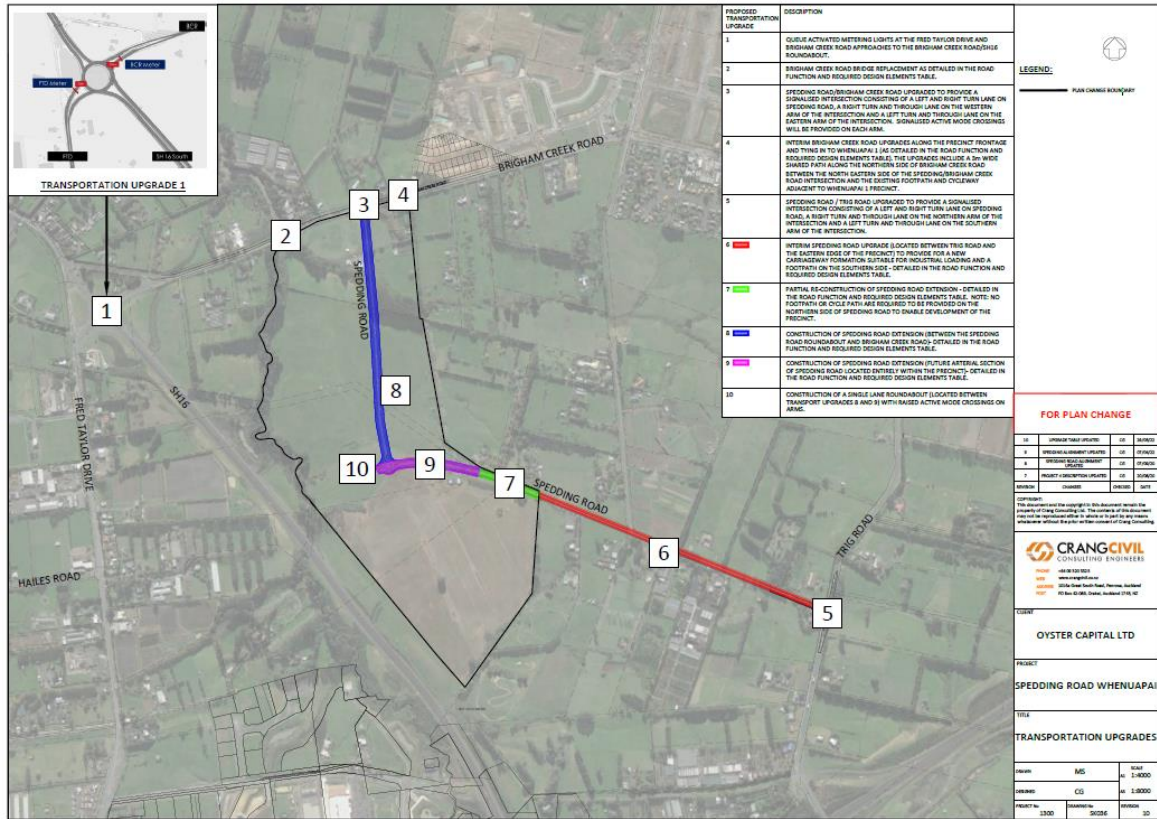
~~(e)~~ (b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:

- (i) The volume of traffic exceeds 10,000 vehicles per day; or
- (ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or
- (iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or
- (iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.

~~(d)~~ (c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(c)(i) – (iv) are not met by the

NoR W3 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
			road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.

Attachment 2: Transportation Upgrades required for Spedding Block Precinct (prepared by Crang Civil)



From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:662] Notice of Requirement online submission - Michelle van Rensburg
Date: Sunday, 23 April 2023 7:46:08 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Michelle van Rensburg

Organisation name:

Full name of your agent:

Email address: dr.mvanrensburg@gmail.com

Contact phone number:

Postal address:
32C Brigham Creek Road
Whenuapai
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Brigham Creek Road (NoR W3)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

As a resident on Brigham Creek Road, I oppose the Notice of Requirement based on the expected impact on my family's health and wellbeing due to the expected noise and vibration disturbances during construction and ongoing increases in traffic once the road has been upgraded. We also have concerns as residents along Brigham Creek Road, how will we be able to safely enter and exit our property in both eastward or westward directions if the road is widened to 4 lanes. As well as concerns over the impact the increased traffic and adverse visual effects the upgrade will have on our property value. I have reviewed the social assessment documents for the proposed works but was not able to find an assessment on the likely impact on existing property values. If the proposed work decreases property value, there should be a form of compensation given to the property owners, just as there are plans to reimburse those property owners whose property is required. We are a young family that bought into Whenuapai in 2019 and at that time were advised that the traffic along Brigham Creek Road would eventually reduce due to the planned flyover connecting SH16 and SH18. Buildings along Brigham Creek Road were not built taking into account a 4 lane road. Residential housing is placed close to the road and property covenants prevent owners from installing fencing higher than 1.2m high that would help block out road noise and intrusion. Our house, which I understand won't be the same for everyone, was designed with 3 bedrooms facing the road side. With the existing road noise, we are already unable to have our road facing windows open. I have grave concerns that road noise within the house will be increased due to the increased traffic a 4 lane road will bring. Noise and vibration impact According to the assessments "Supporting Growth Alliance Noise Contours W3 Brigham Creek" and "Supporting Growth Alliance Noise and Vibration North West Section 92 memo", with the existing road noise our property is categorised as Noise Category C and will require extra mitigation activities to reduce the noise during construction and work. These mitigation activities are not clearly explained in the document and appear to be a "take it or leave it" consultation without taking into account property owner preferences. This concerns me as if we are not happy with the proposed mitigation acts, as owners we would be left with no assistance. Added to this, the proposed conditions for work show

higher levels of noise allowed during the day. While this may be fine for some, as we work from home, this will have a deeply negative impact on our daily life, work, mental and health wellbeing, being subjected to this level of noise for the duration of the works. For the completion of the road upgrade, in the "Assessment of Road Traffic Noise & Vibration Effects – Whenuapai" the "do nothing" and "do minimum" options increase the number of northside residential housing experiencing higher amounts of noise. I would strongly advocate for the option of "Mitigated Road Traffic Noise" which sees all north side housing experience a reduction in noise. The proposed "Mitigated Road Traffic Noise" solution is stated to be achieved by using AC-14 or equivalent low noise road surface. Road widening options oppose the concluding preferred option in the "North West Local Network Brigham Creek Road NoR Assessment of Alternatives" for Segment 1. The options considered include: Option 1 / Widen both: Widen both the northern and southern side of the road and retain the centreline Option 2 / Widen south: Widen road on the south and retain the northern boundary Option 3 / Widen North: Widen road on the north and retain the southern boundary. Throughout the assessment for Segment 1 - Option 2 outperforms both Options 1 and 3. However, in Section 8.6.3 the preferred option recommended is Option 1 (with both north and south widening, keeping the centerline) which is contrary to the assessment findings and makes me wonder if this is an error? The reasons given below for choosing Option 1 are not consistent with the assessment findings. 1. Option 1 avoids the small lot residential properties within the Whenuapai Precinct 1 development, which is being developed to scale and density that supports growth within Whenuapai. The road widening can be better integrated into the FUZ located on the southern side of the road corridor 2. The property impacts and land requirement for Option 1 will largely be limited to the south side of the road corridor 3. Option 1 construction costs and risks will be low as there are less properties that will require to be demolished. There are also less utilities located on the southern side of the road corridor 4. Option 1 allows for a greater buffer between the widened road and the Totara Creek reducing the potential for adverse ecological effects 5. The option resulted in more equitable land requirement and responds to feedback received from Oyster Capital Ltd. Similarly, the reasons given for discounting Option 2 are not consistent with the assessment findings: 1. Significant impacts on the properties located within the Whenuapai Precinct 1 and impacts on the southern side of the road corridor and an encroachment into the Open Space 2. Less ability to integrate the road corridor into the FUZ 3. Adverse effects on the existing urban design character of Whenuapai Precinct 1 4. Potential for more significant ecological effects due to less buffer between the widened road corridor and Totara Creek. If however, the concluding remarks in the assessment are correctly stated then I would like to remark on a few specifically. I disagree with reason #1 supporting Option 1, as Option 1 does not avoid the small lot residential properties in the Whenuapai Precinct 1 development. If the center line is kept I fail to see how 2 lanes can be incorporated on the north side of the center lane without impacting on the residential properties. Reason #5 states Option 1 is more equitable, however, equitability shouldn't be the factor that changes the preferred option from Option 2 to Option 1. The residential houses on the northside of the center line are already established. Expanding on the north side will have a far greater impact on families and residents compared to expanding further on the southern side, which is yet to be developed.

I or we seek the following recommendation or decision from Auckland Council:

1. No change to the 2 lane Brigham Creek Road Or if decision is made to alter the road: 1. Compensation for property value decrease expected from the road upgrade 2. Extra explanation of what mitigation options will be provided to property owners in Noise Category C houses with stated available mediation processes if agreement on options cannot be reached 3. Use of AC-14 or equivalent low noise road surfacing 4. Option 2 for widening of the road to accommodate 4 lanes is chosen for Segment 1 (widening on the southern side only retaining northern boundary)

Submission date: 23 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal

- details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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From: [Michelle van Rensburg](#)
To: [Unitary Plan](#)
Subject: Notice of requirement: Brigham Creek Road (NoR W3): Submission addition
Date: Monday, 24 April 2023 4:18:56 pm

Hi there,

I made a submission on 23 April in relation to the Notice of Requirement for Brigham Creek Road (NoR W3) and would like to add the below to my submission as I forgot to include it yesterday. Apologies for the inconvenience and thank you in advance for your help.

In relation to the planned upgrade of Brigham Creek Road, I am concerned that the planned changes do include on-road parking which is currently available directly outside my property. The row of houses along Brigham Creek Road in Segment 1 have limited space for off-road parking and rely heavily on the on-road parking. If the plans do not include the retention of these on-road parking, this would have a major impact on the families living along Brigham Creek Road. I would hope that the "line of vegetation" in the proposed diagrams for the road change would retain the on-road parking as it currently does.

Thank you for your help,
Michelle van Rensburg
32C Brigham Creek Road
Whenuapai
Auckland 0618

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:683] Notice of Requirement online submission - R Radich LT Radich
Date: Monday, 24 April 2023 11:46:31 am

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: R Radich LT Radich

Organisation name:

Full name of your agent:

Email address: loretpalms@gmail.com

Contact phone number: 0274794843

Postal address:

465 SH 16 RD2

Kumeu

Auckland 0892

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Brigham Creek Road (NoR W3)

The specific provisions that my submission relates to are:

We oppose the Brigham Creek and Hobsonville Road developments. For address 311 Hobsonville Road Hobsonville.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

We will not be able to access our house safely.

I or we seek the following recommendation or decision from Auckland Council:

There is land available on the other side of the road, with still farm land that can be used before it is built on.

Submission date: 24 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:686] Notice of Requirement online submission - R Radich LT Radich
Date: Monday, 24 April 2023 12:01:08 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: R Radich LT Radich

Organisation name:

Full name of your agent:

Email address: loretzpalms@gmail.com

Contact phone number: 0274794843

Postal address:

465 SH16 RD2

Kumeu

Auckland 0892

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Brigham Creek Road (NoR W3)

The specific provisions that my submission relates to are:

We oppose the Brigham creek and Hobsonville Road upgrade. We own 311 Hobsonville Road Hobsonville.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

We oppose as we will not be able to access our home safely or at all as it goes over our front door.

I or we seek the following recommendation or decision from Auckland Council:

We think the best option is to take land from the other side of the road, where there is still farm land and less disruption.

Submission date: 24 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:714] Notice of Requirement online submission - JOHNGAREA
Date: Monday, 24 April 2023 2:30:39 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: JOHNGAREA

Organisation name:

Full name of your agent:

Email address: johngarea@hotmail.com

Contact phone number: 0274958933

Postal address:
131DennisRd,RD1
Warkworth
Auckland 0981

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Brigham Creek Road (NoR W3)

The specific provisions that my submission relates to are:
Road widening out front of my retail block on Brighams Creek RD, Whenuapai.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
Restricting customer parking for six retail shops and am also unable to provide a definitive date for extension of their leases. To advise that the changes may not happen for 10 to 20 years affects the future and saleability of my commercial property, not to mention the uncertainty for my tenants future as well. Auckland Council has also not addressed the inadequate drainage issues resulting from recent flooding and cyclone issues. I have very strong concerns this impending change will compound.

I or we seek the following recommendation or decision from Auckland Council:
As of immediate effect, I request fair and reasonable compensation to deal with the re-leasing of my shops as they may choose a more stable environment.

Submission date: 24 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal

- details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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24 April 2023

File ref: AUP WLA NOR W3

Planning Technician
Auckland Council
Private Bag 92300
Auckland 1142

unitaryplan@aucklandcouncil.govt.nz

Dear Sir/Madam

SUBMISSION ON A NOTICE OF REQUIREMENT FOR: NORTH WEST LOCAL NETWORK: BRIGHAM CREEK ROAD UPGRADE (NOR W3)

To: Auckland Council

Name of submitter: Heritage New Zealand Pouhere Taonga

1. Heritage New Zealand Pouhere Taonga (HNZPT) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead agency for heritage protection.
2. HNZPT could not gain an advantage in trade competition through this submission.
3. HNZPT submission is on the Notice of Requirement (NoR W3) in the Auckland Unitary Plan (AUP) for the upgrade of the Brigham Creek Road corridor with separated active mode facilities.
4. HNZPT acknowledges that the proposed corridor is a significant infrastructure project for Auckland Transport. HNZPT supports the purpose of planning for a well-functioning urban environment through the improvement of transport infrastructure to support future urban growth.
5. Nevertheless, of focus for HNZPT is for the identification, protection, preservation, and conservation of historic heritage (HNZPTA) and advocate that historic heritage is fully considered in accordance with section 6(f) of the Resource Management Act 1991 (RMA). Historic heritage, being specifically identified as a national importance under Section 6(f) the RMA. The definition of historic heritage under Part 2 of the RMA includes archaeology. Therefore, effects on built heritage and archaeology, in addition to effects on Mana Whenua must be taken into account by Council when assessing the effects of the NoR.
6. The 2022 North West Whenuapai Assessment of Heritage/Archaeology Effects states that there are no recorded historic heritage or archaeological sites within the extent of NoR W3. The assessment concludes there are no significant adverse effects on historic heritage or archaeological sites from NoR W3. Nevertheless, as there is a potential for unrecorded archaeological features around Sinton Stream and Totara Creek the risk of encountering unrecorded archaeological features can be mitigated by obtaining a precautionary archaeological authority.



7. Sections 22.5 and 22.5 of the AEE addresses the effects on historic heritage and recommends obtaining a precautionary authority under HNZPTA as mitigation along with the preparation and implementation of a Historic Heritage Management Plan (HHMP). The draft conditions also provide an advice note relating to Accidental discoveries.
8. **The specific parts of the Notice of Requirement that Heritage New Zealand’s submission relates to are:**
9. There has not been an adequate historic heritage assessment of the proposed alteration corridor. HNZPT supports the further information requests by Council’s Built Heritage Unit “to identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer”, noting the identification of historic/built heritage is a separate expertise to that of archaeological assessment. HNZPT notes the existing assessment appears to conflate historic heritage, built and archaeological values, both making reference to archaeological sites and historic heritage items, where relevant assessment must be undertaken by separate and specific expertise. The archaeological assessment in particular, other than referring to pre-1900 buildings as archaeological sites under the HNZPTA and definition of archaeological site under the AUP, does not identify relevant archaeological values associated with these buildings/structures, historic sites.
10. HNZPT does not support the use of the HHMP as it is presently proposed. HNZPT is concerned that while there has been a heritage assessment of the full Whenuapai - North West Local Network (NoRs W1 – W5) the mitigation of the effect of the designation and future construction of the corridor on the known and potential historic heritage will not be managed until the Outline Plan of Works stage.
11. The framework of the proposed HHMP conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological authority processes, where the archaeological authority provides for specific conditions relating to archaeological monitoring recording, investigation and reporting and have its own separate Archaeological Works Plan required to be adhered to direct these requirements.
12. Heritage New Zealand Pouhere Taonga **oppose** the Notice of Requirement (NoR W3).
13. **The reasons for Heritage New Zealand’s position are as follows:**
14. The assessment of archaeological sites and built heritage must be undertaken by separate and specific expertise.
15. Archaeological sites need to be clearly identified (NZAA record) in particular, pre 1900 buildings and structures along with their associated historic curtilage and area of subsurface potential.
16. The 2022 North West Whenuapai Assessment of Heritage/Archaeology Effects as part of the suite of supporting documents for NoR W3 does not provide the relevant assessment of historic heritage values and effects on built heritage.
17. The consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process.



18. The HHMP duplicates HNZPTA processes, with respect to conditions of an Archaeological Authority for monitoring recording and investigation of archaeological sites that will be required to be obtained before construction; and that should be included at the Outline Plan stage. Noting that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) apply where an Archaeological Authority from HNZPT is not otherwise in place.

19. **Heritage New Zealand seeks the following decision from Council:**

20. A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process.

21. The objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA.

22. The purpose of the HHMP should be focussed on the provision details such as:

- Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters.
- Provision for access for Mana Whenua to carry out tikanga and cultural protocols.
- Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works).
- Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place.
- Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.

23. **Heritage New Zealand wishes to be heard in support of our submission.**

24. **If others make a similar submission, I will consider presenting a joint case with them at a hearing.**

Yours sincerely

BHParslow

pp for Sherry Reynolds
Director Northern Region

Address for service: Alice Morris
amorris@heritage.org.nz
PO Box 105 291
Auckland City 1143

SUBMISSION ON NOTICE OF REQUIREMENT - North West Local Arterials Network: Brigham Creek Road (Auckland Transport)

To: Auckland Council
Private Bag 92300
Auckland 1142

Name of Submitter: Neil Construction Limited

Neil Construction Limited ('the Submitter') provides this submission on a Notice of Requirement ('NOR') for a designation for the construction, operation and maintenance of a transport corridor on Brigham Creek Road in Whenuapai ('**NOR W3**'). The Requiring Authority is Auckland Transport.

The purpose of the NOR is described in the public notice as being to:

- Improve connectivity through Whenuapai and to the strategic transport network;
- Integrate with and support planned urban growth and the future transport network in Whenuapai; and
- Contribute to mode shift, provide safety for all users, and improve network resilience.

NOR W1 applies to an area of land of approximately 13.4425 ha (not including legal roads) across 55 land parcels.

The Submitter has an interest in land within the following affected sites under NOR W3:

- 155-157 Brigham Creek Road (504m² proposed to be designated);
- 149 (151) Brigham Creek Road (entrance strip only – 2,772m² proposed to be designated);
- 2-10 Kauri Road Allot 481 PSH OF Waipareira (1,342m² proposed to be designated);
- 2-10 Kauri Road Lot 5 DP 64526 (5,275m² proposed to be designated);
- 2-10 Kauri Road Allot 525 PSH OF Waipareira (566m² proposed to be designated);
- 150-152 Brigham Creek Road (3,484m² proposed to be designated); and
- 73 Trig Road (601m² proposed to be designated, and Altered Road noise criteria Category A (under NZS 6806)).



Figure 1: Affected sites

The Submitter could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

The submission relates to the designation corridor, extent of physical works, and conditions.

The Submitter **supports in principle** the NoR for Project NOR W3 in the North West Local Arterials Network Package, but opposes some aspects of the NOR including the extent of land that would be designated.

The reasons for the Submitter's support in principle are:

1. The NOR would generally promote the sustainable management of natural and physical resources, in accordance with Part 2 of the Resource Management Act 1991 ('the Act');
2. The proposal is consistent with the objectives and policies of the Auckland Unitary Plan and other provisions in relevant statutory planning instruments;
3. The proposal ensures that a well-connected and integrated neighbourhood is achieved that facilitates efficient movement of people and goods through a variety of travel modes; and
4. The proposal ensures that appropriate road infrastructure is provided to enable the planned growth and intensification of this part of Auckland.

Relief sought:

The Submitter seeks, subject to the matters below being satisfactorily addressed, that the Council recommend that the designation proposed through NOR W3 be confirmed:

- The overland flow path ('OLFP') within the existing Brigham Creek Road carriageway should not be diverted onto the entrance strip of 151 Brigham Creek Road due to concerns around the flow velocity of the OLFP and compliance issues relating to safety of access within a 100-year flow. The construction of the new Brigham Creek Road infrastructure should include the appropriate stormwater management infrastructure (i.e. swale) to contain the existing OLFP in the road carriageway. It is requested that the NOR W3 proposed designation is amended as shown in **Figure 2** and **Appendix A**.

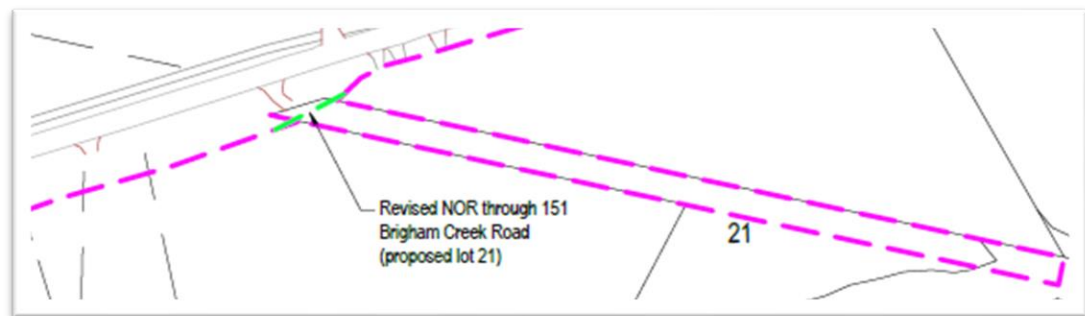


Figure 2: Requested amendment to extent of proposed designation – 151 Brigham Creek Road

- The Submitter has engaged with Supporting Growth to ensure the development of its site at 2-10 Kauri Road and 150-152 Brigham Creek Road is aligned with the extent of the proposed designation. The Submitter understood that agreement had been reached on the proposed designation boundary on this site, through the location of building platforms, however that is not reflected in NOR W1.
- The now proposed designation boundary does not take into account ground levels that are existing or proposed on the Submitter's site, nor the layout of development that is proposed including the location of a wastewater pump station to vest with Council.
- Given that the expected timeframe for the full widening work is unclear and there is currently no funding assigned for the necessary land acquisitions, the Submitter intends to upgrade the northern side (as measured from the centre line) of Brigham Creek Road and Kauri Road, where the roads adjoin its site, to current roading standards. The proposed upgrade as part of the development satisfies the key safety, capacity and multi modal goals in the interim.
- To address these matters, the Submitter requests that the extent of the proposed NOR W3 designation along Brigham Creek Road and Kauri Road be amended to coincide with the 5m building line restriction ('BLR') imposed on 2-10 Kauri Road (refer to **Appendix B** for the proposed amendment). This amendment will align the proposed NOR W3 designation with the intended location of the upgraded Brigham Creek Road infrastructure. The BLR has been located to ensure allowance for future land acquisition and works if further road widening is required.
- Any earthworks and battering beyond the existing property boundary should be designed in consultation with the Submitter to minimise any impact on its land, and maintain the utility of the land.
- Such other consequential amendments to the provisions of the NOR W3 as may be necessary to give effect to the relief sought in this submission.

The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.



Philip Brown
Campbell Brown Planning Limited
For and on behalf of Neil Construction Limited as its duly authorised agent.

24 April 2023

Address for service of submitter:

C/- Campbell Brown Planning Limited
PO Box 147001
Ponsonby
AUCKLAND 1144

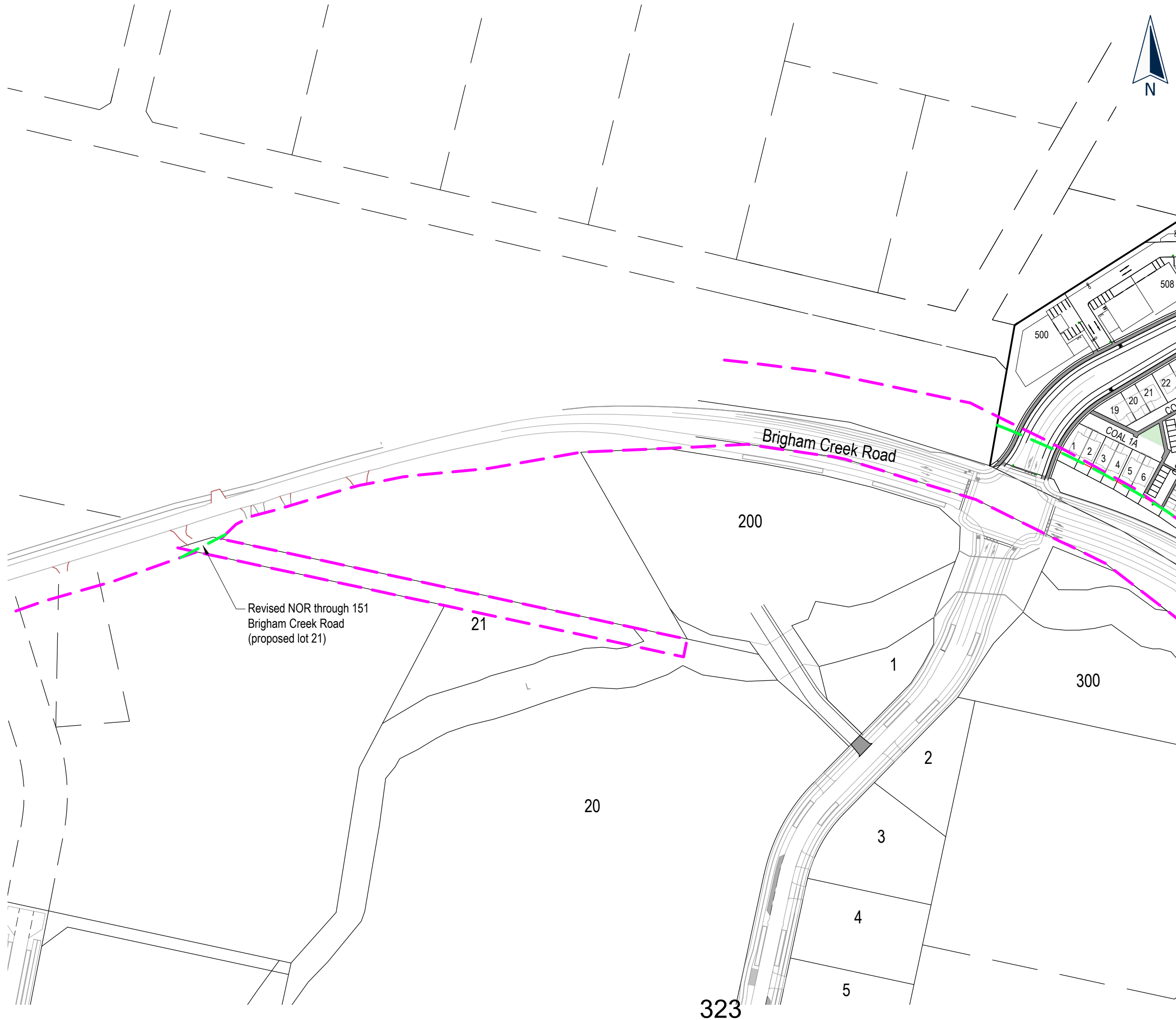
Attention: Philip Brown
Telephone: (09) 394 1694
Mobile: 021845327
Email: philip@campbellbrown.co.nz

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Legend

- - - - - Noticed NOR
- - - - - Proposed Revised NOR



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Neil Construction Limited
Brigham Creek Road
Whenuapai

Proposed Revised NOR
Sheet 2 of 2

FOR INFORMATION

No.	REVISION (DESCRIPTIONS)	NAME	DATE
A	Issued For Information	M.Chen	13/04/2023
SURVEYED			
DESIGNED		M.Chen	13/04/2023
DRAWN		M.Chen	13/04/2023
DATE	ORIGINAL SCALE	ORIGINAL SIZE	
13/04/2023	1:2000	A3	
DRAWING NO.			REVISION
44314-DR-C-8701			A

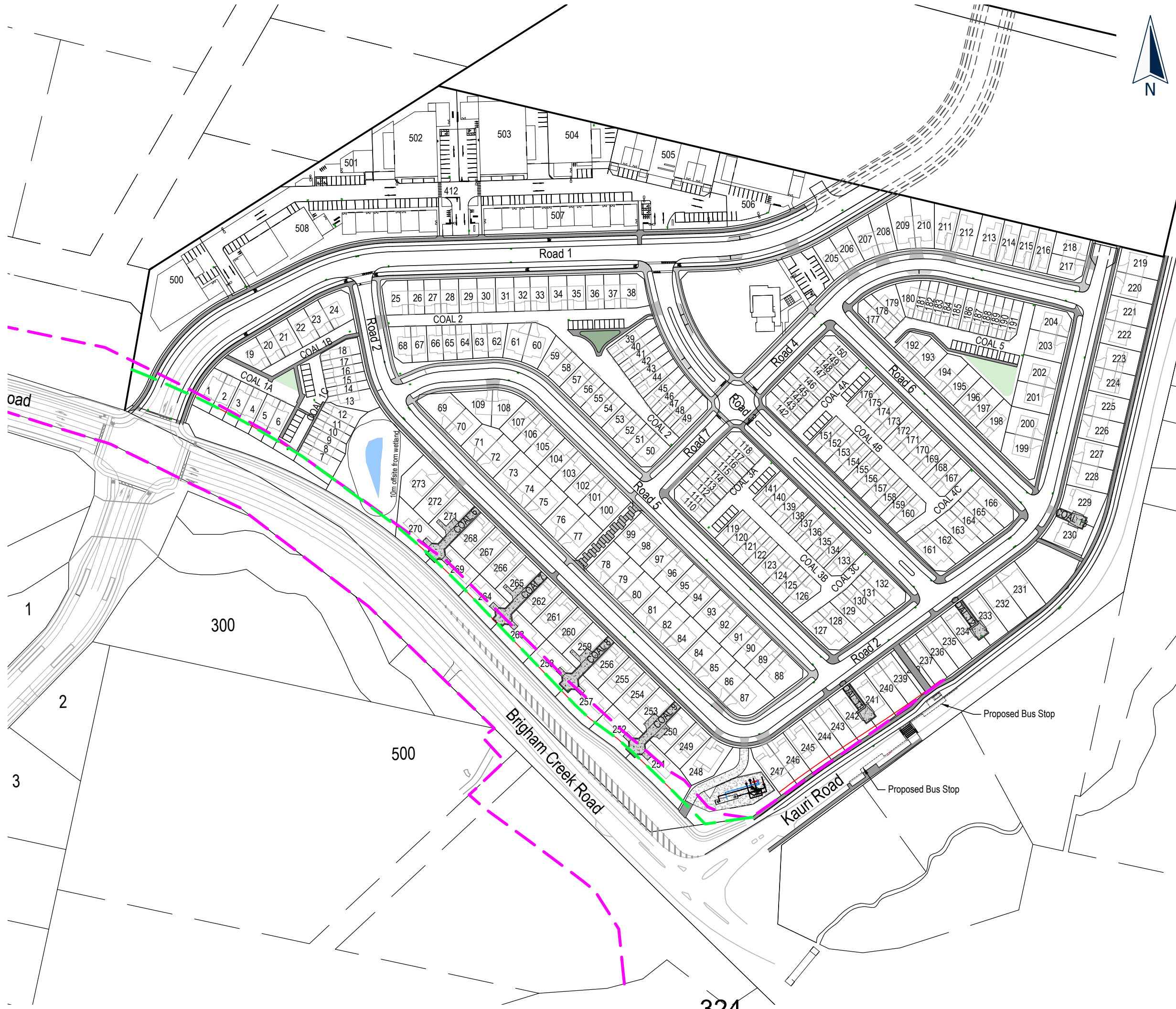
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Legend

- - - Noticed NOR
- - - Proposed Revised NOR



Neil Construction Limited
Brigham Creek Road
Whenuapai

Proposed Revised NOR
Sheet 1 of 2

FOR INFORMATION

No.	REVISION (DESCRIPTIONS)	NAME	DATE
A	Issued For Information	M.Chen	13/04/2023
SURVEYED			
DESIGNED			
DRAWN			
DATE			
13/04/2023	ORIGINAL SCALE	ORIGINAL SIZE	
	1:2000	A3	
DRAWING NO.			REVISION
44314-DR-C-8700			A

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SUBMISSION ON NOTICE OF REQUIREMENT - North West Local Arterials Network: Brigham Creek Road (Auckland Transport)

To: Auckland Council
Private Bag 92300
Auckland 1142

Name of Submitter: Woolworths New Zealand Limited

Woolworths New Zealand Limited ('the Submitter') provides this submission on a Notice of Requirement ('NOR') for a designation for the construction, operation and maintenance of a transport corridor on Brigham Creek Road in Whenuapai ('**NOR W3**'). The Requiring Authority is Auckland Transport.

The purpose of the NOR is described in the public notice as being to:

- Improve connectivity through Whenuapai and by connecting Whenuapai to the State Highway;
- Integrate with and support planned urban growth and the future transport network in Whenuapai; and
- Contribute to mode shift, provide safety for all users, and improve network resilience.

NOR W3 applies to an area of land of approximately 13.4425 ha (not including legal roads) across 55 land parcels.

The Submitter has an interest in land within the following affected site under NOR W3:

- 45 Brigham Creek Road (3,688m² proposed to be designated).



Figure 1: Affected site at 45 Brigham Creek Road

The Submitter could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

The submission relates to the designation corridor, extent of physical works, and conditions.

The Submitter **supports in principle** the NoR for Project NOR W3 in the North West Local Arterials Network Package, but opposes some aspects of the NOR including the extent of land that would be designated.

The reasons for the Submitter’s support in principle are:

1. The NOR would generally promote the sustainable management of natural and physical resources, in accordance with Part 2 of the Resource Management Act 1991 ("the Act");
2. The proposal is consistent with the objectives and policies of the Auckland Unitary Plan and other provisions in relevant statutory planning instruments;
3. The proposal ensures that a well-connected and integrated neighbourhood is achieved that facilitates efficient movement of people and goods through a variety of travel modes; and
4. The proposal ensures that appropriate road infrastructure is provided to enable the planned growth and intensification of this part of Auckland.

Relief sought:

The Submitter seeks, subject to the matters below being satisfactorily addressed, that the Council recommend that the designation proposed through NOR W3 be confirmed.

- The extent of the NOR W3 designation on 45 Brigham Creek Road should be reduced. In some locations along the site frontage the designation would extend around 20m into the site.
- There is no obvious reason for the extent of designation that is sought in the NOR, particularly in those places where it extends significantly beyond the toe of fill batters that are proposed.
- The NOR identifies substantial battered slopes and potential for a raised median or traffic island along much of the frontage of the site to Brigham Creek Road. These aspects of the proposed designation have the potential to substantially reduce the range of potential access points to the site and the Submitter seeks to ensure that access to the site is not constrained in any significant way;
- The Submitter seeks such other consequential amendments to the provisions of NOR W3 as may be necessary to give effect to the relief sought in this submission.

The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.



Philip Brown
Campbell Brown Planning Limited
For and on behalf of Woolworths New Zealand Limited as its duly authorised agent.

24 April 2023

Address for service of submitter:

C/- Campbell Brown Planning Limited
PO Box 147001
Ponsonby
AUCKLAND 1144

Attention: Philip Brown

Telephone: (09) 394 1694
Mobile: 021845327
Email: philip@campbellbrown.co.nz

**SUBMISSION ON REQUIREMENT FOR DESIGNATION THAT IS SUBJECT TO
PUBLIC NOTIFICATION UNDER SECTION 168 OF THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council ("**Council**")

Name: Carl and Melanie Laurie

Submission on: A notice of requirement from Auckland Transport for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of a transport corridor on Brigham Creek Road in Whenuapai between State Highway 16 and State Highway 18, NOR W3 ("**Notice of Requirement**").

Introduction

1. Carl and Melanie Laurie ("**Owners**") own the property at 96A Trig Road ("**Property**") which is subject to the Notice of Requirement. Accordingly, the Owners have a direct interest in the Notice of Requirement.
2. The Owners could not gain an advantage in trade competition through this submission.

Scope of submission

3. This submission relates to the Notice of Requirement relating to the construction, operation and maintenance of upgrades to the transport corridor and associated activities on Brigham Creek Road.
4. The Owners oppose the Notice of Requirement as currently proposed on the basis that the Notice of Requirement will significantly and adversely affect the Property.

Reasons for submission

5. The reasons for this submission are that the Notice of Requirement (as currently proposed), if granted:
 - (a) will not promote the sustainable management of the natural and physical resources in Auckland, and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;
 - (b) is inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
 - (c) will not meet the reasonably foreseeable needs of future generations;

- (d) will not enable the social, economic and cultural wellbeing of the people of Auckland; and
- (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

Specific reasons for submission

6. Without limiting the generality of paragraph 5 above, the Owners oppose the Notice of Requirement because it will result in adverse effects (both during construction and once operational) on the Property which have not been adequately avoided, remedied or mitigated, including:
- (a) direct loss of road frontage land on the Property;
 - (b) effects on access to the Property;
 - (c) traffic effects, including:
 - (i) construction vehicle movements throughout the construction period;
 - (ii) increased congestion resulting from construction works;
 - (iii) increased traffic volumes once operational.
 - (d) noise and vibration, and dust effects throughout construction and from increased traffic volumes once operational;
 - (e) landscape and visual amenity effects, including from vegetation clearance; and
 - (f) stormwater and flooding effects, in particular concerns that increases in impervious surface area and associated changes to flows have not been adequately addressed through proposed drainage and other stormwater infrastructure upgrades.
7. The lapse period of 15 years sought would create significant uncertainty for the Owners, and other affected landowners and occupiers by effectively blighting land affected by the Notice of Requirement. On that basis, a 15 year lapse period is not appropriate, particularly where there is no funding or certainty as to the timing of construction.

Recommendation sought

8. The Owners seek that the Council recommends:
- (a) withdrawal of the Notice of Requirement; or
 - (b) in the alternative:
 - (i) amendments to the Notice of Requirement, including by way of conditions to address the Owner's concerns; and

- (ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
9. The Owners wish to be heard in support of this submission.
10. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

CARL AND MELANIE LAURIE by its solicitors and authorised agents Russell McVeagh:



Signature:

Simon Pilkinton / Jacob Burton

Date: 21 April 2023

Address for Service: C/- Jacob Burton
Russell McVeagh
Barristers and Solicitors
Level 30
Vero Centre
48 Shortland Street
PO Box 8/DX CX10085
AUCKLAND 1140

Telephone: +64 9 367 8000

Email: jacob.burton@russellmcveagh.com

**SUBMISSION ON REQUIREMENT FOR DESIGNATION THAT IS SUBJECT TO
PUBLIC NOTIFICATION UNDER SECTION 168 OF THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council ("**Council**")

Name: Marlene and Ronald Patten

Submission on: A notice of requirement from Auckland Transport for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of a transport corridor on Brigham Creek Road in Whenuapai between State Highway 16 and State Highway 18 NOR W3 ("**Notice of Requirement**").

Introduction

1. Marlene and Ronald Patten ("**Owners**") of the property at 96 Trig Road ("**Property**") which is subject to the Notice of Requirement. Accordingly, the Owners have a direct interest in the Notice of Requirement.
2. The Owners could not gain an advantage in trade competition through this submission.

Scope of submission

3. This submission relates to the Notice of Requirement for the construction, operation and maintenance of upgrades to the transport corridor and associated activities on Brigham Creek Road.
4. The Owners oppose the Notice of Requirement as currently proposed on the basis that the Notice of Requirement will significantly and adversely affect the Property.

Reasons for submission

5. The reasons for this submission are that the Notice of Requirement (as currently proposed), if granted:
 - (a) will not promote the sustainable management of the natural and physical resources in Auckland, and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;
 - (b) is inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
 - (c) will not meet the reasonably foreseeable needs of future generations;
 - (d) will not enable the social, economic and cultural wellbeing of the people of Auckland; and

- (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

Specific reasons for submission

- 6. Without limiting the generality of paragraph 5 above, the Owners oppose the Notice of Requirement because it will result in adverse effects (both during construction and once operational) on the Property which have not been adequately avoided, remedied or mitigated, including:
 - (a) significant direct loss of land to the Property, including through the middle of the Property;
 - (b) effects on access to the Property;
 - (c) traffic effects, including:
 - (i) construction vehicle movements throughout the construction period;
 - (ii) increased congestion resulting from construction works;
 - (iii) increased traffic volumes once operational.
 - (d) noise and vibration, and dust effects throughout construction and from increased traffic volumes once operational;
 - (e) landscape and visual amenity effects, including from vegetation clearance; and
 - (f) stormwater and flooding effects, in particular concerns that increases in impervious surface area and associated changes to flows have not been adequately addressed through proposed drainage and other stormwater infrastructure upgrades.
- 7. The lapse period of 15 years sought would create significant uncertainty for the Owners, and other affected landowners and occupiers by effectively blighting land affected by the Notice of Requirement. On that basis, a 15 year lapse period is not appropriate, particularly where there is no funding or certainty as to the timing of construction.

Recommendation sought

- 8. The Owners seek that the Council recommends:
 - (a) withdrawal of the Notice of Requirement; or
 - (b) in the alternative:
 - (i) amendments to the Notice of Requirement, including by way of conditions to address the Owners' concerns; and

- (ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
9. The Owners wishes to be heard in support of this submission.
10. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

MARLENE AND RONALD PATTEN by its solicitors and authorised agents
Russell McVeagh:



Signature: Simon Pilkinton / Jacob Burton

Date: 21 April 2023

Address for Service: C/- Jacob Burton
Russell McVeagh
Barristers and Solicitors
Level 30
Vero Centre
48 Shortland Street
PO Box 8/DX CX10085
AUCKLAND 1140

Telephone: +64 9 367 8000

Email: jacob.burton@russellmcveagh.com

Submission on the Nineteen Notices of Requirement for the North-West Strategic Package and Local Arterials lodged by Waka Kotahi NZ Transport Agency and Auckland Transport as requiring authorities under the Resource Management Act 1991

TO: Attn: Planning Technician Auckland Council Level 24, 135 Albert Street Private Bag 92300 Auckland 1142

SUBMISSION ON: Notices of Requirement ("**NoRs**") for the North-West Strategic and Local Network projects – refer to list in **Appendix 1**

FROM: Watercare Services Limited ("**Watercare**")

ADDRESS FOR SERVICE: Mark Bishop
Regulatory & Policy Manager
Watercare Services Ltd
Private Bag 92 521
Wellesley Street
AUCKLAND 1141
Phone:022 010 6301
Email: Mark.Bishop@water.co.nz

DATE: 24 April 2023

1. INTRODUCTION

- 1.1 Watercare is pleased to have the opportunity to make a submission on the nineteen NoRs for the North-West Strategic and Local Network projects lodged by either Waka Kotahi NZ Transport Agency ("**Waka Kotahi**") or Auckland Transport as requiring authorities under the Resource Management Act 1991 ("**RMA**").
- 1.2 Watercare recognises the aim of the various NoRs is to protect land for future implementation of strategic transport corridors / infrastructure. As a form of route protection, the proposed designations will identify and protect the land necessary to enable the future construction and operation of those transport corridors.
- 1.3 Watercare neither supports nor opposes the NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made to confirm the NoRs responds to the issues raised in this submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

1.4 Watercare could not gain an advantage in trade competition through this submission.

2. WATERCARE – OUR PURPOSE AND MISSION

2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("**LGA**") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Auckland Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.

2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, this could increase by another 720,000 people, potentially requiring another 313,000 dwellings along with associated three waters infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.

2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.¹

2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan and the Auckland Future Urban Land Supply Strategy.

2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.²

3. SUBMISSION POINTS AND RELIEF SOUGHT

3.1 This is a submission on all the NoRs that were publicly notified on 23 March 2023, as listed in **Appendix 1**.

3.2 As noted previously, Watercare neither supports or opposes these NoRs (ie it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

3.3 Watercare acknowledges the proactive process to engagement from Waka Kotahi and Auckland Transport during the development of these NoRs including through discussions with the Supporting Growth Alliance.

¹ LGA, s 59.

² Local Government (Auckland Council) Act 2009, s 57.

- 3.4 Watercare would like to ensure that in the future there is an active and continual process set up by the requiring authorities to recognise that third party infrastructure providers, including Watercare, have asset management and construction plans that are constantly updating and changing, and that these updates and changes should be taken into account by the requiring authorities when the projects subject to the NoRs are developed further.
- 3.5 To that end, Watercare seeks to be engaged before detailed design and during the ongoing design phases to identify opportunities to enable, or otherwise not preclude, the development of new infrastructure within the NoR areas. For example, this could involve the development of an "Infrastructure Integration Plan" prior to detailed design with third party infrastructure providers like Watercare (which can also be updated throughout construction of the projects) to ensure that the projects take into account and appropriately integrates with potential future infrastructure like wastewater and water services.
- 3.6 It is expected that such an "Infrastructure Integration Plan" could include details of engagement undertaken (including any feedback from infrastructure providers), identify other potential infrastructure that may be developed within the NoR areas and how the requiring authorities have enabled or otherwise not precluded the development of such infrastructure within the NoR areas.
- 3.7 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as the projects subject to the NoRs are developed.
- 3.8 As noted, Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, "Works Over" Approvals, in compliance with Watercare's *"Water Supply and Wastewater Network Bylaw 2015"* (updated 2021).
- 3.9 In addition, several of the NoRs interact with existing water and wastewater services. Watercare seeks to ensure the NoRs do not impact its wastewater and water services in the NoR areas now and into the future. Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authorities that may impact Watercare's services.

4. RECOMMENDATION SOUGHT

- 4.1 Watercare seeks that Auckland Council recommends:
- (a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and
 - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

4.2 Watercare wishes to be heard in support of this submission.

4.3 If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

A handwritten signature in blue ink, appearing to read 'Mark Bourne', with a long, sweeping flourish extending upwards and to the right.

Mark Bourne
Chief Operations Officer
Watercare Services Limited

Appendix 1

- (a) NoR North West Strategic Network: Access Road (Auckland Transport) for a new designation to provide for the upgrade of Access Road with separated active mode facilities.
- (b) NoR North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA) for a new designation to provide for a new Rapid Transit Corridor and active mode corridor.
- (c) NoR North West Strategic Network: Alteration to Designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA) for an alteration to Designation 6766 to provide for the upgrade of the corridor, including provision of active mode facilities and realignment of the Station Road intersection with SH16.
- (d) NoR North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA) for a new designation to provide a new dual carriageway highway and the upgrade of the Brigham Creek Interchange.
- (e) NoR North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA) for a new designation to provide a new rapid transit station, including transport interchange facilities and accessway.
- (f) NoR North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA) for a new designation to provide a new rapid transit station, including transport interchange facilities, park and ride and accessway.
- (g) NoR North West Local Network: Alteration to Designation 1437 Hobsonville Road (Auckland Transport) for an alteration of the existing Hobsonville Road (Designation 1437) to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including provision of separated active mode facilities.
- (h) NoR North West Local Network: Spedding Road (Auckland Transport) for a new designation to provide an upgrade of the existing Spedding Road corridor and new east and west extensions with separated active mode facilities.
- (i) NoR North West Local Network: Brigham Creek Road (Auckland Transport) for a new designation to provide for the upgrade of the Brigham Creek Road corridor with separated active mode facilities.
- (j) NoR North West Local Network: Māmari Road (Auckland Transport) for a new designation to provide for an extension and upgrade of the Māmari Road corridor to an urban arterial corridor, including the provision of bus priority lanes and separated active mode facilities.
- (k) NoR North West Local Network: Trig Road (Auckland Transport) for a new designation to provide for the upgrade of the Trig Road corridor to an urban arterial with separated active mode facilities.
- (l) NoR North West Local Network: Alteration to Designation 1433 Fred Taylor Drive (Auckland Transport) for an alteration of the existing Fred Taylor Drive

(Designation 1433) to provide for the upgrade of the Fred Taylor Drive corridor, including provision for bus priority lanes and separated active mode facilities.

- (m) NoR North West Local Network: Don Buck Road (Auckland Transport) for a new designation to provide for the upgrade of Don Buck Road corridor including provision for bus priority lanes and separated active mode facilities.
- (n) NoR North West Local Network: Coatesville – Riverhead Highway (Auckland Transport). Lodged by Auckland Transport for a new designation, upgrading the southern section of the Coatesville – Riverhead Highway corridor to a rural arterial with active mode facilities, and upgrading the northern section of the corridor to an urban arterial with active mode facilities.
- (o) NoR North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport) for an upgrade of Trig Road, Whenuapai, to an urban arterial corridor. This includes the upgrade of the existing Hobsonville Road/Trig Road and Hobsonville Road/Luckens Road intersections.
- (p) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport) for a new urban arterial transport corridor that intersects with the Redhills East West Arterial Corridor – Dunlop Road.
- (q) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport) for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road (NoR2a).
- (r) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport) for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the remaining East-West connection (NoR2c) at the intersection with the Redhills North-South arterial corridor.
- (s) NoR North West HIF Redhills Network: Redhills North - South Arterial Transport Corridor (Auckland Transport) for a new urban arterial transport corridor and upgrade of the Don Buck and Royal Road intersections.

Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Aotearoa Towers Group (ATG)
Private Bag 92161
Auckland 1142

Chorus New Zealand Limited (Chorus)
PO Box 632
Wellington

Connexa Limited (Connexa)
167 Victoria St West
Auckland

One New Zealand (One NZ) (formally Vodafone New Zealand Ltd)
Private Bag 92161
Auckland 1142

Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland 1010

Two Degrees Mobile Limited (2degrees)
PO Box 8355
Symonds Street
Auckland 1150

These parties are making a joint submission and for the purposes of this submission are referred to collectively as the **Telecommunications Submitters**.

The Proposal:

This is a submission on the following notices of requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North West Auckland:

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Access Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)
- North West Local Network: Spedding Road (Auckland Transport)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1433 Fred Taylor Drive (Auckland Transport)
- North West Local Network: Don Buck Road (Auckland Transport)
- North West Local Network: Coatesville – Riverhead Highway (Auckland Transport)
- North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport)
- North West HIF Redhills Network: Redhills North -South Arterial Transport Corridor (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport)

The Telecommunications Submitters are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to the Southern Cross international cable system.

The Telecommunications Submitters' submission is that:

The Telecommunications Submitters have no position on the overall North West package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. Spark, in particular, seek to ensure the protection of the existing Southern Cross international cable system which is located within or adjacent the road reserves of the following NoRs:

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

Spark is lodging a separate submission seeking more specific protective measures for the Southern Cross international cable system.

The Telecommunications Submitters oppose the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The companies collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also critical for supporting social and economic wellbeing and provides opportunities for work from home/remote work solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy by supporting measures to reduce travel demand.

This equipment is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. Reasonable access for maintenance and access for emergency works at all times will need to be maintained. In addition, the design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable to trying to retrofit necessary telecommunications/broadband infrastructure later due to disruptions and/or incompatibility with project design.

Existing Infrastructure

A summary of existing infrastructure located in the project footprints is as follows:

- Southern Cross International Cable (as per specific Notices of Requirement outlined above)
- Copper and Fibre cables
- Mobile operators are progressively rolling out roadside equipment in Auckland roads which may be within project corridors when works proceed.

Future Infrastructure Requirements

Network utility operators need to integrate necessary services into infrastructure projects such as transport projects. It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. This process does not always run smoothly. To provide a recent example, Spark has had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully project in the Wellington Region to install services to provide telecommunications coverage along that length of road. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting it has proved to be

very challenging to try to retrofit necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators as part of the detailed design phase of the project to identify opportunities to enable, or to not preclude, the development of new network utility including telecommunications infrastructure where practicable to do so. There was an associated obligation in that condition to report on opportunities considered and whether or not they had been incorporated into the design in the outline plan(s)¹.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, a provision to ensure the matter is properly considered during the design phase through consultation with network utility operators, which sets appropriate expectations and ensures these opportunities are properly explored, is reasonable. In the case of telecommunications, this enables proper consideration of making provision for communications that support the function of the road. This should be a consideration distinct from protecting or relocating existing network utilities affected by the project which is the focus of the current proposed conditions.

The Telecommunications Submitters seek an equivalent condition to that included in the W2W designation conditions to address this.

Consultation with Telecommunications Network Utility Operators

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the requiring authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design. The following notices of requirement mention a Network Utility Management Plan (NUMP) in the Outline Plan of Works (OP) condition, but do not include a separate condition for a NUMP (despite other management plans such as Construction Traffic Management Plan, Tree Management Plan etc included as separate conditions), and it does not specify who the relevant entities are to be consulted regarding the development of that plan.

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)

¹ East West Link Condition NU2, W2W Condition 24A

- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)
- North West Local Network: Spedding Road (Auckland Transport)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1433 Fred Taylor Drive (Auckland Transport)
- North West Local Network: Don Buck Road (Auckland Transport)
- North West Local Network: Coatesville – Riverhead Highway (Auckland Transport)

The following notices of requirement do not mention a NUMP in their OP condition but refer to other management plans:

- North West Strategic Network: Access Road (Auckland Transport)
- North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport)
- North West HIF Redhills Network: Redhills North -South Arterial Transport Corridor (Auckland Transport)

- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport)

The Assessment of Environmental Effects for each notice sets out the relevant utility providers who have assets within and around the proposed designations. This specifically includes Spark (in regard to the Southern Cross Cable Network, in four of the NoRs). However, the other companies party to this submission are not mentioned and therefore there is a concern they will not be consulted as part of the NUMP development for each stage.

Spark, One NZ and 2degrees operate mobile phone/wireless broadband networks which often include facilities located in roads while Chorus operate fixed line assets in roads including fibre. In addition, Spark has sold its fixed mobile asset infrastructure (e.g. their poles) to Connexa, and similarly One NZ has sold its fixed mobile assets to ATG (trading as FortySouth). Accordingly, the operating landscape for telecommunications companies and who may be affected by these projects has become quite complex. Given this complexity, an advice note to the NUMP condition is proposed to provide more clarity on which telecommunications/broadband operators may be affected.

The Telecommunications Submitters seeks the following decision from the Requiring Authority:

Add a new NUMP condition for each notice of requirement, which is based on the wording in the 5 Notices of Requirement for the Airport to Botany package of transport projects (with an advice note added), is as follows:

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) 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; and

(iii) 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; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.

(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).

(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.

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, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

Add a new condition to each notice of requirement as follows:

XX: The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.

The Telecommunications Submitters do wish to be heard in support of its submission.

If others make a similar submission, the Telecommunications Submitters will consider making a joint case with them at the hearing.

A handwritten signature in blue ink, consisting of a cursive 'C' followed by a series of loops and a long horizontal stroke.

**Signature of submitter
(Chris Horne, authorised agent for the Telecommunications Submitters)**

Date: 24 April 2023

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

Supplementary information on existing mobile infrastructure in north-west projects package of Notices of Requirement

To: Auckland Council
 Private Bag 92300
 Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Auckland Transport
 Level 5, 203 Queen Street
 Auckland 1010

Waka Kotahi
 Level 5, 203 Queen Street
 Auckland 1010

Further to the previous joint submission of telecommunications companies submitted on 24/4/2023, the telecommunications submitters listed in that joint submission wish to provide further information on their existing mobile infrastructure sites that are affected due to the Notices of Requirement for North-West transport projects.

Connexa and 2degrees affected sites

The table below identifies the impact to Connexa and 2degrees sites by the NoR project footprints, as well as locations where future sites are required.

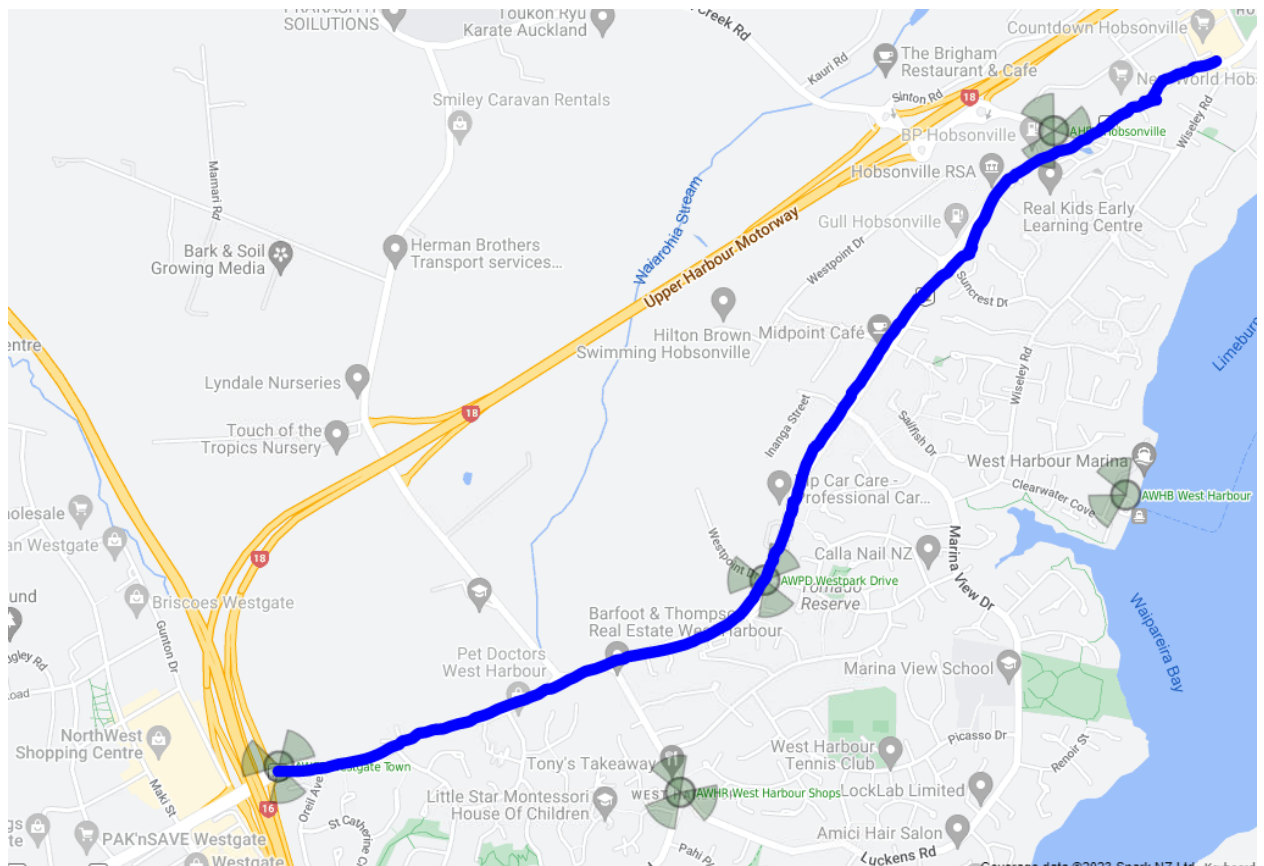
Route	Impact to Connexa Sites	Impact to 2D Sites	Recommended new sites
Access Rd Upgrade	None	None	Kumeu SW
Rapid Transit Corridor	None	None	Whenuapai West
SH 16 Main Rd	None	None	Huapai
Alternative SH Corridor	None	None	Huapai , Kumeu SW , Whenuapai West
Kumeu Station	None	None	None
Huapai Station	None	None	Huapai
Hobsonville Rd	Westgate town, West Park Dr, Hobsonville	Hobsonville	None

Spedding Road	None	None	Whenupai West, Spedding Rd East
Brigham Creek Rd	None	None	None
Mamari Rd	None	None	Westgate Centre
Trig Rd Upgrade	None	None	Westgate Centre
Fred Taylor Drive	None	None	Whenuapai West
Don Buck Rd	None	None	None
Coatesville- Riverhead	None	None	Riverhead South
Trig Rd Corridor	None	None	None
Red Hills	None	None	Red Hills, West Hills

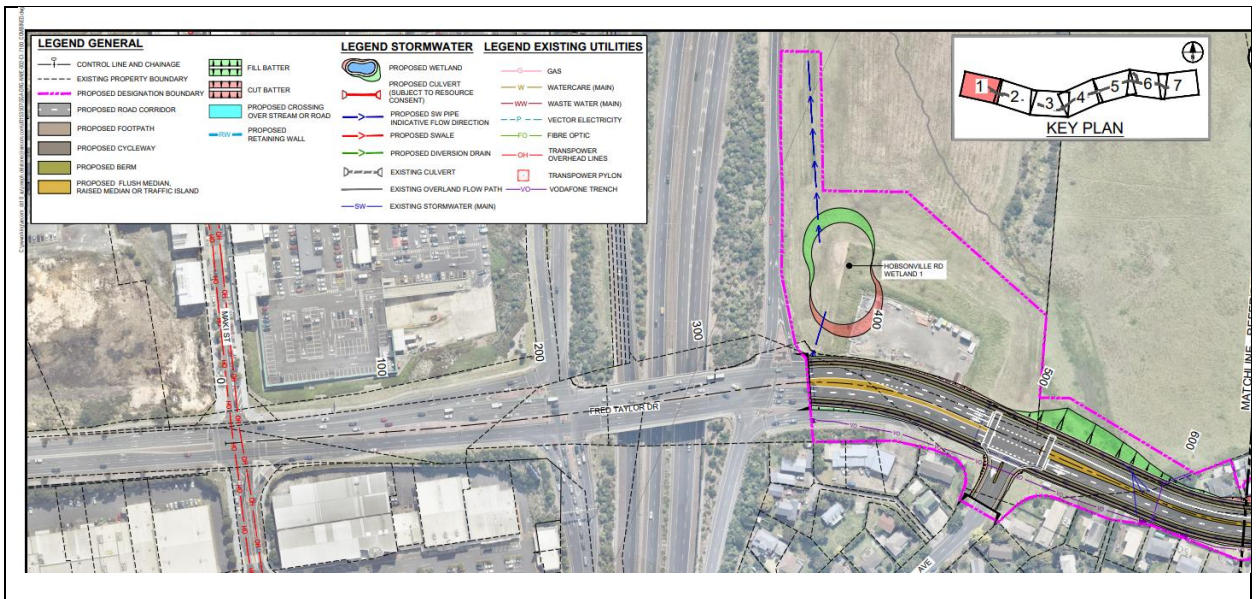
The Hobsonville Road designation (North West Local Network: Alteration to designation 1437 Hobsonville Road) impacts three existing Connexa sites that are within the designated boundary:

- Westgate Town
- West Park Dr
- Hobsonville.

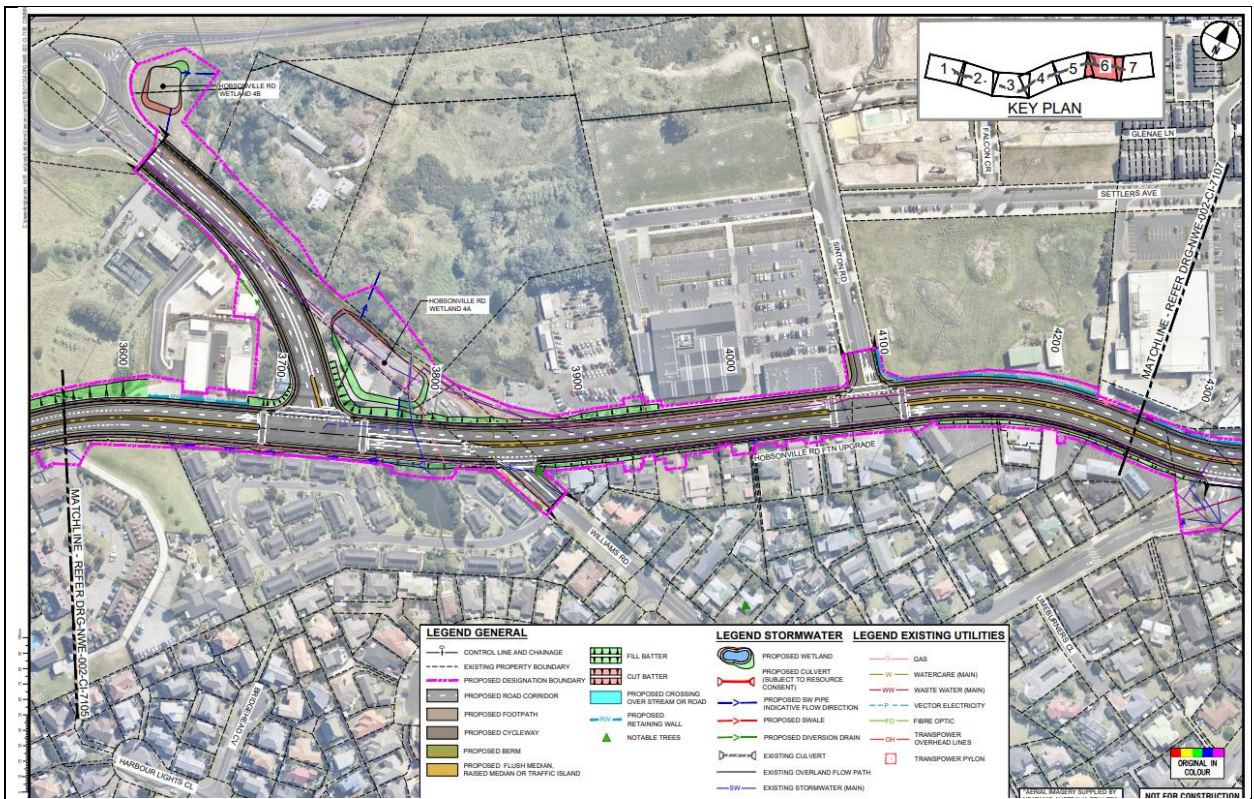
Impacted Connexa Sites Overview



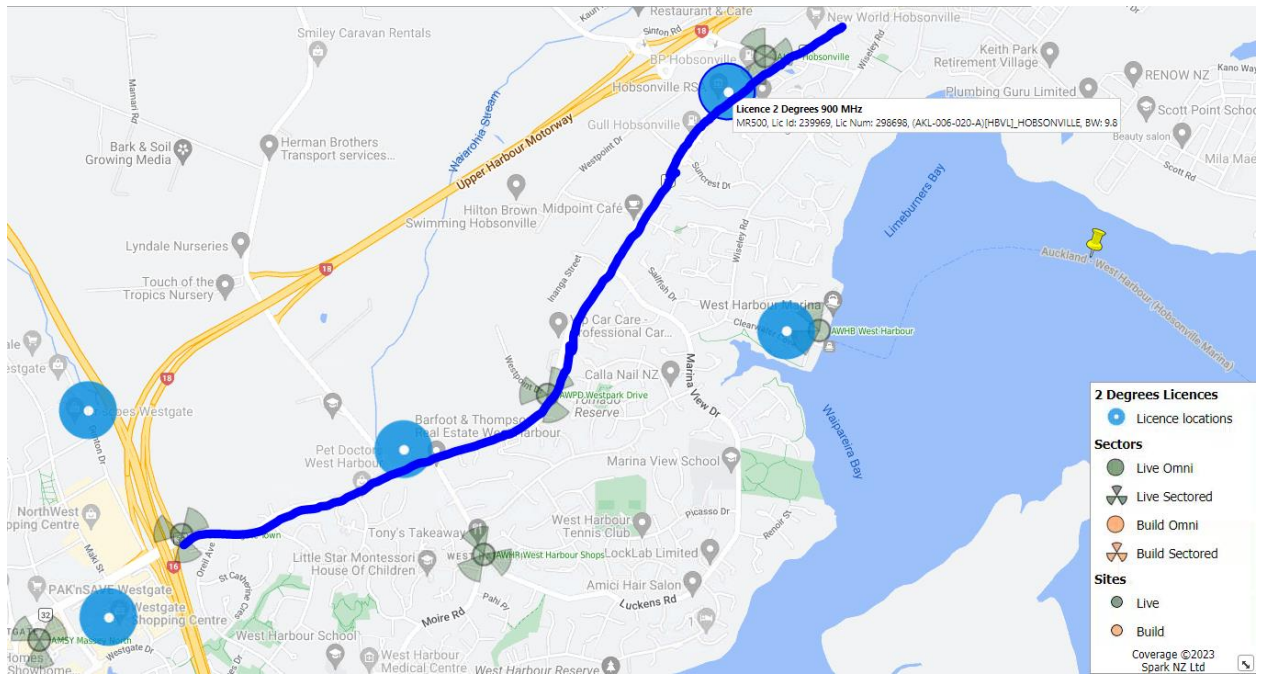
Connexa Westgate Town Site Details



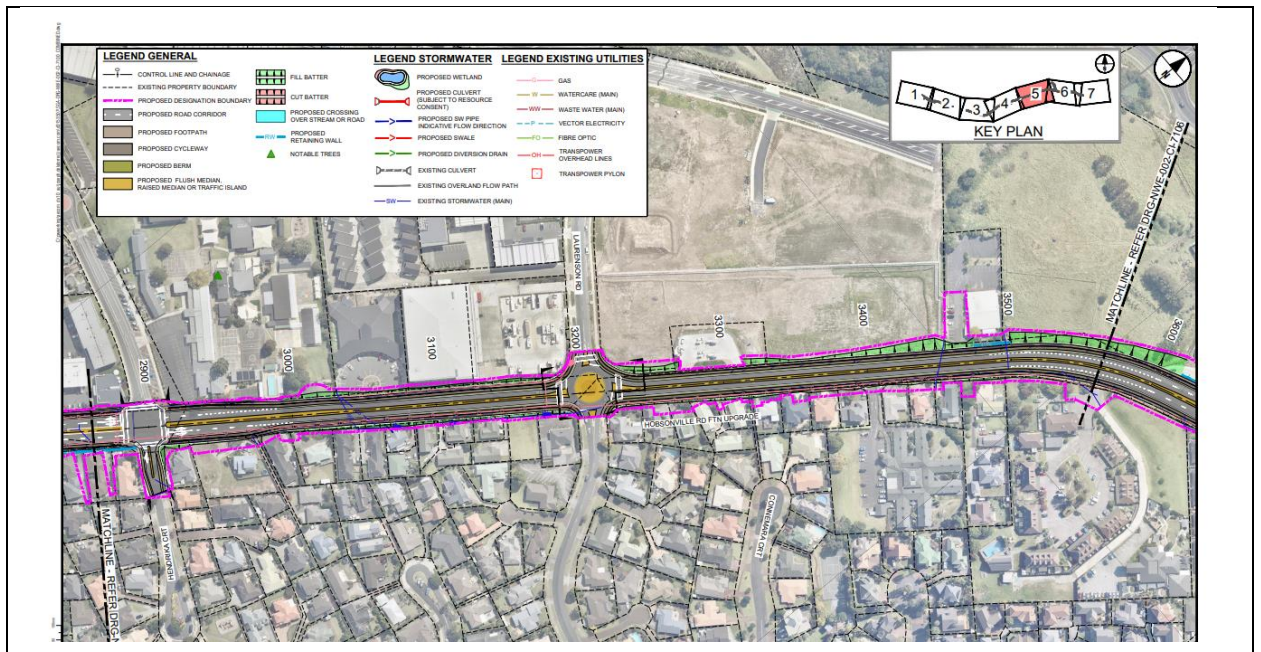
Connexa Hobsonville Site Details



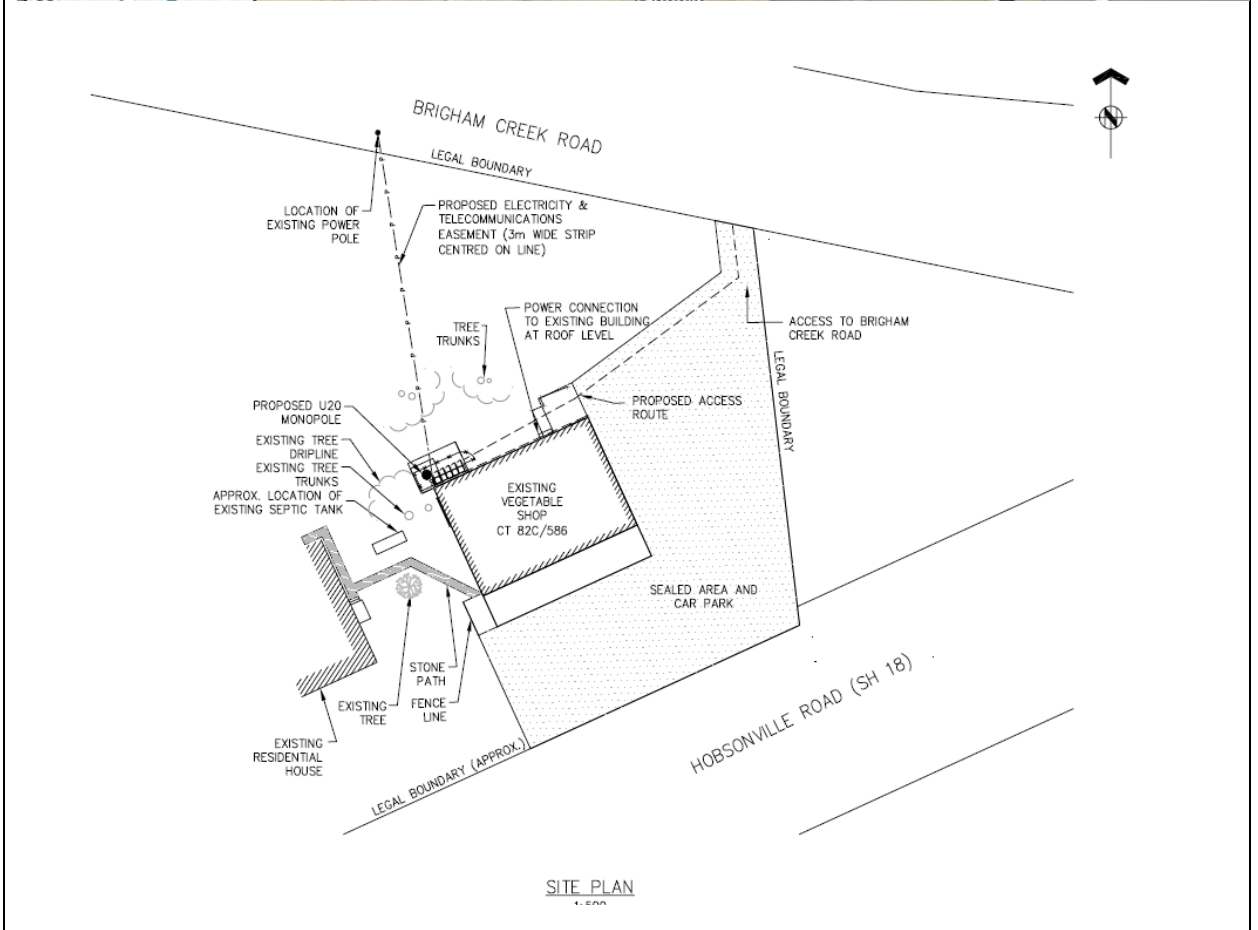
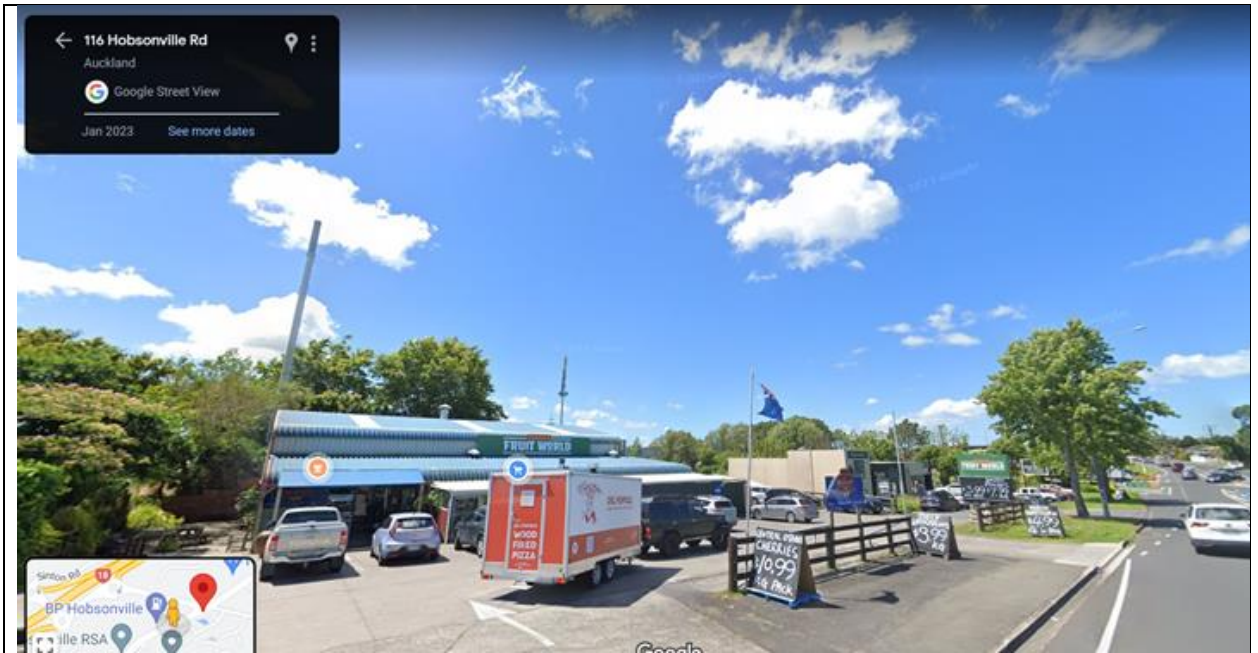
Impacted 2degrees Hobsonville Site

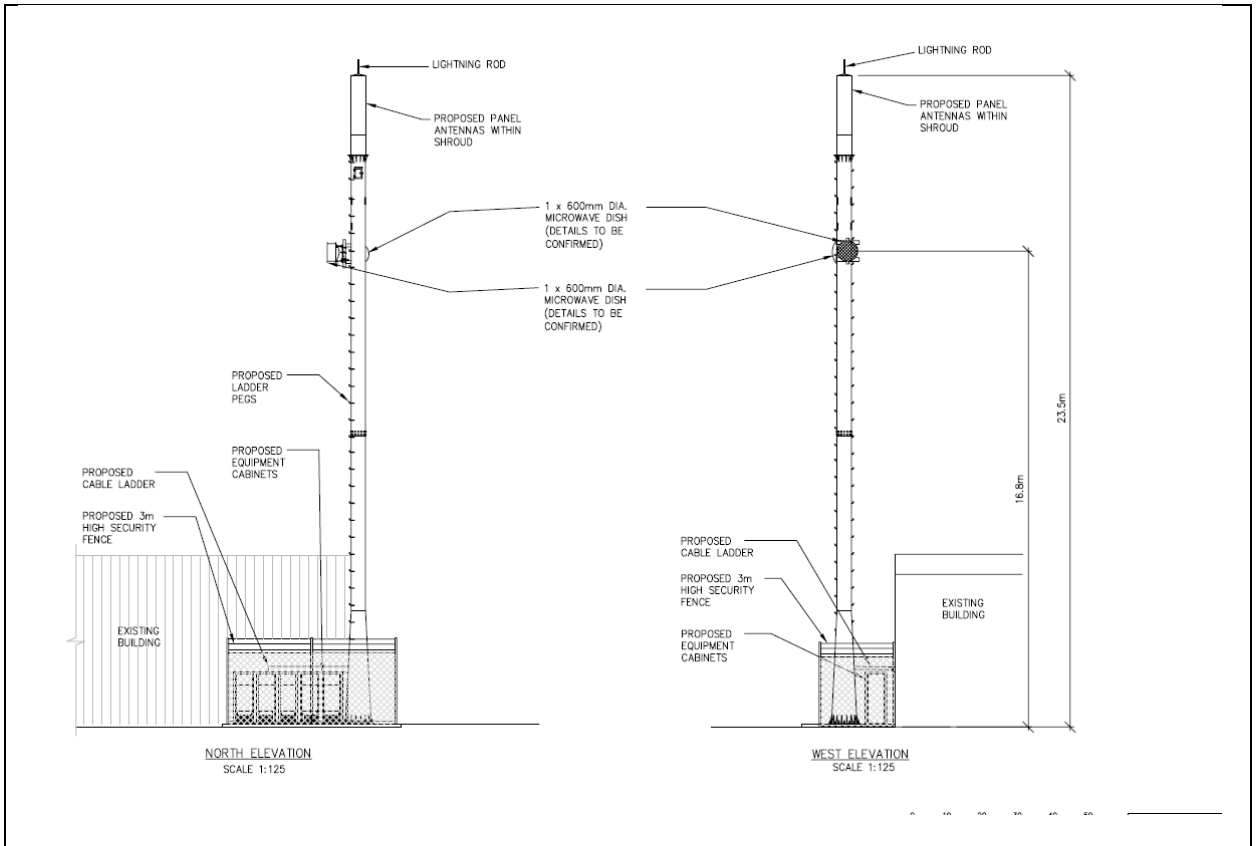


2degrees Hobsonville site details









Attention:

Auckland Council

By email: unitaryplan@aucklandcouncil.govt.nz

Submission on notified notice of requirement lodged by Auckland Transport for the upgrade of the Brigham Creek Road corridor (Reference: NOR W3 – Brigham Creek Road)

To whom it may concern,

I am writing on behalf of my client RWPT Limited, who are currently in the process of acquiring the property at 96A Trig Road, Whenuapai. It is my understanding that the notice of requirement referenced *NOR W3 – Brigham Creek Road* will affect the transport network surrounding 96A Trig Road.

While my client is generally supportive of the general arrangement of the proposed works, they oppose the proposed lapse period for the implementation of works, while 15 years has been proposed, this will create significant uncertainty as to when works will be implemented. As such, my client seeks relief to have the lapse period amended to 5 years.

My client wishes to remain part of the approval process for the notice of requirement, including being part of the further submission process. My client wishes to be heard at any hearing held in regards to the designation.

Regards,



Joe Gray

Principal Planner, Saddleback Consulting Limited (on Behalf of RWPT Limited)

**SUBMISSION ON REQUIREMENT FOR DESIGNATION UNDER CLAUSE 6 OF
THE FIRST SCHEDULE TO THE RESOURCE MANAGEMENT ACT 1991**

To: Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Stride Property Limited

Address: c/- MinterEllisonRuddWatts
PO Box 105249
AUCKLAND 1143
Attention: Bianca Tree / Amy Dresser

Scope of submission

1. This is a submission on behalf of Stride Property Limited (**Stride**) on notices of requirement from Auckland Transport (**AT**) for designations as part of the North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance (a collaboration between AT and Waka Kotahi NZ Transport Agency (**Waka Kotahi**)). The submission addresses the following notices of requirement (**NWLN Notices of Requirement**):
 - (a) North West Local Network: Trig Road (W1);
 - (b) North West Local Network: Māmari Road (W2);
 - (c) North West Local Network: Brigham Creek Road (W3);
 - (d) North West Local Network: Spedding Road (W4);
 - (e) North West Local Network: Alteration to designation 1437 Hobsonville Road (W5);
 - (f) North West Local Network: Don Buck Road (RE1); and
 - (g) North West Local Network: Alteration to designation 1433 Fred Taylor Drive (RE2).
2. To provide a summary of the submission below:
 - (a) Stride supports the NWLN Notices of Requirement to the extent that they enable transport connections in north west Auckland; however

- (b) Stride seeks that the NWLN Notices of Requirement and Waka Kotahi and AT's investment in infrastructure provide appropriate connections to the Westgate Metropolitan Centre, including by completing Northside Drive and providing connections to SH 16.

Trade competition

3. Stride is not a trade competitor of AT for the purposes of section 308B of the Resource Management 1991 (**RMA**).
4. In any event, Stride's submission does not relate to trade competition or the effects of trade competition.

Background

5. Stride is a commercial property ownership company which manages one of New Zealand's largest diversified investment property portfolios, with a range of commercial office, retail and industrial properties.
6. Stride's investment strategy is to invest in a portfolio of places with 'enduring demand'. These are places that attract the highest demand in all market conditions because they meet the needs of tenants, their staff, their visitors and their customers. The attributes of properties that have enduring demand vary depending on the sector and the market but are a combination of accessibility, amenity, functionality and a value proposition that is compelling.
7. Stride's property portfolio includes properties across Auckland, the majority of which are located in Metropolitan Centres, Town Centres and Local Centres. Stride's investment in centre locations supports the desire to create developments that have high accessibility, amenity and functionality. Centres form an important part of the commercial infrastructure of a society, and are critically important to the economic prosperity and vitality of the city. Centres are also key nodes in our existing transport network.
8. One of Stride's flagship Auckland properties is the NorthWest Shopping Centre, which is located in the Westgate Metropolitan Centre zone under the Auckland Unitary Plan (**AUP**) and is the key node for north west Auckland. Stride owns and operates the NorthWest Shopping Centre on the parcel of land bounded by Maki Street, Rua Road and Gunton Drive, as well as NorthWest 2, the retail and commercial development on the opposite side of Maki Street which frames the town square.
9. The continued development of the Westgate Metropolitan Centre has been further supported by the development at Hobsonville, the live residential zoning provided to the Redhills Precinct in the AUP, and now the notices of requirement lodged by Te Tupu Ngātahi Supporting Growth Alliance.

Stride supports the NWLN Notices of Requirement to the extent that they enable transport connections in north west Auckland

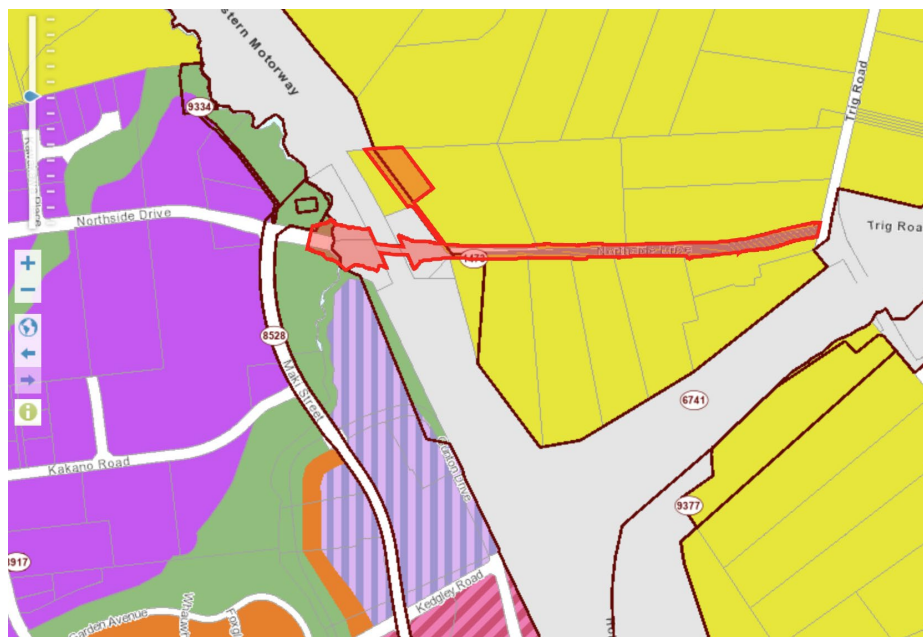
10. The project objectives of the NWLN Notices of Requirement include to enable the provision of a transport corridor that:¹
 - (a) integrates with and supports planned urban growth and the future transport network in Whenuapai; and
 - (b) improves connectivity along the corridor to Whenuapai and to Westgate.
11. As Auckland's population continues to increase and the form of the city intensifies, it is critical that the investment in transport infrastructure supports a quality compact urban form. Providing for transport infrastructure that supports alternative modes, enables residential intensification in proximity to centres and the rapid transit network, and provides efficient access to the centres, will provide for growth in the right locations and optimise infrastructure investment.
12. Investment in infrastructure is particularly important in north west Auckland. The Auckland Plan has identified Westgate as one of three main nodes (as well as Albany and Manukau) that are critical to growth across the Auckland Region, and form the foundation for Auckland's future growth.
13. The NWLN Notices of Requirement assessment of effects on the environment (**AEE**) identifies that transport demand will grow in these areas, and therefore the implementation of the new network is proposed to be staged over 30 years. However, there is already high transport demand in and around Westgate Metropolitan Centre. In addition to the amenities provided by Westgate Mall, NorthWest Shopping Centre, the recently opened Costco Wholesale puts significant pressure on the surrounding transport network, and in particular connections between Westgate Metropolitan Centre and State Highways 16 and 18.
14. Therefore, Stride supports the NWLN Notices of Requirement to the extent that they support the continued development of north west Auckland in and around Westgate Metropolitan Centre.
15. However, Stride considers that a robust assessment is needed of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term.

¹ North West Local Arterials: Assessment of Effects on the Environment (Volume 2, December 2022) (**AEE**) at 26.

Stride seeks that the NWLN Notices of Requirement and Waka Kotahi and AT's investment in infrastructure provide appropriate connections to the Westgate Metropolitan Centre, including by completing Northside Drive and connections to SH 16

16. Westgate Metropolitan Centre is proposed to support an area of significant future growth. Therefore, it is important that appropriate transport connections are planned and implemented to enable connections to this centre.
17. A key opportunity for improved connections to Westgate Metropolitan Centre that has already been identified by AT is the extension to Northside Drive.
18. AT is the requiring authority for designation 1473: Northside Drive (**Northside Drive Designation**). The Northside Drive Designation proposes to extend Northside Drive West over State Highway 16 (in line with the existing bridge pier) and east toward the existing State Highway 18, as shown in Figure 1 below, and include south-facing ramps only on State Highway 16.

Figure 1 – Northside Drive Designation (red)



19. The Northside Drive Designation has connections to Notices of Requirement Trig Road (W1) and Māmari Road (W2), and alteration to designation 1433 Fred Taylor Drive (RE2). In particular, a project objective for the Māmari Road (W2) Notice of Requirement is “to enable the provision of a transport corridor that: ... improves connectivity within Whenuapai and by connecting Whenuapai to Westgate, via the future Northside Drive extension.”
20. However, there is no certainty as to implementation of the Northside Drive extension. The AEE for the NMLN Notices of Requirement states that the Northside Drive overbridge will be constructed either under the Northside Drive Designation or Waka Kotahi SH16/18 connections project, and that the

delivery date is TBC.² The most recent update from Te Tupu Ngātahi Supporting Growth recommends that the Northside Drive development is ‘considered’ as part of the Regional Land Transport Plan process.³

21. This is not sufficient for a critical transport connection between the state highway network and a Metropolitan Centre that is needed now, let alone for the significant growth that continues to occur in north west Auckland.
22. First, Stride seeks that in considering the NWLN Notices of Requirement, the Council prioritises connections between the state highway network and Westgate Metropolitan Centre.
23. Second, Stride seeks that a full interchange connection to SH 16 is provided at Northside Drive. As noted above, the Northside Drive Designation currently only includes south-facing ramps on SH 16. However, the SH 16 connection at Northside Drive needs to be a full diamond interchange to provide both north and south access to the Westgate Centre (and rapid transit station) and also the industrial land at Whenuapai (and avoid heavy vehicles to these areas traveling along residential arterials) and to enable a fully connected and functioning network. It would be appropriate for AT to seek an alteration to the existing Northside Drive Designation to provide this full interchange concurrently with considering the NWLN Notices of Requirement, so a whole of network approach can be considered.
24. Third, Stride seeks that AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and interchange. It is critical that this infrastructure is delivered to respond to existing pressures and in advance of future urban growth in north west Auckland.

Reasons for submission

25. In addition to the reasons set out above, the reasons for Stride’s support in part of the Notices of Requirement and wish to have them amended include to ensure that the Notices of Requirement:
 - (a) are consistent with the relevant objectives and policies of the AUP;
 - (b) provide for a well-functioning urban environment;
 - (c) are consistent with the sustainable management of natural and physical resources and are otherwise consistent with the purpose and principles of the RMA;
 - (d) will meet the reasonably foreseeable needs of future generations;

² AEE at 44.

³ Te Tupu Ngātahi Supporting Growth: North West Auckland <https://findoutmore-supportinggrowth.nz/north-west-auckland> accessed 24 April 2023.

- (e) will enable people and communities to provide for their social, economic and cultural well-being; and
- (f) are consistent with sound resource management practice.

Decision sought

26. The following recommendation or decision sought by Stride is:
- (a) a robust assessment is undertaken of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term;
 - (b) the NWLN Notices of Requirement are amended to prioritise connections between the state highway network and Westgate Metropolitan Centre;
 - (c) AT and / or Waka Kotahi review the need for a full diamond interchange at Northside Drive, and include this scenario in the wider transport upgrade programme; and
 - (d) AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and connections to SH 16; or
 - (e) any additional or consequential relief to give effect to the matters raised in this submission.
27. Stride wishes to be heard in support of its submission.
28. If others make a similar submission, Stride will consider presenting a joint case with them at a hearing.

DATED this 24th day of April 2023

Stride Property Limited by its solicitors and
duly authorised agents
MinterEllisonRuddWatts



Bianca Tree

Address for service of submitter:

Stride Property Limited

c/- MinterEllisonRuddWatts

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AUCKLAND 1143

Attention: Bianca Tree / Amy Dresser

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amy.dresser@minterellison.co.nz

**SUBMISSION ON A NOTIFIED NOTICE OF REQUIREMENT FOR DESIGNATION OF
LAND BY AUCKLAND TRANSPORT**

Section 168(2) of the Resource Management Act 1991

To: Auckland Council, Plans and Places

Private Bag 92300

Auckland 1142

Attention: Planning Technician

41 – 43 BRIGHAM CREEK ROAD JV c/- Ellis Gould, Solicitors at the address for service set out below (the “**Submitter**”) makes the following submission in relation to the notices of requirement lodged by **Auckland Transport** in respect of:

- North West Local Network: Māmari Road: a new designation, for an extension and upgrade of the Māmari Road corridor to an urban arterial corridor, including the provision of bus priority lanes and separated active mode facilities (the “**Māmari Road NoR**”); and
- North West Local Network: Brigham Creek Road: a new designation, for the upgrade of the Brigham Creek Road corridor with separated active mode facilities (the “**Brigham Creek NoR**”).

(together the “**NoRs**”).

1. The NoRs come within the North West Strategic Package of the broader North West Transport Network project (the “**Project**”) under the Te Tupu Ngātahi Supporting Growth Programme.
2. The Submitter will be directly affected by the NoRs as it owns the properties at 41-43 Brigham Creek, Whenuapai, legally described as Lot 2 DP 538562 (the “**Site**”), parts of which come within the designation boundaries.
3. The Submitter is not a trade competitor of the Requiring Authority for the NoRs and could not gain any advantage in trade competition through this submission.
4. The Submitter is not opposed in principle to the NoRs, and supports the Project, but seeks to ensure that:
 - (a) The detailed design of the works incorporates careful consideration of and facilitates the provision of local road connections from the Site to both Brigham

Creek Road and Māmari Road.

- (b) That a reduced lapse date is applied to both NoRs to ensure the Project is implemented in a timely manner which enables the integration of those works with the redevelopment of the Site.

Reasons for submission

5. The reasons for the submission are as follows:

- (a) Unless the relief sought in this submission is granted, the NoRs will:
 - (a) Not promote the sustainable management of natural and physical resources;
 - (b) Not amount to and promote the efficient use and development of resources;
 - (c) Be inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 (“**RMA**”);
 - (d) Generate significant adverse effects on the environment, and in particular, on the Site; and
 - (e) Not warrant being confirmed by Council under section 171 RMA.

In particular, but without derogating from the generality of the above:

- 6. The Site is subject to Private Plan Change 86 (“**PPC86**”) which has been notified, and is awaiting appointment of independent commissioners to hear submissions. PPC86 seeks to rezone the Site from Future Urban Zone to Residential – Mixed Housing Urban to enable the urban development of the Site.
- 7. The Submitter supports the improvements proposed by the NoRs, which seek to create a 30-metre wide four-lane urban arterial road on both Brigham Creek Road and Māmari Road with separated active mode facilities on both sides.
- 8. The redevelopment of the PPC86 Site is likely to require the provision of road connections to both Brigham Creek Road and Māmari Road. The Submitter has also assumed that a building setback from each road to accommodate future road widening will be required. The Submitter considers that the designations for both roads should

be the subject of conditions expressly requiring consideration and provision for local road connections to the Site in detailed design and implementation of the Project.

9. Notwithstanding the potential synergies between PPC86 and the NoRs in terms of the roading improvements proposed, the approximate timing of construction for the NoRs (being 2028 – 2037 for the Brigham Creek Road NoR and 2028 – 2032 for the Māmari Road NoR) may lead to sub-optimal integration of the Project with the redevelopment of the Site.
10. The Submitter notes that the Whenuapai Structure Plan envisaged that the Site would be ready for redevelopment by 2028, and seeks that the Requiring Authority commit to bringing forward construction of the Project in order to ensure that can occur. For that reason, the Submitter seeks a reduced lapse period for the relevant NoRs.

Relief sought:

11. The Submitter seeks that the NoRs be accepted provided conditions are imposed on the designations to ensure that:
 - (a) A reduced lapse date of 5 years is applied to the NoRs.
 - (b) Requiring that the detailed design of the proposed works incorporates and facilitates the provision of local road connections from the Site to both Brigham Creek Road and Māmari Road.
 - (c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

If the above relief is not accepted, the Submitter seeks that the NoRs be declined.

12. The Submitter wishes to be heard in support of its submission.
13. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.

DATED this 24TH day of April 2023

**41 – 43 BRIGHAM CREEK JOINT
VENTURE** by its solicitors and duly
authorised agents, Ellis Gould



D J Sadlier

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509. Auckland 1140, DX CP22003, Auckland. Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention: Daniel Sadlier: dsadlier@ellisgould.co.nz

From: [Campbell Barbour](#)
To: [Unitary Plan](#)
Subject: Northwest Auckland NOR's
Date: Friday, 28 April 2023 3:54:26 pm

Re Joint notification of 19 Separate Notices of Requirement by Auckland Transport and Waka Kotahi NZ Transport Agency to protect routes in Whenuapai, Kumeu, Huapai and Redhills.

This submission is made on behalf of the NZRPG group of companies which includes as it relates to this matter, Westgate Properties 2017 limited, NZRPG management 2017 limited, Westgate Town Centre 2017 limited, Northside Land Holdings Limited, Westgate Town centre limited Apologies for this submission not being received by Monday 24 April, the person responsible for its submission has been ill and its completion was overlooked. We trust that given the short period of lateness a waiver in this instance would not unduly prejudice anyone.

This submission(s) relates to the entire “bundle of 19 NOR’s. We record our general support for the overdue provision of adequate roading infrastructure to support the Auckland’s Northwest and in particular its growth. We are concerned however about the practical delivery of some of the proposals, the expected timeframe for their delivery and the extent to which they have “future proofed” to provide intergenerational solutions. We expect to join other submitters in response to specific aspects of design and delivery.

Our primary submission at this point in the process relates to the integration of these proposals with existing infrastructure (or lack of it) in particular surrounding the Westgate Town centre. We submit that these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.

The NZRPG group is prepared to be heard in relation to this submission

Our contact is hereunder

Campbell Barbour

General Manager

www.nzrpg.co.nz | ph +64 9 831 0200 | mob 0274 755 188

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**SUBMISSION ON AUCKLAND TRANSPORT AND WAKA KOTAHI'S NOTICES OF
REQUIREMENT FOR THE NORTH WEST LOCAL, STRATEGIC AND HIF REDHILLS
&TRIG ROAD NETWORK BY KĀINGA ORA HOMES AND COMMUNITIES**

TO: Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1010

Submission via email: unitaryplan@aucklandcouncil.govt.nz

KĀINGA ORA HOMES AND COMMUNITIES (Kāinga Ora) at the address for service set out below makes the following submission on the Notices of Requirement (**NoR**) for the North West Local, Strategic, and HIF Redhills & Trig Road Network (**The Project**) (Requiring Authority – Auckland Transport and Waka Kotahi).

Background

1. Kāinga Ora was established in 2019 under the Kāinga Ora-Homes and Communities Act 2019. Kāinga Ora consolidates Housing New Zealand Corporation, HLC (2017) Ltd and parts of the KiwiBuild Unit. Under the Crown Entities Act 2004, Kāinga Ora is listed as a Crown entity and is required to give effect to Government policies.
2. Kāinga Ora is now the Government's delivery entity for housing and urban development. Kāinga Ora will therefore work across the entire housing spectrum to build complete, diverse communities that enable New Zealanders from all backgrounds to have similar opportunities in life. As a result, Kāinga Ora has two core roles:
 - (a) being a world class public housing landlord; and
 - (b) leading and co-ordinating urban development projects.
3. Kāinga Ora's statutory objective requires it to contribute to sustainable, inclusive, and thriving communities that:

- (a) provide people with good quality, affordable housing choices that meet diverse needs; and
 - (b) support good access to jobs, amenities and services; and
 - (c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.
4. Kāinga Ora is focused on delivering quality urban developments by accelerating the availability of build-ready land, and building a mix of housing including public housing, affordable housing, homes for first home buyers, and market housing of different types, sizes and tenures. In addition to housing, Kāinga Ora has a key interest in critical infrastructure projects to enable housing supply, build-ready land and well-functioning urban environments. Therefore, its interest is across the urban development spectrum.
 5. The public housing portfolio managed by Kāinga Ora in Auckland comprises approximately 30,100 dwellings¹. Auckland is a priority to reconfigure and grow Kāinga Ora housing stock to provide efficient and effective public and affordable housing that is aligned with current and future residential demand in the area, and the country as a whole.
 6. Kāinga Ora has a shared interest in the community as a key stakeholder, alongside local authorities. Kāinga Ora interests lie in the provision of public housing to persons who are unable to be sustainably housed in private sector accommodation, and in leading and co-ordinating residential and urban development projects. Kāinga Ora works with local authorities to ensure that appropriate services and infrastructure are delivered for its developments.
 7. In addition to its role as a public housing provider, Kāinga Ora also has a significant role as a landowner, landlord, and developer of residential housing. Strong relationships between local authorities and central government are key to delivering government's priorities on increasing housing supply.
 8. Kāinga Ora owns land within, adjacent and nearby to the proposed designation subject to this submission.
 9. Policy decisions made at both central and local government level have impacts on housing affordability and community wellbeing. The challenge of providing affordable

¹ As of December 2022; <https://kaingaora.govt.nz/publications/housing-statistics/>

housing will require close collaboration between central and local government to address planning and governance issues to reduce the cost of construction, land supply constraints, infrastructure provisions and capacity as well as an improved urban environment.

10. Kāinga Ora is interested in all issues that may affect the supply and affordability of housing, as well as the well-being of their tenants. This includes the provision of services and infrastructure, and how this may impact on Kāinga Ora existing and planned housing, community development and Community Group Housing (CGH) suppliers.

Wider Context

11. In addition to the above, Kāinga Ora will play a greater role in urban development in New Zealand. The legislative functions of Kāinga Ora, as outlined in the Kāinga Ora Act, illustrate this broad mandate and outline two key roles of Kāinga Ora in that regard:
 - a) initiating, facilitating and/or undertaking development not just for itself, but in partnership or on behalf of others; and
 - b) providing a leadership or coordination role more generally.
12. Notably, the statutory functions of Kāinga Ora in relation to urban development extend beyond the development of housing (which includes public housing, affordable housing, homes for first time buyers, and market housing) to the development and renewal of urban environments, as well as the development of related commercial, industrial, community, or other amenities, infrastructure, facilities, services or works.

The Government Policy Statement on Housing and Urban Development 2021 (“GPS-HUD”)

13. The GPS-HUD sets a direction for housing and urban development in New Zealand. Its overarching vision is that everyone in New Zealand lives in a home and a community that meets their needs and aspirations. The four main things it sets out to achieve are:
 - (a) **Thriving and resilient communities** – the places where people live are accessible and connected to employment, education, social and cultural opportunities. They grow and change well within environmental limits, support our culture and heritage and are resilient.

- (b) **Wellbeing through housing** – everyone lives in a home, whether it’s rented or owned, that is warm, dry, safe, stable and affordable, with access to the support they need to live healthy, successful lives.
- (c) **Māori housing through partnership** – Māori and the Crown work together in partnership so all whānau have safe, healthy, affordable and stable homes. Māori housing solutions are led by Māori and are delivered locally. Māori can use their own assets and whenua Māori to invest in and support housing solutions.
- (d) **An adaptive and responsive system** – Land-use change, infrastructure and housing supply is responsive to demand, well planned and well regulated.

The National Policy Statement on Urban Development (“NPS-UD”) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the “RMAA 2021”)

- 14. The NPS-UD aims to ensure councils better plan for growth and remove overly restrictive barriers to development to allow growth in locations that have good access to services, public transport networks and infrastructure. The NPS-UD’s intensification policies require councils to enable greater heights and densities in areas that are well-suited to growth, such as in and around urban centres and (existing and proposed) rapid transit stops. The RMAA 2021 introduced the Intensification Streamlined Planning Process for tier 1 councils to implement the intensification policies and additionally required these councils to introduce the Medium Density Residential Standards.
- 15. Together, the NPS-UD and RMAA 2021 are intended to ensure New Zealand’s towns and cities are well-functioning urban environments that support housing supply and affordability, accessibility to jobs and services, and emissions reduction.

Scope of Submission

16. The submission relates to the 19 NoR's for the North West Local, Strategic, and HIF Redhills & Trig Road Network Project in their entirety.

The Submission is:

17. Kāinga Ora **supports** the Project and **supports** the NoR's for the Project **in part**, which seeks to undertaken the following works to provide a Rapid Transit Corridor and stations, buses priority lanes and associated walking and cycling facilities²:
 - (a) Widening and upgrade the existing corridors on Coatesville – Riverhead Highway, Don Buck Road, Fred Taylor Drive, Māmari Road, Brigham Creek Road, Spedding Road and sections of Hobsonville Road to local arterial and include buses priority lanes and separated cycle lanes and footpaths (**NoR R1, RE1, RE2, W2, W3, W4 and W5**);
 - (b) Widening and upgrade the existing corridors on Trig Road and sections of Hobsonville to a corridor with separated active mode facilities (**NoR W1 and W5**).
 - (c) Construct a new Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations as well as an upgrade to Access Road (**NoR S1, S2, S3, S4, KS and HS**).
 - (d) Construct two arterial transport corridors in Redhills (**NoR 1, 2a, 2b and 2c**)
 - (e) Upgrade and widening the existing Trig Road corridor to an urban arterial corridor (**NoR Trig Road Corridor Upgrade**).
18. This support is subject to the relief Kāinga Ora seeks being granted and matters raised in its submission being addressed.
19. In particular, but without limiting the generality of the above:
 - a) Kāinga Ora supports the outcomes derived from the project particularly as they relate to the delivery of regionally significant transportation infrastructure, enhanced accessibility, and the overall improved rapid transport, walking and cycling provision, however support in part the proposed NoR for the Project.

² Refer Section 1 of the AEE for specific details.

Kāinga Ora considers that the Project will support urban growth and intensification objectives along its alignment, contained within the strategic planning documents, including those within the NPS-UD.

- b) Kāinga Ora considers the designation process is appropriate due to the regional significance of the infrastructure proposed and the ability of the designation process to avoid unreasonable delay.
 - c) Kāinga Ora generally supports the proposed conditions of the designation and the use of the mechanisms outlined to avoid, remedy, or mitigate potential adverse effects and to regularly communicate with the community, including but not limited to: the submission of an Outline Plan of Works (OPW), the Stakeholder Communication and Engagement Management Plan (SCEMP), Urban Landscape Design Management Plan (ULDMP), Construction Environmental Management Plan (CEMP), Cultural Monitoring Plan (CMP), Construction Traffic Management Plan (CTMP), Construction Noise and Vibration Management Plan (CNVMP), Construction Noise and Vibration Management Schedule (CNVMS), Historic Heritage Management Plan (HHMP); Ecological Management Plan (EMP), and a Tree Management Plan (TMP).
20. Notwithstanding the general support of the Project, Kāinga Ora considers that further information or details about the project are required. Depending on the outcome of these investigations, there may need to be some changes to designation conditions and/or the design of the project to address the concerns expressed in this submission.

Designation Boundary Review

21. Given the designation is proposed to be in place for 15 years (for the Local, HIF Redhills and Trig Road Network) and 20 years (for the Strategic Network), and given the boundaries are likely to impact future development along the Project alignment for some time (and may lead to unintended consequences as a result), Kāinga Ora requests that a more refined approach is adopted to determining the designation boundary. This would ensure that only the minimum amount of land required is designated (for both construction and operational needs), so that efficient and effective land use is not compromised.
22. Kāinga Ora proposes the incorporation of a periodic review condition where the extent of the designation boundary is reviewed every 12 months following the lodgement of

OPW(s) to ensure this is being refined continually, and that any land no longer required for construction and operation as a result of the refinement exercise shall be uplifted from the designation.

Flooding

23. Kāinga Ora is concerned that the proposed conditions manage flooding at the expense of neighbouring properties. In particular, Kāinga Ora notes that proposed conditions for 'Flood Hazard' would enable an increase in the level of flooding toward adjoining properties. As an example, this condition proposes that a 10% reduction in free board for existing habitable floors is permitted, and an increase in flood levels of 50mm is permitted where there is no existing dwelling (among others).
24. It is of Kāinga Ora opinion that the Project should be required to manage the flooding effects within its own boundary.
25. Kāinga Ora requests that a flood hazard condition is added so that, simply put, the Requiring Authority does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.

Noise and Vibration

Construction Noise and Vibration

26. Kāinga Ora acknowledges that compliance with construction noise and vibration standards are not always practical and supports the management of construction noise and vibration by way of a CNVMP and CNVMS, provided this is in accordance with best practical options and provided the effects of construction noise and vibration are minimised as far as is practical.
27. Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS.

Operational Noise and Vibration

28. It is acknowledged that transport infrastructure is critical to enabling a well-functioning urban environment, and that a degree of noise and vibration emissions are expected. However, it must be recognised that significant noise emissions have potential adverse

effects on surrounding residential environments and the health and well-being of people living nearby. Therefore, Operational Noise and Vibration requires careful consideration to ensure that the effects are appropriately avoided, remediated or mitigated in accordance with Section 16 and 17 of the RMA.

29. Kāinga Ora is concerned that the Project does not fully assess the health effects associated with traffic noise of the Project. While the Project assesses the traffic noise effects in the context of NZS6806, Kāinga Ora is concerned that the standard does not fully capture the potential health effects of a proposal. This was raised within the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network (which in turn took reference and guidance from the Board of Inquiry decision for the Waterview Connection)³ where it was noted that NZS 6806: potentially discounts the adverse cumulative effects of elevated noise on recipients; inadequately addresses those parts of s.5 (2)(c) of the RMA concerned with avoiding, remedying and mitigating adverse effects; does not engage those parts of Section 7 of the RMA concerned with amenities and the quality of the environment likely to be of concern to impacted persons; and inadequately addresses Section 16 of the RMA (among others).
30. Kāinga Ora notes that Auckland Transport identifies that activities subjected to an operational noise level of 55 dB LAeq require mitigation to address potential adverse health effects. Kainga Ora requests a condition requiring operational noise levels to not exceed 55 dB LAeq beyond the boundaries of the designation or, where exceeded at a sensitive receiver, mitigation is provided.
31. This operational noise level was the baseline utilised within Auckland Transport's Acoustic Expert Evidence by Claire Drewery for Private Plan Change 51 (**PPC51**)⁴, who considered that there are adverse health effects in relation to road traffic, referencing both the World Health Organisation (WHO) Environmental Noise Guidelines for the European Region (2018) and enHealth's The Health Effects of Environmental Noise (2018). The WHO's guidelines are (in part) copied below:

WHO guidelines for Community Noise 1999 states the following in relation to dwellings

³³ Refer paragraph 229 of the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network dated 20 April 2022

⁴ Paragraphs 6.7 and 6.9 of Statement of Evidence of Claire Drewery on behalf of Auckland Transport – Acoustic, dated 24 August 2021 for Private Plan Change 51 – Drury 2 Precinct.

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... The effects of noise in dwellings, typically, are sleep disturbance, annoyance and speech interference. For bedrooms the critical effect is sleep disturbance. Indoor guideline values for bedrooms are 30 dB LAeq for continuous noise and 45 dB L_{Amax} for single sound events. Lower noise levels may be disturbing depending on the nature of the noise source. At night-time, outside sound levels about 1 metre from facades of living spaces should not exceed 45 dB LAeq, so that people may sleep with bedroom windows open. This value was obtained by assuming that the noise reduction from outside to inside with the window open is 15 dB. To enable casual conversation indoors during daytime, the sound level of interfering noise should not exceed 35 dB LAeq. To protect the majority of people from being seriously annoyed during the daytime, the outdoor sound level from steady, continuous noise should not exceed 55 dB LAeq on balconies, terraces and in outdoor living areas. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound level should not exceed 50 dB LAeq. Where it is practical and feasible, the lower outdoor sound level should be considered the maximum desirable sound level for new development.

WHO Environmental Noise Guidelines for the European Region (2018) states the following

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Environmental noise is an important public health issue, featuring among the top environmental risks to health. It has negative impacts on human health and well-being and is a growing concern among both the general public and policy-makers in Europe.

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For average noise exposure, the Guideline Development Group (GDG) strongly recommends reducing noise levels produced by road traffic below 53 decibels (dB) L_{den}, as road traffic noise above this level is associated with adverse health effects.

Based on the above, Ms Drewery adopted 55 dB LAeq_(24 hour) as the noise level above which potential health effects could occur and made subsequent recommendations for

PPC51. Kāinga Ora considers that it is appropriate that a similar baseline is utilised for the Project.

32. Kāinga Ora considers that it is appropriate that the Requiring Authority is incentivised to ensure that such measures are undertaken to reduce noise and vibration at source, while at the same time utilising the AUP to manage those effects that cannot be controlled at source, if required.
33. Kāinga Ora submits that there would be a number of advantages with minimising noise and vibration at source that should provide benefits to future residents in surrounding urban areas, namely the ability for existing and future occupants to enjoy greater amenity outside their dwellings. While acoustic attenuation could be an appropriate response to address a health or amenity issue, any reduction of noise (or vibration) at source would enable future residents to enjoy their outdoor living areas, rather than being 'locked-up' in their homes.
34. At the same time, Kāinga Ora submits that there may be circumstances whereby existing dwellings that experience increased exposure to noise and vibration require further mitigation in the form of building modifications, including but not limited to wall insulation, double glazing, forced ventilation and temperature controls. Kāinga Ora would like to discuss this aspect with the Requiring Authority.
35. Kāinga Ora is concerned that the conditions as drafted are not user friendly, are over complicated and would be difficult to understand for adjoining landowners. Kāinga Ora requests that the conditions are simplified for the benefit of adjoining land owners.
36. Kāinga Ora supports the application of structural mitigation measures (low noise and vibration road surfaces, acoustic barriers insulation, where appropriate) to all roads within the NoR. However, it is sought that where mitigation is applicable along the alignment of the Project, that this offer for mitigation shall stay in perpetuity (i.e. not be limited to three months), until an offer has been taken up, in the interests of natural justice and mitigating adverse health effects for future occupiers.
37. Kāinga Ora requests that the condition for Low Noise Road Surface is amended to require the use of low noise and vibration road surfaces, such as an Asphaltic mix surface, for all road surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective.

Other Items

Validity of Advice Note – Designation Boundary

38. Kāinga Ora has concerns with the validity of the advice note associated with condition associated with the UDLMP, which states that a front yard setback is not required from the designation boundary as the designation is not specifically proposed for road widening purposes. It would appear to Kāinga Ora that the proposal is, at least in part, for road widening to accommodate the Project. A designation cannot modify a rule in the plan, and it is expected that the Council are likely to require the front yard to be taken from the designated boundary which would potentially result in unintended consequences along the alignment of the Project, and compromise efficient land use and development along the Projects alignment.

Designation Review

39. The proposed designation conditions include a requirement for the Requiring Authority to review the designation within 6 months of completion of construction or as soon as otherwise practicable. While Kāinga Ora generally supports this notion and the intent to do this as soon as is practical, Kāinga Ora considers that the condition should also include a requirement for the Requiring Authority to provide the land in a suitable state once the land is relinquished from the designation and surrendered, in agreement with the property owner.

Relief Sought

40. Kāinga Ora seeks the following further actions regarding the NoR:
- (a) That the Requiring Authority adopts a more ‘refined’ approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing.
 - (b) That the Requiring Authority undertakes an assessment of the health and safety effects of the operational traffic noise prior to the hearing.
 - (c) That the design of the Project is updated to incorporate the full suite of recommendations contained within (a) and (b) above, or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.

41. Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR:
- (a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes required and the OPW should demonstrate how safe alternative access will be provided.
 - (b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.
 - (c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority.
 - (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up.
 - (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
 - (f) That the Designation Review condition should be amended to:
 - (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and
 - (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.
 - (g) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out herein.

- (h) Any other alternative or consequential relief to give effect to this submission.
42. In the absence of the relief sought, Kāinga Ora considers that the NoR:
- (a) is contrary to the sustainable management of natural and physical resources and is otherwise inconsistent with Part 2 of the Act;
 - (b) will compromise urban development outcomes;
 - (c) will in those circumstances impact on the ability of people and communities to provide for their social, economic and cultural wellbeing.
43. Kāinga Ora does not consider it can gain an advantage in trade competition through this submission.
44. Kāinga Ora wishes to be heard in support of its submission.
45. If others make a similar submission, Kāinga Ora would be willing to consider presenting a joint case with them at hearing.

Dated this 11th Day of May 2023



Jennifer Chivers on behalf of

Brendon Liggett

Manager – Development Planning
Kāinga Ora Homes and Communities

ADDRESSES FOR SERVICE:

Kāinga Ora – Homes and Communities

PO Box 74598

Greenlane, Auckland

Attention: Jennifer Chivers

Email:

developmentplanning@kaingaora.govt.nz

Submission on Requirement for Designation lodged by Te Tupu Ngātahi Supporting Growth Alliance in respect of North West Transport Network Upgrades

Sections 168, 169 and 181, Resource Management Act 1991

To: Auckland Council
Address: Attn: Planning Technician
Private Bag 92300
Auckland 1142
Email: unitaryplan@aucklandcouncil.govt.nz

Submitter: New Zealand Defence Force
Contact Person: Lucy Edwards, Senior Statutory Planner

Address for Service: New Zealand Defence Force

Phone: +64 22 121 5440
Email: lucy.edwards@nzdf.mil.nz

Background

This is a submission on various Notices of Requirement (NoR) lodged by Te Tupu Ngātahi Supporting Growth Alliance (SGA) on behalf of both Auckland Transport and Waka Kotahi.

The purpose of the NoRs is to provide route protection for various transport corridors in Auckland's North West. The proposed designations seek to enable upgrades to the existing road and state highway networks, safety improvements and new road connections.

Of the 19 NoR packages lodged, the following are the subject of this submission:

- North West Local Network: Trig Road
- North West Local Network: Mamari Road
- North West Local Network: Brigham Creek Road
- North West Local Network: Spedding Road

Auckland Transport is the applicable Requiring Authority for all of these packages.

The New Zealand Defence Force (NZDF) operates the RNZAF Base Auckland (Base Auckland) at Whenuapai, located within, directly adjacent to or in proximity to the areas to be designated for route protection by way of these NoRs.

Base Auckland is a significant Defence facility, of strategic importance regionally, nationally and internationally. Ensuring that this facility can continue to operate to meet Defence obligations under the Defence Act 1990 is critical. These obligations include the defence of New Zealand, the provision of assistance to the civil power either in New Zealand or elsewhere in times of emergency, and the provision of public service when required. Base Auckland is essential in achieving these obligations. RNZAF Base Auckland is designated within the Auckland Unitary Plan (AUP) for 'Defence purposes (as defined by section 5 of the Defence Act 1990) – air base' (Designation Number 4310).

NZDF does not oppose the NoRs in principle and recognises the importance of an integrated, well-planned and future-proofed transport network. However, NZDF wants to ensure that the route protection (and associated future works enabled through any Outline Plan process pursuant to section 176A of the RMA) are appropriate and do not compromise the safe and efficient operation of Base Auckland.

The NoR documentation sets out that NZDF was engaged with prior to lodgement of the NoRs. Although initial discussions took place, the NoRs were lodged before all of NZDF's concerns had been addressed. NZDF has residual concerns relating to the effect that the NoRs would have on Base Auckland that it would like to work through with the SGA, prior to the designations being confirmed.

Concerns with the proposals include bird strike risk from dry ponds, rain gardens and wetlands proposed to be constructed or upgraded within the designated areas. Bird strike is a significant safety risk at Base Auckland and NZDF requires further clarification on how bird strike risks will be avoided or mitigated. Lighting effects on Base Auckland from new lighting within the proposed transport corridors will also need to be appropriately managed, along with any effects from construction activities on the NZDF landing lights. No permanent structures or construction machinery should exceed the Obstacle Limitation Surface for Base Auckland as shown on the planning maps in the Auckland Unitary Plan.¹

Further, NZDF appreciates that the SGA has sought to minimise encroachment of the proposed designation footprints on NZDF land through the development of the designs to date. However, the NoRs still require the use of parts of NZDF land for the proposed roading upgrades. NZDF is therefore seeking further clarification as to how the effects on NZDF resulting from this encroachment will be mitigated.

NZDF acknowledges that the NoRs are being lodged to secure route protection and that detailed design is yet to be developed. As a result, many of the potential effects on Base Auckland identified above cannot be accurately assessed at this time. NZDF is therefore seeking that a condition is included on the designations that states that: *detailed design will be developed, and land ownership arrangements finalised, in consultation with the New Zealand Defence Force, in order to ensure that future works are undertaken in a manner that do not compromise the safe and efficient operation of Base Auckland.*

NZDF **could not** gain an advantage in trade competition through this submission.

NZDF **wishes to be heard** in support of this submission.

If others make a similar submission, **we will consider** presenting a joint case with them at the hearing.



Person authorised to sign
on behalf of New Zealand Defence Force

Date 18/04/22

¹ Refer to designation 4311, Whenuapai Airfield Approach and Departure Path Protection.



FORM 21

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification under Section 168A, 169, 181, 189A, 190 and 195A of the Resource Management Act 1991.

Submission on Te Tupu Ngātahi – North West Local Network: Spedding Road

To: Te Tupu Ngātahi – Supporting Growth Alliance ('Te Tupu Ngātahi')

Name of submitter: **Te Tāhuhu o te Mātauranga | Ministry of Education ('the Ministry')**

Address for service: Eden 5, Level 3/12-18
Normanby Road
Mount Eden
Auckland 1011

Attention: Gemma Hayes

Phone: +64 963 80294

Email: gemma.hayes@education.govt.nz

This is a submission on Te Tupu Ngātahi's Notice of Requirement for North West Local Network: Spedding Road (NoR W4).

Background

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.



The Ministry is therefore a considerable stakeholder in terms of activities that may impact existing and future educational facilities and assets the Auckland region.

The Ministry of Education’s submission is:

Under the Resource Management Act 1991, decision makers must have regard to the health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment.

Through its delivery partner, Te Tupu Ngātahi, Waka Kotahi NZ Transport Agency and Auckland Transport have lodged a Notice of Requirement (NoR) for corridor upgrades in Whenuapai, referred to as NoR W4 (see Figure 1). The Project’s NoR application supports the wider North West Local Arterial Network Assessment Package, which consists of the future expansion and upgrade of transport corridors in Whenuapai, Redhills and Riverhead. The Project provides for the upgrade of the existing Spedding Road corridor and new east and west extensions to form a 24m wide two-lane arterial with separated active mode facilities on both sides of the corridor.



Figure 2: Project Overview in relation to nearby schools

The Ministry broadly supports the Project’s aim to enable better public and active modes of transportation. However, Hobsonville School is located 20m from the project corridor at its closest point. The Ministry seeks for potential heavy construction traffic effects on the safety of students at Hobsonville School to be appropriately addressed and managed. The Ministry’s specific concerns are outlined below.



Walking and cycling provisions

The Ministry strongly supports the provision of separated walking and cycle lanes along Spedding Road to provide safe access to Hobsonville School and the wider network. Separated cycleways are likely to encourage the uptake of active modes and improve the safety of students and staff commuting to school. Encouraging mode shift will provide significant health benefits for students and staff and ultimately reduce traffic generation at pick up and drop off times. Hobsonville School should be well serviced by safe and accessible pedestrian and cycling links and it is considered that the proposed upgrades will provide adequate cycling and walking infrastructure.

Construction Traffic Effects

No details have been provided on the volume of truck movements that will pass the school. The Ministry is concerned with the potential high volume of large truck movements that could pose a threat to students walking and cycling to school, or students getting out of cars at peak pick-up and drop-off times. Larger trucks also reduce the visibility to other drivers of students on the road.

Te Tupu Ngātahi has stated that a Construction Traffic Management Plan (CTMP) will be prepared prior to the start of construction, which will include details on how to manage heavy construction traffic including specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools. The Ministry supports the establishment of this under the proposed CTMP condition. However, the proposed CTMP condition does not specifically outline these details to be included in the CTMP. The Ministry appreciates Te Tupu Ngātahi's willingness to prioritise student safety during construction and proposes amendments to the proposed CTMP condition to list the details that must be included in the CTMP to improve student safety during construction.

The Ministry's requested amendments to this condition include details on how all heavy construction vehicles must avoid Hobsonville School during before-school and after-school times (during term time) to maintain a safe environment for students to walk and cycle to school. Moreover, the Ministry requests that truck drivers are briefed on maintaining safe speeds around schools.

Decision sought

The Ministry is neutral on the NoR. However, if the consent authority are minded to confirm the Notice of Requirement, the Ministry requests the following relief and any consequential amendments required to give effect to the matters raised in this submission.

1. The Ministry seeks the following relief for the proposed CTMP condition, additions are underlined:

A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.



- (a) *The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:...*
- (iii) *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 or to manage traffic congestion*
- a. *How heavy vehicles must avoid travelling along Hobsonville Road (between Brigham Creek Road and West Point Drive) during before-school and after-school times (between 8.15am - 9.00am and 3.00 – 3.30pm), during term time. Engagement should be undertaken with Hobsonville School prior to construction to confirm the restricted times still reflect the school's peak before school and after school travel times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged with. Heavy vehicles movements must also avoid these new schools, during their before-school and after-school travel times.*
- b. *Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.*

Should you wish to discuss any aspect of this feedback, please do not hesitate to contact the undersigned as a consultant to the Ministry.

The Ministry wishes to be heard in support of its feedback.

Gemma Hayes

Ministry of Education

Date: 19 April 2023

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) _____

Organisation Name (if submission is made on behalf of Organisation) _____

Address for service of Submitter

Telephone:

029 666 8330

Fax/Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Spedding Road (NoR W4)

The specific parts of the above notice of requirement that my submission relates to are: (give details):

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

21/04/2023
Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Submission on a Requirement for a Designation or an Alteration to a Designation

To: Auckland Council
Attn: Planning Technician
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

SUBMITTER DETAILS

Name of Submitter: Oyster Capital Limited (“Oyster”)

1. Oyster makes this submission on a new designation for an upgrade of the existing Spedding Road corridor and new east and west extensions with separated active mode facilities (“NoR W4”) lodged by Auckland Transport to the Auckland Unitary Plan – Operative in Part (“AUP”) in accordance with Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act (“RMA”) 1991 as follows.
2. Oyster could not gain advantage in trade competition through this submission.
3. Oyster is directly affected by the effects of the subject matters of the submission that –
 - a. Adversely affects the environment; and
 - b. Do not relate to trade competition or the effects of trade competition.
4. Oyster wishes to be heard in support of their submission.
5. If any other submitters make a similar submission, Oyster will consider presenting a joint case with them at a hearing.

OVERVIEW OF OYSTER

6. Oyster is a proudly New Zealand owned company specialising in the predevelopment and development of land for both residential and commercial property projects across New Zealand. Oyster was formed in 2003, has since continuously and successfully delivered a number of master-planned greenfield residential subdivisions, including residential developments in Whenuapai, Beachlands and Bishop Hill.
7. Oyster has an interest in the North West Local Network that is greater than the interest of the general public. Oyster was the Applicant of a recently approved Private Plan Change (“PC 69”) for the ‘Spedding Block Precinct’ which sought to rezone approximately 52 hectares of land at 23-27 & 31 Brigham Creek Road and 13 & 15-19 Spedding Road, Whenuapai from Future Urban Zone to Business – Light Industry Zone under the AUP.
8. The Spedding Block Precinct requires the transport infrastructure identified on I1.9.3 Precinct Plan 3 (Required transport infrastructure upgrades) to be constructed, prior to the occupation of any new buildings or Council issuing s224(c) certificate for subdivision.
The required transport infrastructure upgrades (Precinct Plan 3) are included in **Attachment 2**, and specifically requires the construction of the future arterial section of the Spedding Road extension

that is located entirely within the precinct, among other transport upgrades including the Spedding Road extension to Brigham Creek Road.

9. Oyster Capital have lodged an application to carry out bulk earthworks across approximately 25.3ha of the Spedding Block Precinct area, as well as a subsequent resource consent application to enable Oyster to undertake Stage 1 of the Spedding Block development, this includes the subdivision of the site, creation of roads, and associated works (transport and infrastructure upgrades, earthworks and streamworks). Oyster has full control over the land that is the subject to the aforementioned applications, either by way of direct ownership of land, unconditional sale and purchase agreements, or by agreement with adjoining land owners for works to be undertaken on their land.
10. For the reasons given above, Oyster has an interest in the NoR W4 that is greater than the interest of the general public, given the proximity of Oyster's landholdings on Spedding Road adjacent to NoR W4 and the Spedding Block Precinct area. It is considered that NoR W4 has the potential to give rise to adverse effects on the environment that would directly affect Oyster.

SCOPE OF SUBMISSION

11. Oyster generally supports the purpose and intent of the North West Local Network as they would support the future urbanisation and development of Whenuapai.
12. However, Oyster **opposes** NoR W4 for reasons which include but are not limited to those given in **Attachment 1** of this submission. The relief sought by Oyster is also set out in **Attachment 1** of this submission.

Address for Service:

Barker & Associates Limited
Attn: Nick Roberts
PO Box 1986
Shortland Street
Auckland 1140

Contact Number: 029 666 8330

Email: nickr@barker.co.nz

Copied to:

Oyster Capital Limited
c/- Andrew McCarthy, Planning and Development Manager
Email: andrew@oystercapital.co.nz

Attachment 1: Oyster submissions on NoR W4: New designation for an upgrade to the existing Spedding Road corridor and east and west extensions with separated active mode facilities (Auckland Transport)

NoR W4 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
Extent of NoR W4 designation boundary	<p>Oyster opposes the extent of the proposed designation boundary. The proposed designation boundary extends significantly further than the anticipated extent of works.</p> <p>NoR W4 allows for a large strip of land to the south of the proposed physical extent of the Spedding Road extension to be included within the designation. The strip varies in width greatly, between 25m and 40m, without any rationale or reasoning given for this additional land. This is considered to be unnecessary and has the consequential effect of significantly limiting the future development potential and opportunities for the affected land which in Oyster’s view does not represent the sustainable use and development of a natural and physical resource and would not meet the purpose of the Resource Management Act 1991.</p> <p>Oyster understands that additional land is required within the designation, for construction purposes, however this area extends significantly further than the extent of works, and therefore the designation should be amended to show two areas of land, the extent of land required for the operational road reserve, and the extent of land required for construction of the road. Once operational, the designation should be removed from the land, in particular, when the Applicant constructs the road to the standard specified.</p>	Oppose	<p>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).</p> <p>Remove the designation from the land once the road is constructed and operational, including if the road is constructed ahead of the anticipated delivery timeframe by Oyster.</p>
Designation Review Condition	Oyster support proposed Condition 3. Designation Review, requiring Auckland Transport to review the extent of the designation within 6 months of Completion of construction or as soon as otherwise practicable, and the removal of those areas of designated land no longer required:	Support in Part	Retain Proposed Condition 3. Designation Review as it is currently worded.

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Tauranga | Hamilton | Cambridge | Napier | Wellington | Christchurch | Wānaka | Queenstown

NoR W4 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
	<p>Condition 3. Designation Review</p> <p><i>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</i></p> <p><i>(i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and</i></p> <p><i>(ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</i></p>		
<p>Location of Proposed Stormwater Wetlands (Spedding Rd West Wetland 2 and Spedding Rd West Wetland 3)</p>	<p>Oyster opposes the location of the proposed Stormwater Wetlands 2 and 3 (“Wetland 2” and “Wetland 3”), which are proposed for stormwater treatment and retention / detention (refer to Figure 1 below). These proposed stormwater wetlands are not necessary stormwater management devices to manage the run-off from the proposed SH16 overbridge.</p>	<p>Oppose</p>	<p>Remove Wetland 2 and Wetland 3 (identified in Figure 1), as these are not required to manage stormwater run-off, given the alternative viable in-road bio retention device solution proposed by Oyster (see Figure 2).</p>

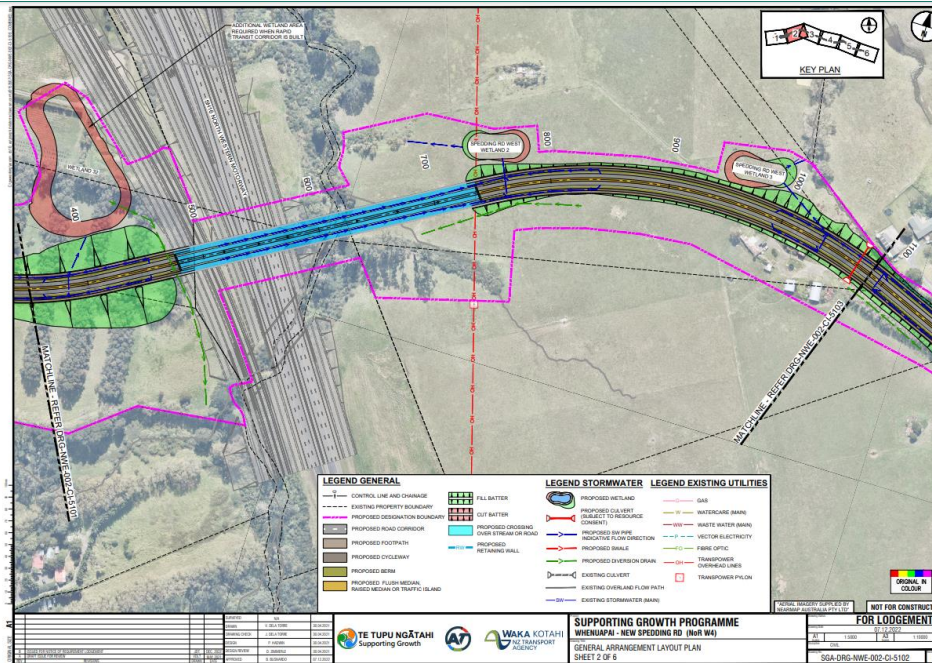


Figure 1 NoR W4 proposed stormwater wetlands

Oyster have developed an in-road bioretention device solution (refer to **Figure 2** below) that has been approved as acceptable to Auckland Transport, which addresses the stormwater treatment, retention and detention. This approach is supported by the Stormwater Management Plan prepared for the area by Tonkin + Taylor, which confirms a “pass flows forward” approach is the most appropriate for this portion of the catchment. Attenuation of flows are therefore not required.

Oyster is undertaking ongoing engagement with Auckland Transport and the Supporting Growth Alliance (“SGA”) to discuss the NoRs and the proposed in-road bioretention stormwater management devices. SGA have confirmed that they have no opposition to the bio retention devices proposed by Oyster provided that AT are satisfied with the

NoR W4 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
	<p>stormwater management approach. Auckland Transport have accepted the solution proposed by Oyster in principle, as a viable and less land intensive alternative solution.</p> <p>Discussions with SGA remain ongoing, including the provision of the overbridge levels to enable Crang Civil to size the bioretention devices on behalf of Oyster accordingly. Figure 2 sets out the current bio retention device layout plans, which have been shared with SGA and Auckland Transport, however may be subject to further refinement as additional information is made available on the overbridge levels.</p>		

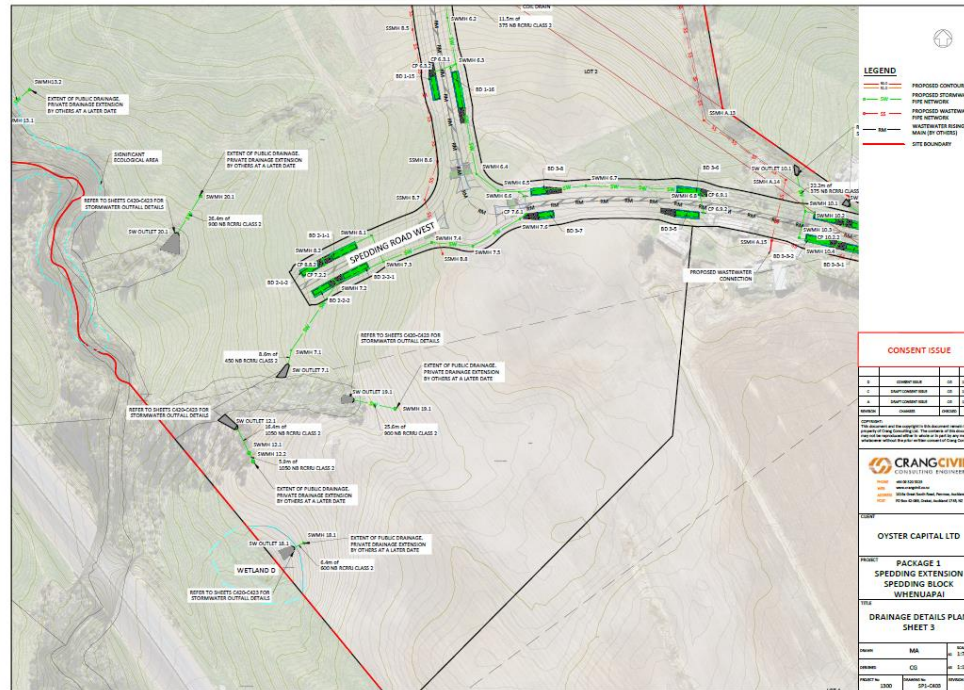
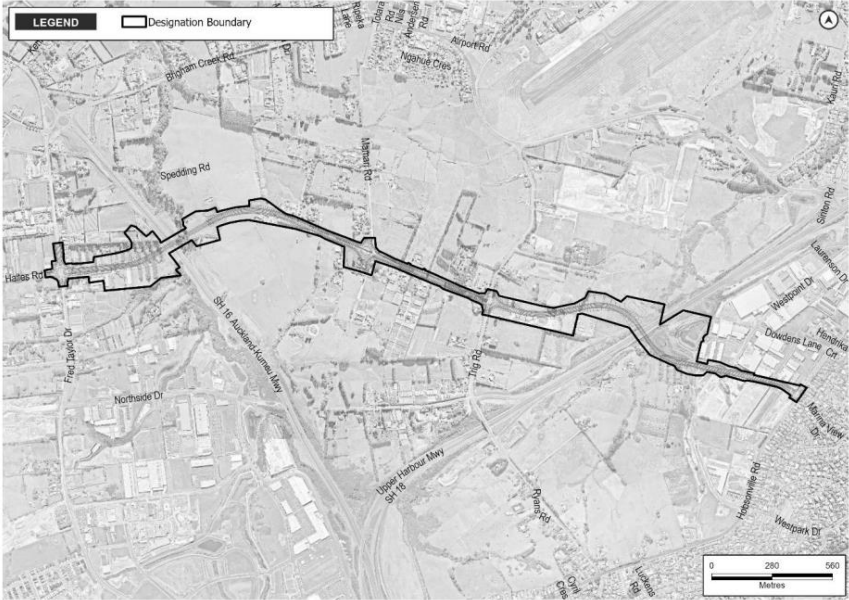


Figure 2 In-road bioretention devices proposed by Oyster as stormwater management devices

Oyster considers that Wetland 2 and Wetland 3 should be removed from the NoR, and that the designation boundary be reduced to exclude these two wetlands, as there is a viable alternative solution being progressed by Oyster, which is less land intensive and will avoid unnecessarily limiting the future development potential and opportunities for the affected land. This, in Oyster’s view does not represent the sustainable use and development of a natural and physical resource and would not meet the purpose of the Resource Management Act 1991.

NoR W4 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
Schedule 1 of the proposed conditions	<p>Oyster opposes the extent of the proposed designation boundaries as shown on the concept plan within Schedule 1 of the proposed conditions for the reasons set out above.</p> 	Oppose	Amend the extent of the proposed designation boundary of the Spedding Road corridor, relating to 15-19 Spedding Road, Whenuapai, to reflect the extent of land required for what will be constructed.
Extent of NoR W4 as it relates to the Proposed Bridge Construction	<p>Oyster opposes the extent of the proposed designation boundary as it relates to the construction of the proposed SH16 overbridge.</p> <p>It is understood the significant extent of land identified within the designation boundary either side of the proposed SH16 overbridge is necessary construction space, required to construct the bridge at a later date.</p>		Amend the extent of the designation boundary as it applies to land immediately east and west of the SH16 overbridge to only designate land that has been confirmed as necessary for construction purposes.

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Napier | Wellington | Christchurch | Queenstown | Wānaka

NoR W4 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
	<p>Oyster is committed to constructing the road up to the extent of the abutment (but not including the abutment) as identified in Figure 2 above.</p> <p>Oyster opposes the requirement of land for construction purposes on both sides of the proposed SH16 overbridge for construction purposes, and seek that SGA amend the extent of the designation boundary to only designate land for construction where this is absolutely required.</p>		

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:601] Notice of Requirement online submission - Mark Dawe
Date: Friday, 21 April 2023 6:15:30 pm
Attachments: [Spedding Rd Submission.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Mark Dawe

Organisation name: M & S Dawe Family Trusts

Full name of your agent:

Email address: dawe@xtra.co.nz

Contact phone number:

Postal address:
5 Spedding Rd
Whenuapai
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Spedding Road (NoR W4)

The specific provisions that my submission relates to are:
Our submission relates to activity during the construction phase.

Do you support or oppose the Notice of Requirement? I or we are neutral to the Notice of Requirement.

The reason for my or our views are:
We have a sewage drainage field that will be affected by works on the front of our property. We have commercial tenants that require uninterrupted access in and out of our main driveway.

I or we seek the following recommendation or decision from Auckland Council:
One of our sewage system drainage fields will have to be replaced before machinery can access the eastern part of the NoR area.

Submission date: 21 April 2023

Supporting documents
[Spedding Rd Submission.pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

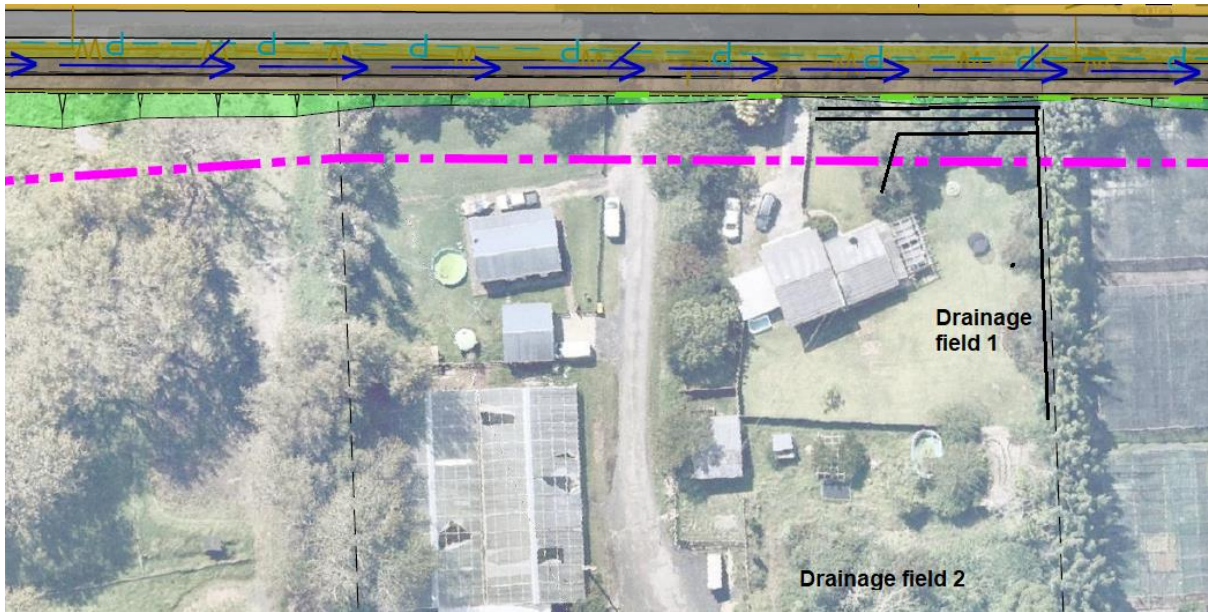
- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of

requirement as soon as reasonably practicable after submitting to Auckland Council.

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The drainage field for the sewage system on our property is in two parts that are used alternately. Drainage Field 1 has dripper lines in the lawn beside the main house and along the garden area at the front boundary. Drainage Field 2 is in a large shrubbery area behind the house section. There is an as yet unused reserve area to the south of DF2.

Drainage Field 1 will need to be replaced before bringing construction equipment on to that part of our property.

The minor dwelling to the west of the main house is now leased as office space. The area between that building and the garden along the western part of our road frontage is used by the tenant for parking.

We have commercial tenants leasing yard space on our property. They will need to have uninterrupted access to the central driveway at all times throughout the construction phase of widening Spedding Rd.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:745] Notice of Requirement online submission - Kerry Keogh
Date: Monday, 24 April 2023 3:15:36 pm
Attachments: [SOO1v2-NOR-100 Hobsonville Road - ctc- Final.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Kerry Keogh
Organisation name: Austino New Zealand Limited
Full name of your agent: Clare Covington
Email address: c.covington@harrisingrierson.com
Contact phone number: 099175045

Postal address:
Harrison Grierson PO Box 5760
Victoria Street West
Auckland 1142
Auckland City Centre
Auckland 1142

Submission details

Name of requiring authority: Auckland Transport
The designation or alteration: Spedding Road (NoR W4)
The specific provisions that my submission relates to are:
Please refer to attached submission.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
Please refer to attached submission.

I or we seek the following recommendation or decision from Auckland Council:
The submitter opposes the designation in its entirety. Alternatively, the submitter seeks an amended design that reduces the extent of land taken by the designation and provides access to 100 Hobsonville Rd west of Rawiri Stream.

Submission date: 24 April 2023

Supporting documents
[SOO1v2-NOR-100 Hobsonville Road - ctc- Final.pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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SUBMISSION ON A REQUIREMENT FOR DESIGNATION OR ALTERATION OF DESIGNATION



Form 21

To Auckland Transport

Name of submitter Austino New Zealand Limited

This is a submission on a notice of requirement from Auckland Transport for a designation or an alteration to a designation (the **notice of requirement**).

Auckland Transport has lodged a Notice of Requirement (NoR) for the construction, operation and maintenance of an upgrade to an arterial transport corridor on Spedding Road. The upgrade is being sought to improve connectivity between Redhills North and Hobsonville to support growth, improve safety and contribute to a mode shift by providing facilities for active modes. This NoR is being sought as part of the North West Local Network package lodged by Te Tupu Ngatahi Supporting Growth Alliance.

The submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

The specific provisions of the notice of requirement that this submission relates to are:

The site at 100 Hobsonville Road is in the ownership of Austino New Zealand Limited. The site is divided into two sections by the Rawiri Stream open space, with the landholding to the west of Rawiri Stream being the portion relevant to this submission.

1. This submission is:

The submitter opposes the entire NoR as it relates to a project that is not funded and it is considered that alternative options for connections between Redhills North and Hobsonville using the existing roads and bridges over SH18 have not been adequately explored. In particular, the existing connections of Brigham Creek Road and Trig Road could be enhanced with the funded Spedding Road improvements to the north of SH18 without the need and considerable expense of a new overbridge. Furthermore, a 15 year timeframe for this hindrance being placed on the land is unreasonable when there are a number of factors such as changing travel modes and climate change considerations that could result in the project no longer going ahead.

If the designation remains, however, the submitter is concerned that it results in a significant encroachment on their landholdings at 100 Hobsonville Road which will cause a significant reduction in land area available for future development. The land is zoned future urban and has been identified to be zoned for residential landuse.

The General Arrangement Plan shows this land take relates to both the road and cut and battering due to the level of the road relative to the land, however the designation boundary is significantly more than the area of works with no indication of its purpose (refer to **Figure 1** below). The submitter seeks a reduction in the extent of the designation to that indicated on **Figure 2** below which aligns more closely with the area of works and will reduce the significant encroachment currently proposed which is considered unfair and unreasonable.

In addition, the extent of batters required is unclear based on the existing ground levels and a raised road will sterilise the northern portion of the site beyond the area of land take. It is unclear whether access onto the

submitter's site would be made available and a review of the design is sought to ensure this is an option, should the road go ahead.

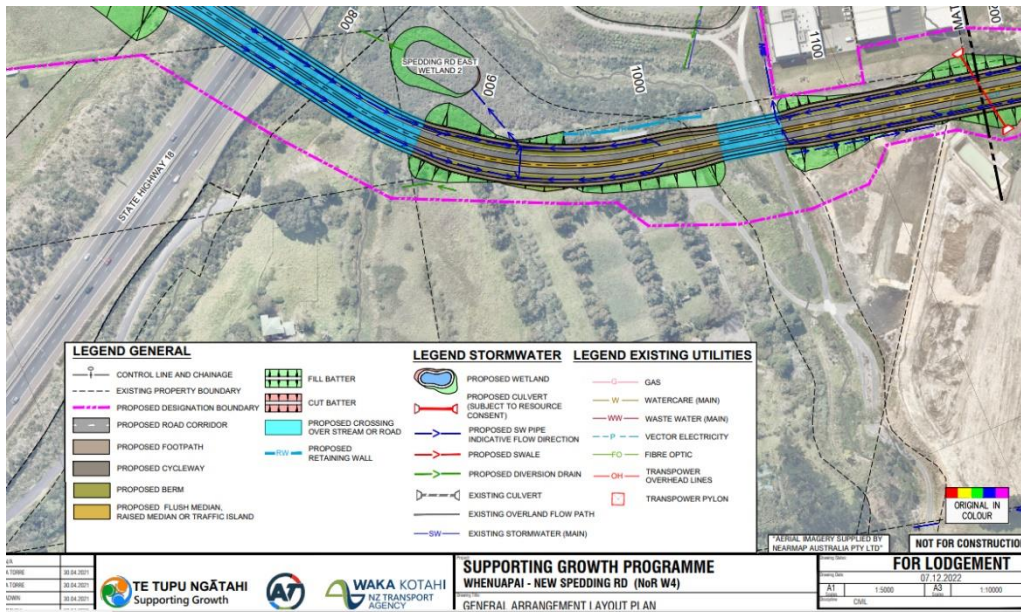


Figure 1: The general arrangement plans of the designation, showing the proposed road corridor layout



Figure 2: Reduced designation boundary sought (black dotted line)

2. The submitter seeks the following recommendation or decision from the local authority:

The submitter opposes the designation in its entirety.

Alternatively, the submitter seeks an amended design that reduces the extent of land taken by the designation and provides access to 100 Hobsonville Rd west of Rawiri Stream.

3. The submitter wishes to be heard in support of this submission.

4. If others make a similar submission, the submitter will consider presenting a joint case with them at a hearing.

Signature of Submitter:



Clare Covington

Date:

21 April 2023

Electronic Address for Service of Submitter: c.covington@harrisingrierson.com

Telephone: (09) 917 5045

Postal address (or alternative method of service under section 352 of the Act):

Austino New Zealand Limited

c/- Harrison Grierson Consultants Limited

PO Box 5760, Victoria Street West

AUCKLAND 1142

CONTACT PERSON: Clare Covington

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Kuo Yu Ping Hsu & Wu Mei Pen Ku

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Peter Hall Planning Limited, PO Box 226, Shortland Street, Auckland 1140

Attn: Peter Hall

Telephone:

640274222118

Fax/Email:

peter@phplanning.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Spedding Road (NoR W4)

The specific parts of the above notice of requirement that my submission relates to are: (give details):

The Spedding Road designation (NoR W4) in its entirety, as described in the notice of requirement

My submission is:

I or we support of the Notice of Requirement, subject to amendments

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

See Attachment A to this submission

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

See Attachment A to this submission

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

04/24/2023
Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Attachment A

Submission by Kuo Yu Ping Hsu & Wu Mei Pen Ku (“the submitters”)

To Notice of Requirement **Spedding Road (NoR W4)** by Auckland Transport

1. The specific parts of the above notice of requirement that this submission relates to are the Spedding Road designation (NoR W4) in its entirety, as described in the notice of requirement.
2. The submitters **support** the designation, **subject to the amendments** sought in this submission.
3. The **reasons for the submission** are as follows:
 - a. The submitters own the 4.0519 hectare property at 55 Trig Road, Whenuapai (legal description Lot 9 Deposited Plan 62344, held on Record of Title NA41D/698) (Property ID 802542) (“**the property**”).
 - b. The property is marked on the designation map at **Attachment B**.
 - c. The proposed designation is for the construction, operation and maintenance of an upgraded and new transport corridor and active transport facilities and associated works. The proposed new section of Spedding Road designates the rear of the property. The approximate land area of the property designated is 2221m².
 - d. The Trig Road frontage of the property is also subject to designation Trig Road North (NoR W1) which designates 1066m² of the property. A separate submission has been made on designation NoR W1 by the submitters. The combined area of land designated at the property is 3287m².
 - e. At the request of the submitters, representatives from Te Tupu Ngātahi Supporting Growth and Auckland Transport met with representatives of the submitters in February 2023 to discuss the proposed designations.
 - f. The submitters supported the Auckland Council’s plan change for rezoning and structure planning at Whenuapai, which identified the property for light industrial purposes. Similarly, they support the transport outcomes achieved by proposed designation NoR W4. The submitters’ support is for the reason that the designation will enable the necessary transport infrastructure to support and integrate with the planned urban growth in Whenuapai, unlocking the development capacity of this area.
 - g. The submitters seek that the designation provide greater certainty as to how residual land is to be managed and, if necessary such land be incorporated into the designation so that it can be appropriately consolidated, parcelled and amalgamated with adjoining sites.

- h. Of particular concern to the submitters in this respect is the two access strips adjoining the subject property which serve 51 Trig Road and 53 Trig Road. Both strips have a width of approximately 9 metres (ie approximately 18m combined) and will be left as residual land (irrespective of which of the three alignment options is selected). This residual land will be unusable given its size and lack of access, and will prevent the subject property from having frontage to the new Spedding Road for a significant length.
 - i. The designation and its conditions do not have any specificity as to how residual land will be managed nor integrated with adjoining land and urban/landscape context. Given the potentially significant adverse effects that may arise, including ongoing severance effects, lack of frontage to future roads, and creation of unusable parcels, the management of such residual parcels should be addressed with specificity in the designation. This should include extending the designation to include such parcels. In the submitters' opinion, the designation should be extended over the access strips at 51 Trig Road and 53 Trig Road, so that they can be consolidated and provide the option of amalgamation and integration with the subject property at 55 Trig Road.
 - j. The documents supporting the designation appear to acknowledge this effect of residual land, however it is proposed only to be managed by a management plan required by conditions. In this respect the conditions requiring the submission of an Urban and Landscape Design Management Plan seek that the project 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”*.
 - k. These are significant outcomes which may only be properly able to be met through the right land being included in the designation in the first place. The inclusion of the access strips at 51 and 53 Trig Road is a case in point.
 - l. The submitters also adopt the same relief in this submission relating to specifics to be included in the designation as is set out in their submission in relation to designation Trig Road North NoR W1.
 - m. The designation proposes an extended lapse period of 15 years for implementation. This extended period does not provide sufficient certainty for landowners and for wider land use planning decisions. A lapse period of 10 years is considered to be reasonable to meet the route protection objective of the designation and provide for greater certainty.
 - n. The submitters support the designation but seek amendments to the designation as set out below to provide greater certainty of outcomes prior to and after implementation of the designation. These amendments are set out in **section 4** below.
4. The submitters **seek the following recommendation or decision** from the Council:
- That the designation be **confirmed, subject to the following modifications and conditions**:
- a. Full and proper compensation is made for the land at 55 Trig Road, Whenuapai to be taken for the designated works.

- b. Modification of the extent of the designation to include the full area of the access strips at 51 Trig Road (Section 31 Survey Office Plan 447691) and 53 Trig Road (Section 56 Survey Office Plan 447691) (refer **Attachment B**) where they are adjacent to the subject property at 55 Trig Road, to allow for future integration with adjoining land.
- c. That the designation plans specify the dimensions (including width) of land designated for each affected property and show the final (post construction) extent of the designation.
- d. That the designation plans specify the anticipated finished levels of the road on and adjacent to directly affected properties.
- e. Conditions requiring the provision of a Construction Traffic Management Plan be amended to specify that access to affected properties will be guaranteed during construction, and in a manner to the satisfaction of property owners.
- f. That a maximum lapse period of 10 years applies to the designation.

Attachment B

55 Trig Road – Spedding Road Designation (boundary shown in red)





24 April 2023

File ref: AUP WLA NOR W4

Planning Technician
Auckland Council
Private Bag 92300
Auckland 1142

unitaryplan@aucklandcouncil.govt.nz

Dear Sir/Madam

SUBMISSION ON A NOTICE OF REQUIREMENT FOR: NORTH WEST LOCAL NETWORK: SPEDDING ROAD (NOR W4)

To: Auckland Council

Name of submitter: Heritage New Zealand Pouhere Taonga

1. Heritage New Zealand Pouhere Taonga (HNZPT) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead agency for heritage protection.
2. HNZPT could not gain an advantage in trade competition through this submission.
3. HNZPT submission is on the Notice of Requirement (NoR W4) in the Auckland Unitary Plan (AUP) for the upgrade of the existing Spedding Road corridor and new east and west extensions to form a 24m wide two-lane arterial with separated active mode facilities on both sides of the corridor.
4. HNZPT acknowledges that the proposed corridor is a significant infrastructure project for Auckland Transport. HNZPT supports the purpose of planning for a well-functioning urban environment through the improvement of transport infrastructure to support future urban growth.
5. Nevertheless, of focus for HNZPT is for the identification, protection, preservation, and conservation of historic heritage (HNZPTA) and advocate that historic heritage is fully considered in accordance with section 6(f) of the Resource Management Act 1991 (RMA). Historic heritage, being specifically identified as a national importance under Section 6(f) the RMA. The definition of historic heritage under Part 2 of the RMA includes archaeology. Therefore, effects on built heritage and archaeology, in addition to effects on Mana Whenua must be taken into account by Council when assessing the effects of the NoR.
6. The 2022 North West Whenuapai Assessment of Heritage/Archaeology Effects states that there are no recorded historic heritage or archaeological sites within the extent of NoR W4. However, does identify a World War 2 anti-aircraft gun emplacement that is recorded in the Auckland Council's Cultural Heritage Inventory (CHI) and is adjacent to NoR W4. Accordingly, it is highlighted that there is a risk that some subsurface features could be found during construction oof NoR W4. There is also a risk of archaeological subsurface features being uncovered at the stream crossing of Totara



Creek along with a general potential for unrecorded archaeological depositions and features being encountered during earthworks within the extent of NoR W4 and associated haul roads and laydown areas. To mitigate these risks, it is recommended to obtain a precautionary archaeological authority.

7. Sections 22.5 and 22.6 of the AEE addresses the effects on historic heritage and recommends obtaining a precautionary authority under HNZPTA as mitigation along with the preparation and implementation of a Historic Heritage Management Plan (HHMP). The draft conditions also provide an advice note relating to Accidental discoveries.
8. **The specific parts of the Notice of Requirement that Heritage New Zealand’s submission relates to are:**
9. There has not been an adequate historic heritage assessment of the proposed alteration corridor. HNZPT supports the further information requests by Council’s Built Heritage Unit “to identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer”, noting the identification of historic/built heritage is a separate expertise to that of archaeological assessment. HNZPT notes the existing assessment appears to conflate historic heritage, built and archaeological values, both making reference to archaeological sites and historic heritage items, where relevant assessment must be undertaken by separate and specific expertise. The archaeological assessment in particular, other than referring to pre-1900 buildings as archaeological sites under the HNZPTA and definition of archaeological site under the AUP, does not identify relevant archaeological values associated with the buildings, structures, historic sites.
10. HNZPT does not support the use of the HHMP as it is presently proposed. HNZPT is concerned that while there has been a heritage assessment of the full Whenuapai - North West Local Network (NoRs W1 – W5) the mitigation of the effect of the designation and future construction of the corridor on the known and potential historic heritage will not be managed until the Outline Plan of Works stage.
11. The framework of the proposed HHMP conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological authority processes, where the archaeological authority provides for specific conditions relating to archaeological monitoring, recording, investigation and reporting and have its own separate Archaeological Works Plan required to be adhered to direct these requirements.
12. Heritage New Zealand Pouhere Taonga **oppose** the Notice of Requirement (NoR W4).
13. **The reasons for Heritage New Zealand’s position are as follows:**
14. The assessment of archaeological sites and built heritage must be undertaken by separate and specific expertise.
15. Archaeological sites need to be clearly identified (NZAA record) in particular, pre 1900 buildings and structures along with their associated historic curtilage and area of subsurface potential.



16. The 2022 North West Whenuapai Assessment of Heritage/Archaeology Effects as part of the suite of supporting documents for NoR W4 does not provide the relevant assessment of historic heritage values and effects on built heritage.
17. The consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process.
18. The HHMP duplicates HNZPTA processes, with respect to conditions of an Archaeological Authority for monitoring, recording and investigation of archaeological sites that will be required to be obtained before construction; and that should be included at the Outline Plan stage.
19. Noting that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) apply where an Archaeological Authority from HNZPT is not otherwise in place.
20. **Heritage New Zealand seeks the following decision from Council:**
21. A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process.
22. The objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA.
23. The purpose of the HHMP should be focussed on the provision details such as:
 - Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters.
 - Provision for access for Mana Whenua to carry out tikanga and cultural protocols.
 - Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works).
 - Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place.
 - Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.
24. **Heritage New Zealand wishes to be heard in support of our submission.**
25. **If others make a similar submission, I will consider presenting a joint case with them at a hearing.**

Yours sincerely

BHParslow

pp for Sherry Reynolds
Director Northern Region



HERITAGE NEW ZEALAND
POUHERE TAONGA

Address for service: Alice Morris
amorris@heritage.org.nz
PO Box 105 291
Auckland City 1143

**SUBMISSION ON REQUIREMENT FOR DESIGNATION THAT IS SUBJECT TO
PUBLIC NOTIFICATION UNDER SECTION 168 OF THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council ("**Council**")

Name: Carl and Melanie Laurie

Submission on: A notice of requirement from Auckland Transport for designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of an arterial transport corridor on Spedding Road in Whenuapai between Fred Taylor Drive and Hobsonville Road NOR W4 ("**Notice of Requirement**").

Introduction

1. Carl and Melanie Laurie ("**Owners**") own the Property at 96A Trig Road ("**Property**") which is subject to the Notice of Requirement. Accordingly, the Owners have a direct interest in the Notice of Requirement.
2. The Owners could not gain an advantage in trade competition through this submission.

Scope of submission

3. This submission relates to the Notice of Requirement for the construction, operation and maintenance of upgrades to the transport corridor and associated activities on Spedding Road in particular where it intersects with Trig Road (North) via a roundabout.
4. The Owners oppose the Notice of Requirement as currently proposed on the basis that the Notice of Requirement will significantly and adversely affect the Property.

Reasons for submission

5. The reasons for this submission are that the Notice of Requirement (as currently proposed), if granted:
 - (a) will not promote the sustainable management of the natural and physical resources in Auckland, and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;
 - (b) is inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
 - (c) will not meet the reasonably foreseeable needs of future generations;

- (d) will not enable the social, economic and cultural wellbeing of the people of Auckland; and
- (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

Specific reasons for submission

6. Without limiting the generality of paragraph 5 above, the Owners oppose the Notice of Requirement because it will result in adverse effects (both during construction and once operational) on the Property which have not been adequately avoided, remedied or mitigated, including:
- (a) traffic effects, including:
 - (i) construction vehicle movements throughout the construction period;
 - (ii) increased congestion resulting from construction works;
 - (iii) increased traffic volumes once operational.
 - (b) noise and vibration, and dust effects throughout construction and from increased traffic volumes once operational;
 - (c) landscape and visual amenity effects, including from vegetation clearance; and
 - (d) stormwater and flooding effects, in particular concerns that increases in impervious surface area and associated changes to flows have not been adequately addressed through proposed drainage and other stormwater infrastructure upgrades.

Recommendation sought

7. The Owners seek that the Council recommends:
- (a) withdrawal of the Notice of Requirement; or
 - (b) in the alternative:
 - (i) amendments to the Notice of Requirement, including by way of conditions to address the Owner's concerns; and
 - (ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
8. The Owners wish to be heard in support of this submission.
9. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

CARL AND MELANIE LAURIE by its solicitors and authorised agents Russell McVeagh:



Signature: Simon Pilkinton / Jacob Burton

Date: 21 April 2023

Address for Service: C/- Jacob Burton
Russell McVeagh
Barristers and Solicitors
Level 30
Vero Centre
48 Shortland Street
PO Box 8/DX CX10085
AUCKLAND 1140

Telephone: +64 9 367 8000

Email: jacob.burton@russellmcveagh.com

**SUBMISSION ON REQUIREMENT FOR DESIGNATION THAT IS SUBJECT TO
PUBLIC NOTIFICATION UNDER SECTION 168 OF THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council ("**Council**")

Name: Marlene and Ronald Patten

Submission on: A notice of requirement from Auckland Transport for a designation in the Auckland Unitary Plan for a public work, being the construction, operation and maintenance of an arterial transport corridor on Spedding Road in Whenuapai between Fred Taylor Drive and Hobsonville Road NOR W4 ("**Notice of Requirement**").

Introduction

1. Marlene and Ronald Patten ("**Owners**") own the property at 96 Trig Road ("**Property**") which is subject to the Notice of Requirement. Accordingly, the Owners have a direct interest in the Notice of Requirement.
2. The Owners could not gain an advantage in trade competition through this submission.

Scope of submission

3. This submission relates to the Notice of Requirement for the construction, operation and maintenance of upgrades to the transport corridor and associated activities on Spedding Road in particular where it intersects with Trig Road (North) via a roundabout.
4. The Owners oppose the Notice of Requirement as currently proposed on the basis that the Notice of Requirement will significantly and adversely affect the Property.

Reasons for submission

5. The reasons for this submission are that the Notice of Requirement (as currently proposed), if granted:
 - (a) will not promote the sustainable management of the natural and physical resources in Auckland, and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;
 - (b) is inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
 - (c) will not meet the reasonably foreseeable needs of future generations;

- (d) will not enable the social, economic and cultural wellbeing of the people of Auckland; and
- (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

Specific reasons for submission

6. Without limiting the generality of paragraph 5 above, the Owners oppose the proposed alterations to the Notice of Requirement because it will result in adverse effects (both during construction and once operational) on the Property which have not been adequately avoided, remedied or mitigated, including:
- (a) traffic effects, including:
 - (i) construction vehicle movements throughout the construction period;
 - (ii) increased congestion resulting from construction works;
 - (iii) increased traffic volumes once operational.
 - (b) noise and vibration, and dust effects throughout construction and from increased traffic volumes once operational;
 - (c) landscape and visual amenity effects, including from vegetation clearance; and
 - (d) stormwater and flooding effects, in particular concerns that increases in impervious surface area and associated changes to flows have not been adequately addressed through proposed drainage and other stormwater infrastructure upgrades.

Recommendation sought

7. The Owners seek that the Council recommends:
- (a) withdrawal of the Notice of Requirement; or
 - (b) in the alternative:
 - (i) amendments to the Notice of Requirement, including by way of conditions to address the Owners' concerns; and
 - (ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
8. The Owners wish to be heard in support of this submission.
9. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

MARLENE AND RONALD PATTEN by its solicitors and authorised agents
Russell McVeagh:



Signature:

Simon Pilkinton / Jacob Burton

Date:

21 April 2023

Address for Service:

C/- Jacob Burton
Russell McVeagh
Barristers and Solicitors
Level 30
Vero Centre
48 Shortland Street
PO Box 8/DX CX10085
AUCKLAND 1140

Telephone:

+64 9 367 8000

Email:

jacob.burton@russellmcveagh.com

Submission on the Nineteen Notices of Requirement for the North-West Strategic Package and Local Arterials lodged by Waka Kotahi NZ Transport Agency and Auckland Transport as requiring authorities under the Resource Management Act 1991

TO: Attn: Planning Technician Auckland Council Level 24, 135 Albert Street Private Bag 92300 Auckland 1142

SUBMISSION ON: Notices of Requirement ("**NoRs**") for the North-West Strategic and Local Network projects – refer to list in **Appendix 1**

FROM: Watercare Services Limited ("**Watercare**")

ADDRESS FOR SERVICE: Mark Bishop
Regulatory & Policy Manager
Watercare Services Ltd
Private Bag 92 521
Wellesley Street
AUCKLAND 1141
Phone:022 010 6301
Email: Mark.Bishop@water.co.nz

DATE: 24 April 2023

1. INTRODUCTION

- 1.1 Watercare is pleased to have the opportunity to make a submission on the nineteen NoRs for the North-West Strategic and Local Network projects lodged by either Waka Kotahi NZ Transport Agency ("**Waka Kotahi**") or Auckland Transport as requiring authorities under the Resource Management Act 1991 ("**RMA**").
- 1.2 Watercare recognises the aim of the various NoRs is to protect land for future implementation of strategic transport corridors / infrastructure. As a form of route protection, the proposed designations will identify and protect the land necessary to enable the future construction and operation of those transport corridors.
- 1.3 Watercare neither supports nor opposes the NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made to confirm the NoRs responds to the issues raised in this submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

1.4 Watercare could not gain an advantage in trade competition through this submission.

2. WATERCARE – OUR PURPOSE AND MISSION

2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("**LGA**") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Auckland Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.

2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, this could increase by another 720,000 people, potentially requiring another 313,000 dwellings along with associated three waters infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.

2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.¹

2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan and the Auckland Future Urban Land Supply Strategy.

2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.²

3. SUBMISSION POINTS AND RELIEF SOUGHT

3.1 This is a submission on all the NoRs that were publicly notified on 23 March 2023, as listed in **Appendix 1**.

3.2 As noted previously, Watercare neither supports or opposes these NoRs (ie it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

3.3 Watercare acknowledges the proactive process to engagement from Waka Kotahi and Auckland Transport during the development of these NoRs including through discussions with the Supporting Growth Alliance.

¹ LGA, s 59.

² Local Government (Auckland Council) Act 2009, s 57.

- 3.4 Watercare would like to ensure that in the future there is an active and continual process set up by the requiring authorities to recognise that third party infrastructure providers, including Watercare, have asset management and construction plans that are constantly updating and changing, and that these updates and changes should be taken into account by the requiring authorities when the projects subject to the NoRs are developed further.
- 3.5 To that end, Watercare seeks to be engaged before detailed design and during the ongoing design phases to identify opportunities to enable, or otherwise not preclude, the development of new infrastructure within the NoR areas. For example, this could involve the development of an "Infrastructure Integration Plan" prior to detailed design with third party infrastructure providers like Watercare (which can also be updated throughout construction of the projects) to ensure that the projects take into account and appropriately integrates with potential future infrastructure like wastewater and water services.
- 3.6 It is expected that such an "Infrastructure Integration Plan" could include details of engagement undertaken (including any feedback from infrastructure providers), identify other potential infrastructure that may be developed within the NoR areas and how the requiring authorities have enabled or otherwise not precluded the development of such infrastructure within the NoR areas.
- 3.7 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as the projects subject to the NoRs are developed.
- 3.8 As noted, Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, "Works Over" Approvals, in compliance with Watercare's *"Water Supply and Wastewater Network Bylaw 2015"* (updated 2021).
- 3.9 In addition, several of the NoRs interact with existing water and wastewater services. Watercare seeks to ensure the NoRs do not impact its wastewater and water services in the NoR areas now and into the future. Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authorities that may impact Watercare's services.

4. RECOMMENDATION SOUGHT

- 4.1 Watercare seeks that Auckland Council recommends:
- (a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and
 - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

4.2 Watercare wishes to be heard in support of this submission.

4.3 If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

A handwritten signature in blue ink, appearing to read 'Mark Bourne', with a long, sweeping flourish extending upwards and to the right.

Mark Bourne
Chief Operations Officer
Watercare Services Limited

Appendix 1

- (a) NoR North West Strategic Network: Access Road (Auckland Transport) for a new designation to provide for the upgrade of Access Road with separated active mode facilities.
- (b) NoR North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA) for a new designation to provide for a new Rapid Transit Corridor and active mode corridor.
- (c) NoR North West Strategic Network: Alteration to Designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA) for an alteration to Designation 6766 to provide for the upgrade of the corridor, including provision of active mode facilities and realignment of the Station Road intersection with SH16.
- (d) NoR North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA) for a new designation to provide a new dual carriageway highway and the upgrade of the Brigham Creek Interchange.
- (e) NoR North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA) for a new designation to provide a new rapid transit station, including transport interchange facilities and accessway.
- (f) NoR North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA) for a new designation to provide a new rapid transit station, including transport interchange facilities, park and ride and accessway.
- (g) NoR North West Local Network: Alteration to Designation 1437 Hobsonville Road (Auckland Transport) for an alteration of the existing Hobsonville Road (Designation 1437) to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including provision of separated active mode facilities.
- (h) NoR North West Local Network: Spedding Road (Auckland Transport) for a new designation to provide an upgrade of the existing Spedding Road corridor and new east and west extensions with separated active mode facilities.
- (i) NoR North West Local Network: Brigham Creek Road (Auckland Transport) for a new designation to provide for the upgrade of the Brigham Creek Road corridor with separated active mode facilities.
- (j) NoR North West Local Network: Māmari Road (Auckland Transport) for a new designation to provide for an extension and upgrade of the Māmari Road corridor to an urban arterial corridor, including the provision of bus priority lanes and separated active mode facilities.
- (k) NoR North West Local Network: Trig Road (Auckland Transport) for a new designation to provide for the upgrade of the Trig Road corridor to an urban arterial with separated active mode facilities.
- (l) NoR North West Local Network: Alteration to Designation 1433 Fred Taylor Drive (Auckland Transport) for an alteration of the existing Fred Taylor Drive

(Designation 1433) to provide for the upgrade of the Fred Taylor Drive corridor, including provision for bus priority lanes and separated active mode facilities.

- (m) NoR North West Local Network: Don Buck Road (Auckland Transport) for a new designation to provide for the upgrade of Don Buck Road corridor including provision for bus priority lanes and separated active mode facilities.
- (n) NoR North West Local Network: Coatesville – Riverhead Highway (Auckland Transport). Lodged by Auckland Transport for a new designation, upgrading the southern section of the Coatesville – Riverhead Highway corridor to a rural arterial with active mode facilities, and upgrading the northern section of the corridor to an urban arterial with active mode facilities.
- (o) NoR North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport) for an upgrade of Trig Road, Whenuapai, to an urban arterial corridor. This includes the upgrade of the existing Hobsonville Road/Trig Road and Hobsonville Road/Luckens Road intersections.
- (p) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport) for a new urban arterial transport corridor that intersects with the Redhills East West Arterial Corridor – Dunlop Road.
- (q) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport) for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road (NoR2a).
- (r) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport) for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the remaining East-West connection (NoR2c) at the intersection with the Redhills North-South arterial corridor.
- (s) NoR North West HIF Redhills Network: Redhills North - South Arterial Transport Corridor (Auckland Transport) for a new urban arterial transport corridor and upgrade of the Don Buck and Royal Road intersections.

Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Aotearoa Towers Group (ATG)
Private Bag 92161
Auckland 1142

Chorus New Zealand Limited (Chorus)
PO Box 632
Wellington

Connexa Limited (Connexa)
167 Victoria St West
Auckland

One New Zealand (One NZ) (formally Vodafone New Zealand Ltd)
Private Bag 92161
Auckland 1142

Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland 1010

Two Degrees Mobile Limited (2degrees)
PO Box 8355
Symonds Street
Auckland 1150

These parties are making a joint submission and for the purposes of this submission are referred to collectively as the **Telecommunications Submitters**.

The Proposal:

This is a submission on the following notices of requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North West Auckland:

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Access Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)
- North West Local Network: Spedding Road (Auckland Transport)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1433 Fred Taylor Drive (Auckland Transport)
- North West Local Network: Don Buck Road (Auckland Transport)
- North West Local Network: Coatesville – Riverhead Highway (Auckland Transport)
- North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport)
- North West HIF Redhills Network: Redhills North -South Arterial Transport Corridor (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport)

The Telecommunications Submitters are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to the Southern Cross international cable system.

The Telecommunications Submitters' submission is that:

The Telecommunications Submitters have no position on the overall North West package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. Spark, in particular, seek to ensure the protection of the existing Southern Cross international cable system which is located within or adjacent the road reserves of the following NoRs:

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

Spark is lodging a separate submission seeking more specific protective measures for the Southern Cross international cable system.

The Telecommunications Submitters oppose the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The companies collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also critical for supporting social and economic wellbeing and provides opportunities for work from home/remote work solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy by supporting measures to reduce travel demand.

This equipment is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. Reasonable access for maintenance and access for emergency works at all times will need to be maintained. In addition, the design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable to trying to retrofit necessary telecommunications/broadband infrastructure later due to disruptions and/or incompatibility with project design.

Existing Infrastructure

A summary of existing infrastructure located in the project footprints is as follows:

- Southern Cross International Cable (as per specific Notices of Requirement outlined above)
- Copper and Fibre cables
- Mobile operators are progressively rolling out roadside equipment in Auckland roads which may be within project corridors when works proceed.

Future Infrastructure Requirements

Network utility operators need to integrate necessary services into infrastructure projects such as transport projects. It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. This process does not always run smoothly. To provide a recent example, Spark has had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully project in the Wellington Region to install services to provide telecommunications coverage along that length of road. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting it has proved to be

very challenging to try to retrofit necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators as part of the detailed design phase of the project to identify opportunities to enable, or to not preclude, the development of new network utility including telecommunications infrastructure where practicable to do so. There was an associated obligation in that condition to report on opportunities considered and whether or not they had been incorporated into the design in the outline plan(s)¹.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, a provision to ensure the matter is properly considered during the design phase through consultation with network utility operators, which sets appropriate expectations and ensures these opportunities are properly explored, is reasonable. In the case of telecommunications, this enables proper consideration of making provision for communications that support the function of the road. This should be a consideration distinct from protecting or relocating existing network utilities affected by the project which is the focus of the current proposed conditions.

The Telecommunications Submitters seek an equivalent condition to that included in the W2W designation conditions to address this.

Consultation with Telecommunications Network Utility Operators

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the requiring authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design. The following notices of requirement mention a Network Utility Management Plan (NUMP) in the Outline Plan of Works (OP) condition, but do not include a separate condition for a NUMP (despite other management plans such as Construction Traffic Management Plan, Tree Management Plan etc included as separate conditions), and it does not specify who the relevant entities are to be consulted regarding the development of that plan.

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)

¹ East West Link Condition NU2, W2W Condition 24A

- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)
- North West Local Network: Spedding Road (Auckland Transport)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1433 Fred Taylor Drive (Auckland Transport)
- North West Local Network: Don Buck Road (Auckland Transport)
- North West Local Network: Coatesville – Riverhead Highway (Auckland Transport)

The following notices of requirement do not mention a NUMP in their OP condition but refer to other management plans:

- North West Strategic Network: Access Road (Auckland Transport)
- North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport)
- North West HIF Redhills Network: Redhills North -South Arterial Transport Corridor (Auckland Transport)

- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport)

The Assessment of Environmental Effects for each notice sets out the relevant utility providers who have assets within and around the proposed designations. This specifically includes Spark (in regard to the Southern Cross Cable Network, in four of the NoRs). However, the other companies party to this submission are not mentioned and therefore there is a concern they will not be consulted as part of the NUMP development for each stage.

Spark, One NZ and 2degrees operate mobile phone/wireless broadband networks which often include facilities located in roads while Chorus operate fixed line assets in roads including fibre. In addition, Spark has sold its fixed mobile asset infrastructure (e.g. their poles) to Connexa, and similarly One NZ has sold its fixed mobile assets to ATG (trading as FortySouth). Accordingly, the operating landscape for telecommunications companies and who may be affected by these projects has become quite complex. Given this complexity, an advice note to the NUMP condition is proposed to provide more clarity on which telecommunications/broadband operators may be affected.

The Telecommunications Submitters seeks the following decision from the Requiring Authority:

Add a new NUMP condition for each notice of requirement, which is based on the wording in the 5 Notices of Requirement for the Airport to Botany package of transport projects (with an advice note added), is as follows:

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) 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; and

(iii) 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; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.

(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).

(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.

Advice Note:

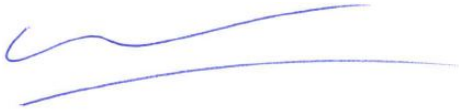
For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

Add a new condition to each notice of requirement as follows:

XX: The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.

The Telecommunications Submitters do wish to be heard in support of its submission.

If others make a similar submission, the Telecommunications Submitters will consider making a joint case with them at the hearing.

A handwritten signature in blue ink, consisting of a cursive 'C' followed by a series of loops and a long horizontal stroke.

**Signature of submitter
(Chris Horne, authorised agent for the Telecommunications Submitters)**

Date: 24 April 2023

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

Supplementary information on existing mobile infrastructure in north-west projects package of Notices of Requirement

To: Auckland Council
 Private Bag 92300
 Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Auckland Transport
 Level 5, 203 Queen Street
 Auckland 1010

Waka Kotahi
 Level 5, 203 Queen Street
 Auckland 1010

Further to the previous joint submission of telecommunications companies submitted on 24/4/2023, the telecommunications submitters listed in that joint submission wish to provide further information on their existing mobile infrastructure sites that are affected due to the Notices of Requirement for North-West transport projects.

Connexa and 2degrees affected sites

The table below identifies the impact to Connexa and 2degrees sites by the NoR project footprints, as well as locations where future sites are required.

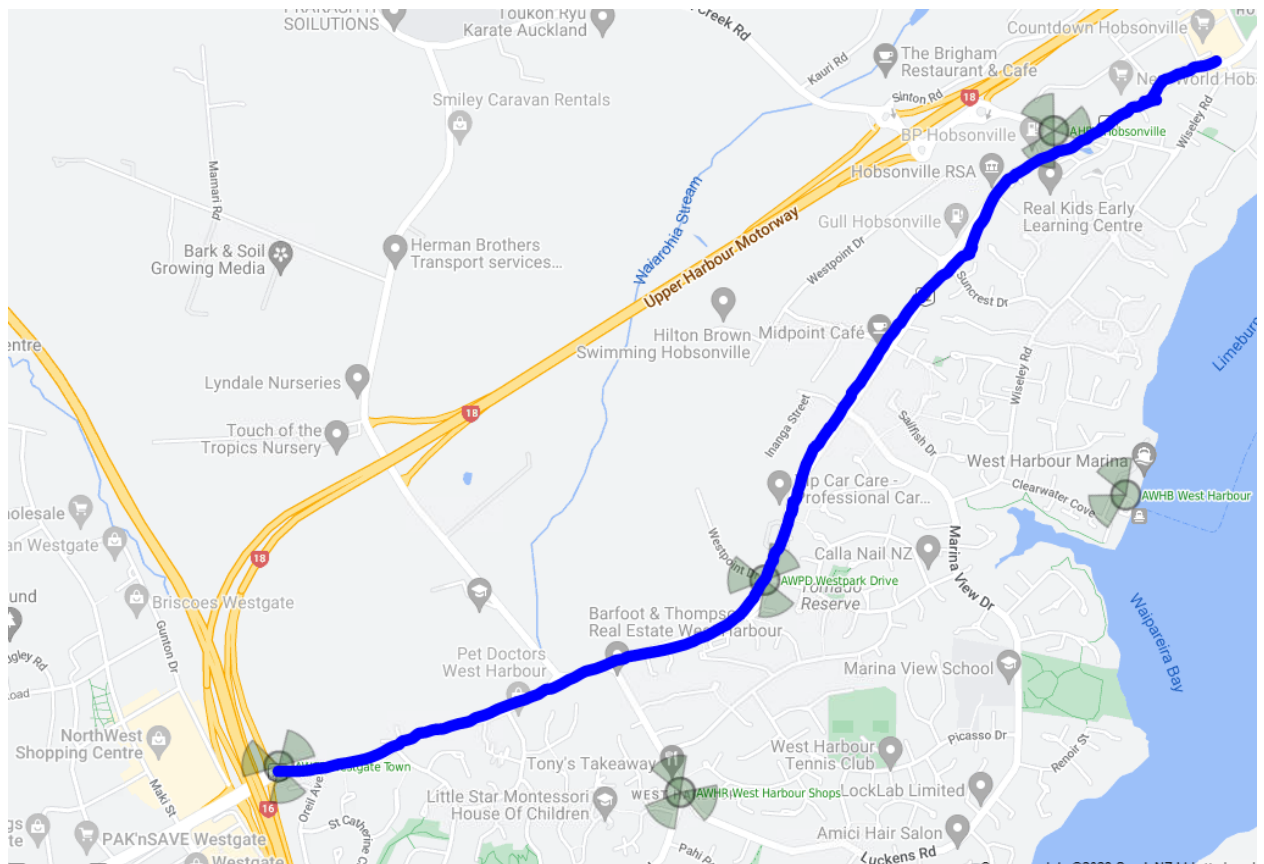
Route	Impact to Connexa Sites	Impact to 2D Sites	Recommended new sites
Access Rd Upgrade	None	None	Kumeu SW
Rapid Transit Corridor	None	None	Whenuapai West
SH 16 Main Rd	None	None	Huapai
Alternative SH Corridor	None	None	Huapai , Kumeu SW , Whenuapai West
Kumeu Station	None	None	None
Huapai Station	None	None	Huapai
Hobsonville Rd	Westgate town, West Park Dr, Hobsonville	Hobsonville	None

Spedding Road	None	None	Whenuapai West, Spedding Rd East
Brigham Creek Rd	None	None	None
Mamari Rd	None	None	Westgate Centre
Trig Rd Upgrade	None	None	Westgate Centre
Fred Taylor Drive	None	None	Whenuapai West
Don Buck Rd	None	None	None
Coatesville- Riverhead	None	None	Riverhead South
Trig Rd Corridor	None	None	None
Red Hills	None	None	Red Hills, West Hills

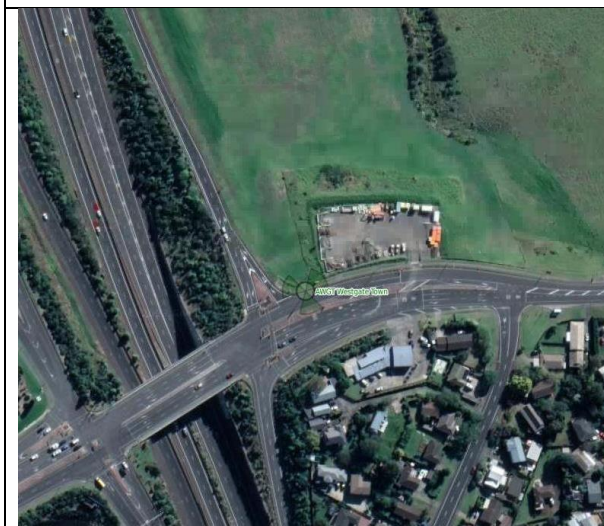
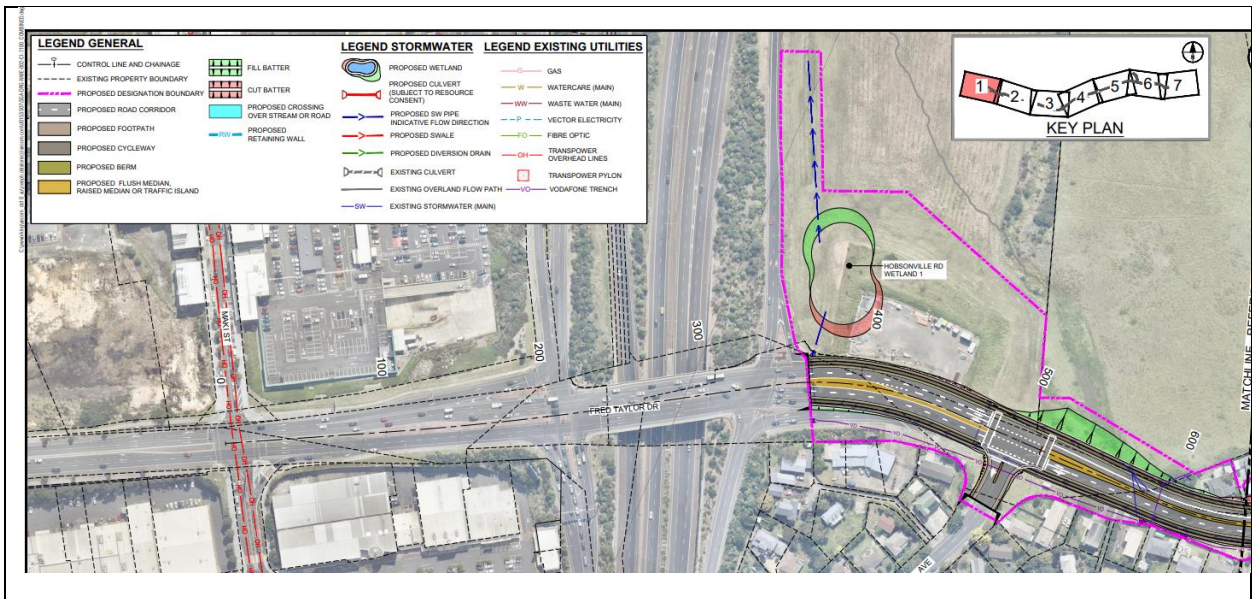
The Hobsonville Road designation (North West Local Network: Alteration to designation 1437 Hobsonville Road) impacts three existing Connexa sites that are within the designated boundary:

- Westgate Town
- West Park Dr
- Hobsonville.

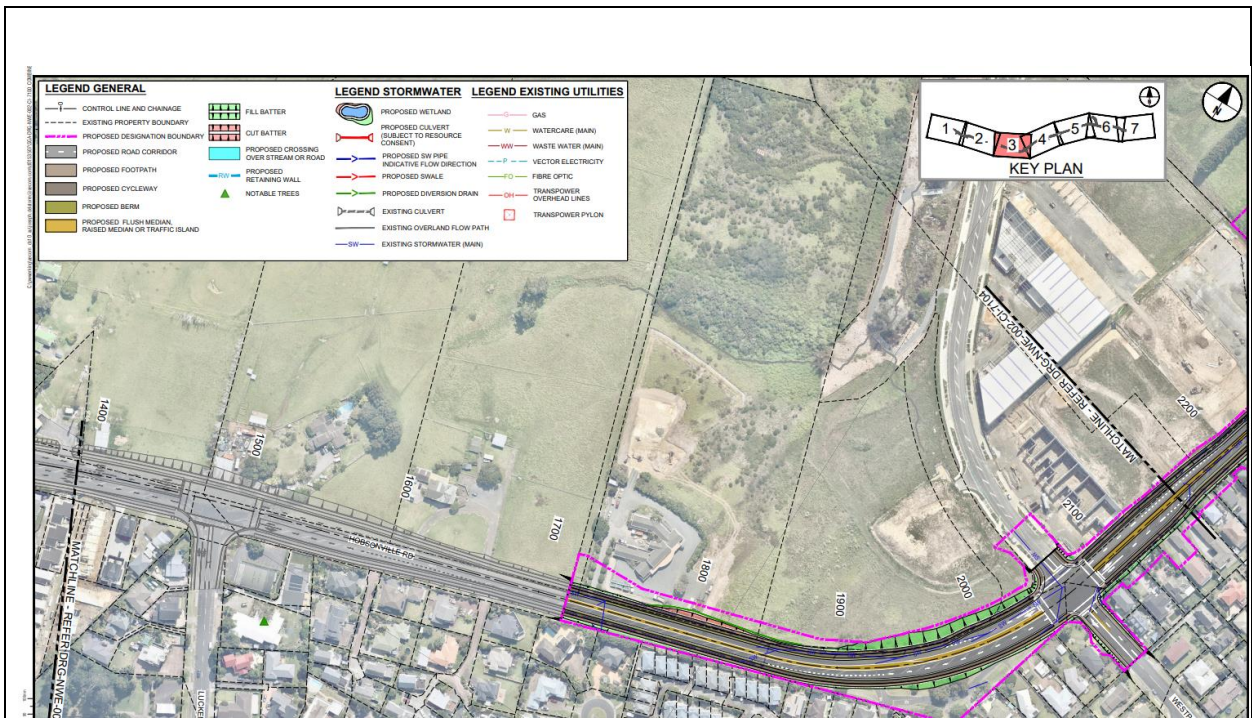
Impacted Connexa Sites Overview



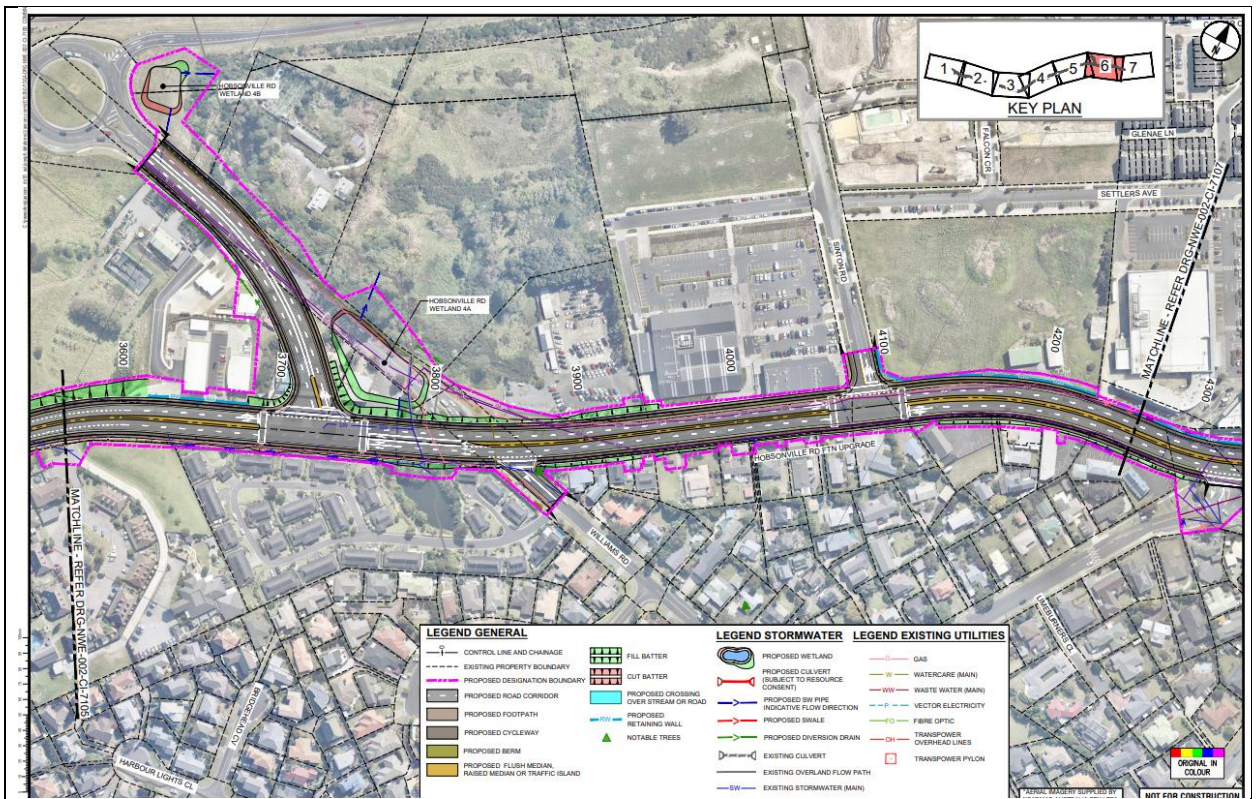
Connexa Westgate Town Site Details



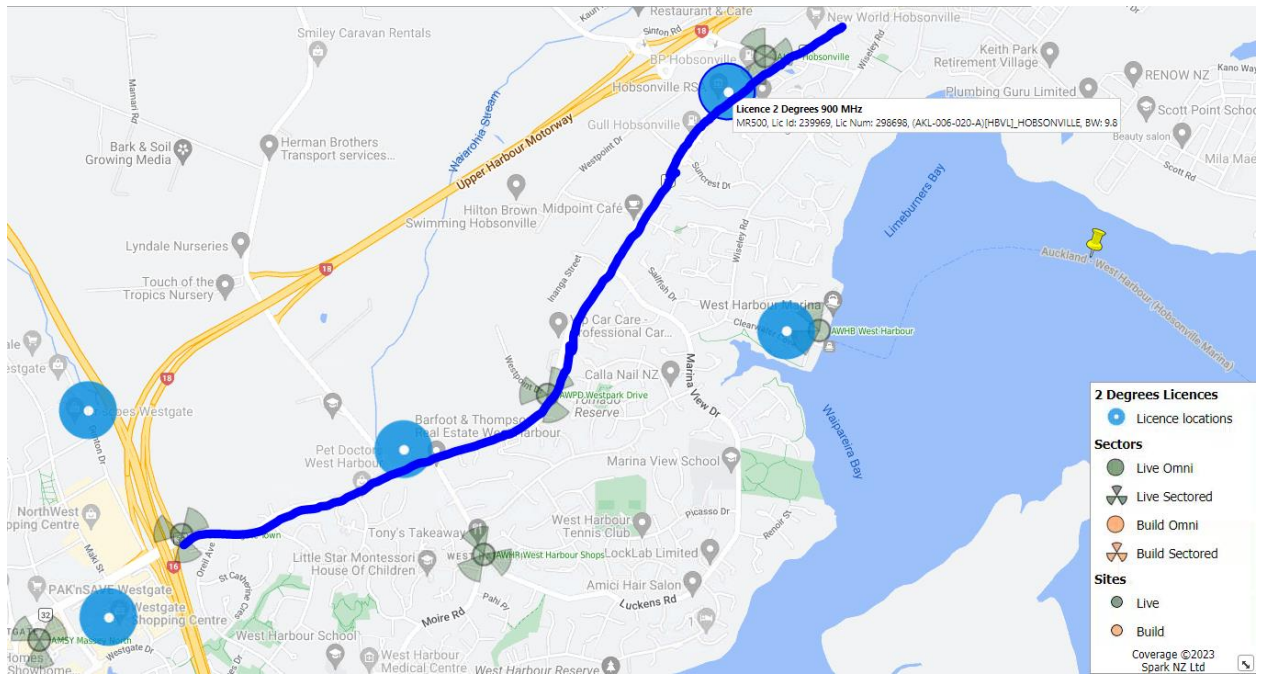
Connexa Westpark Drive Site Details



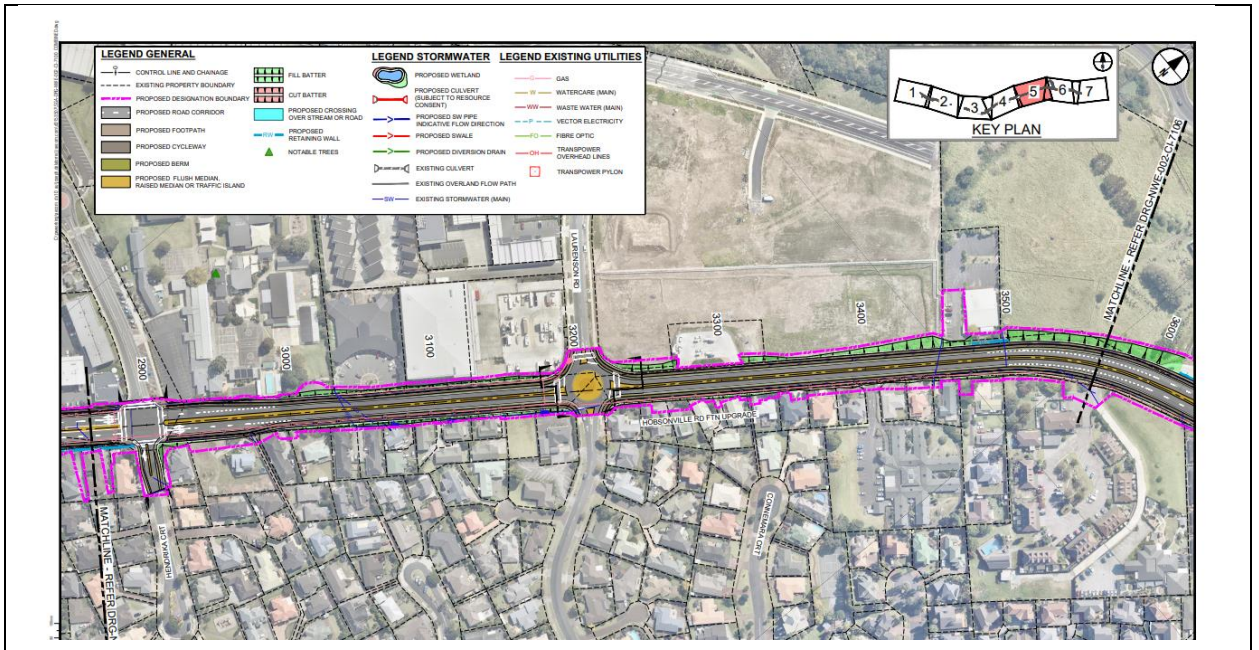
Connexa Hobsonville Site Details



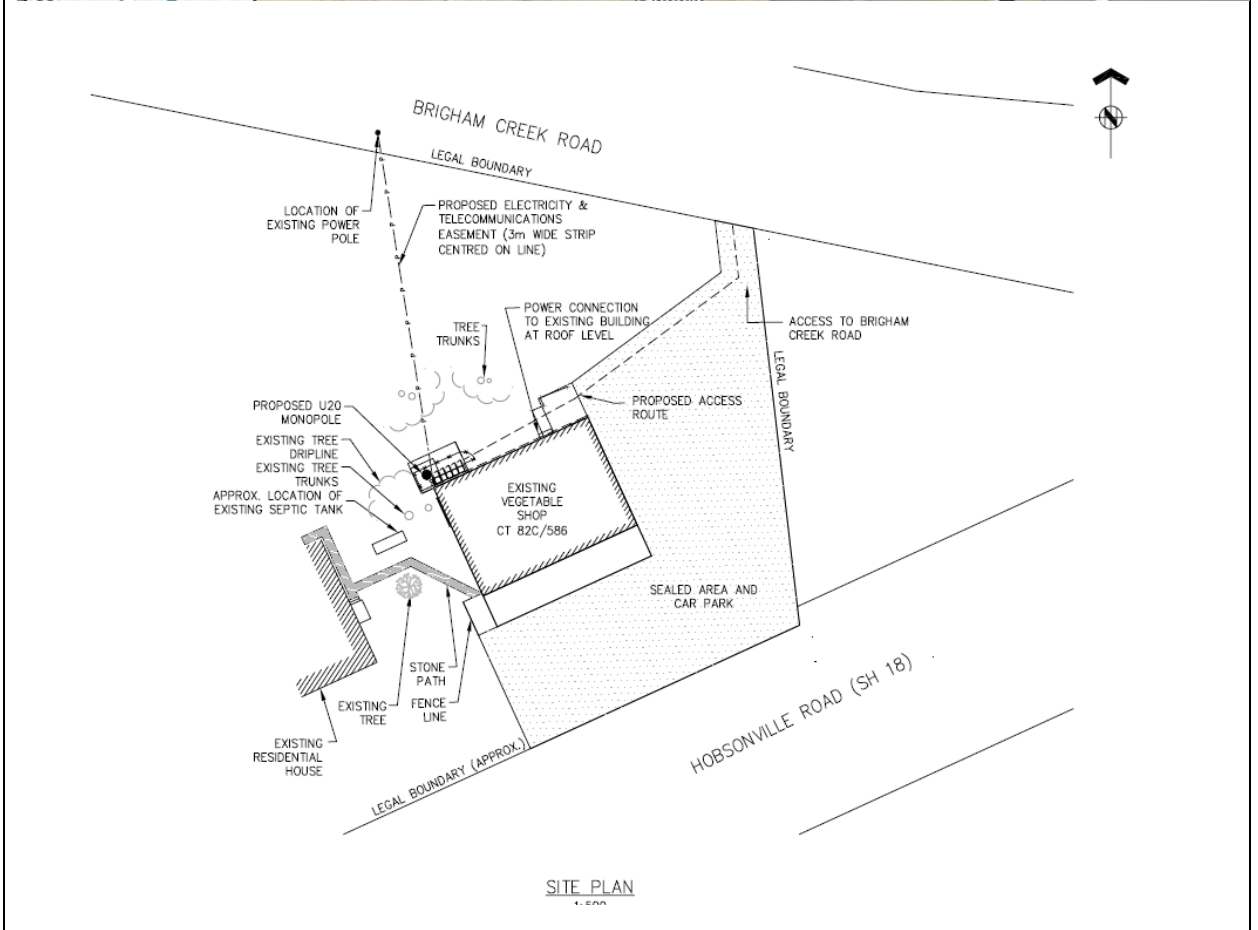
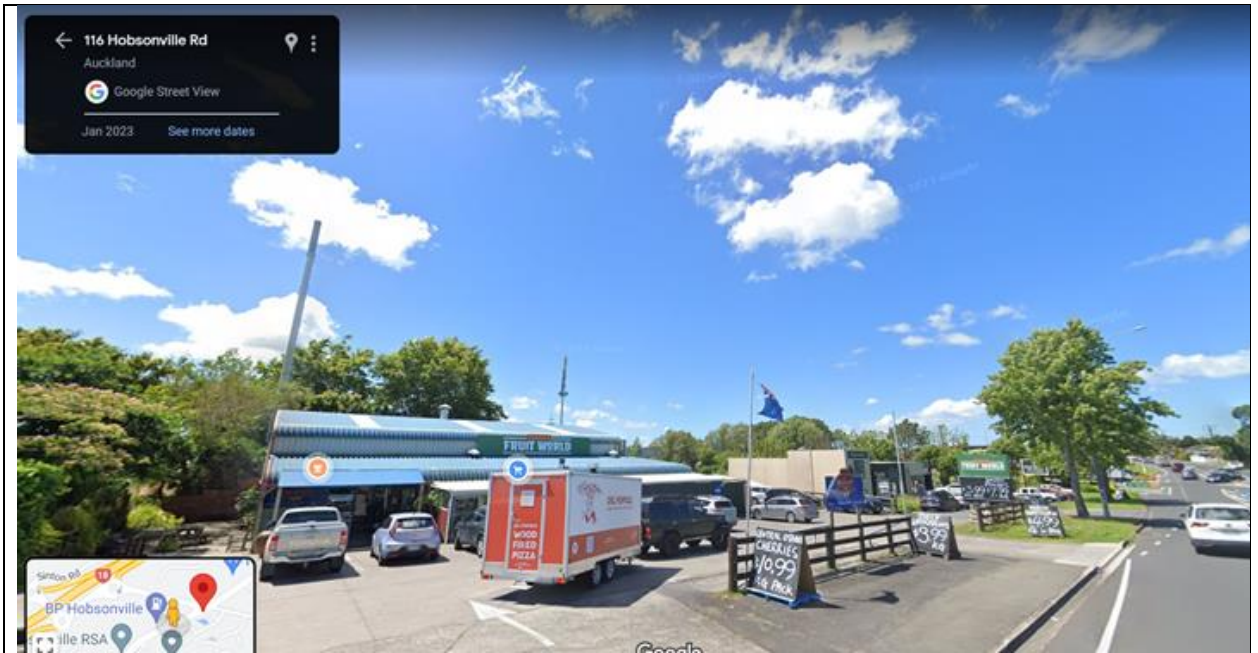
Impacted 2degrees Hobsonville Site

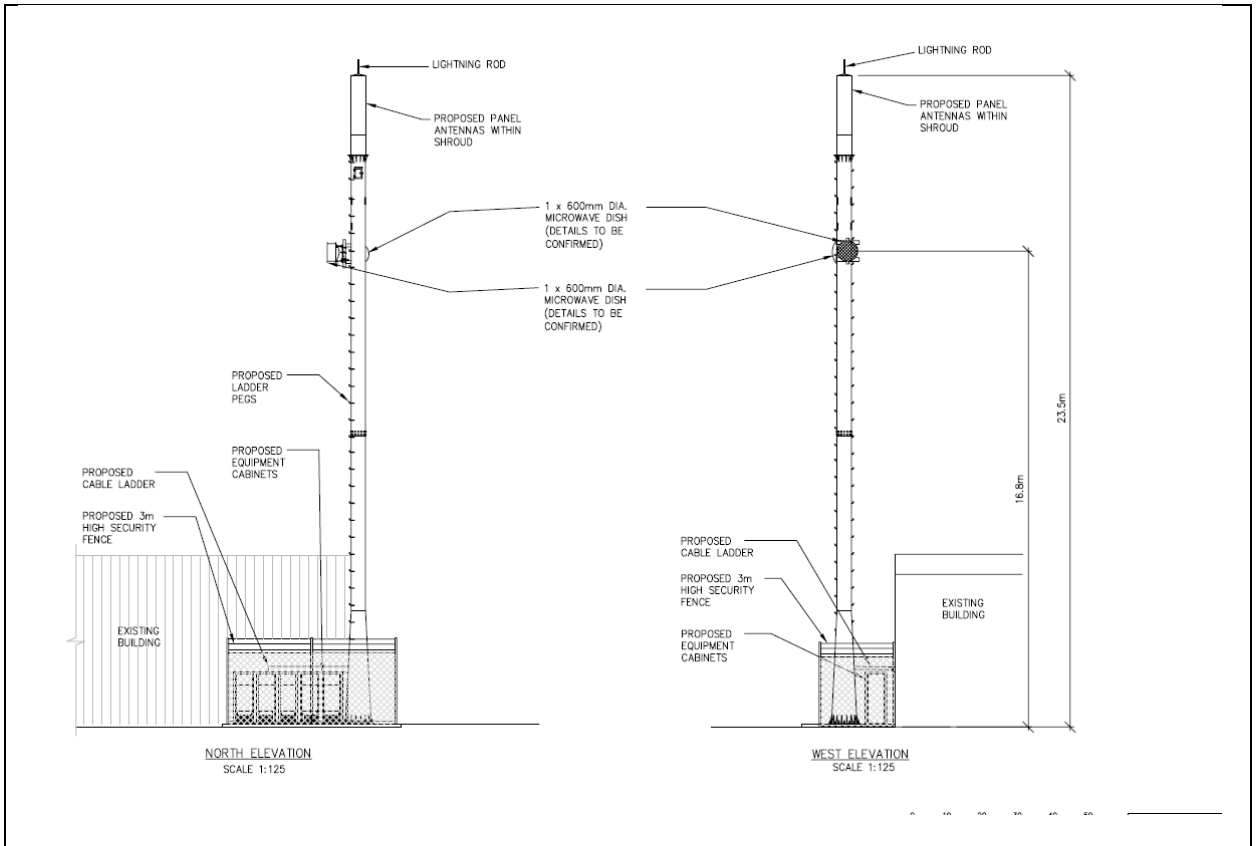


2degrees Hobsonville site details









Attention:

Auckland Council

By email: unitaryplan@aucklandcouncil.govt.nz

Submission on notified notice of requirement lodged by Auckland Transport for the upgrade of the Spedding Road corridor (Reference: NOR W4 – Spedding Road)

To whom it may concern,

I am writing on behalf of my client RWPT Limited, who are currently in the process of acquiring the property at 96A Trig Road, Whenuapai. It is my understanding that the notice of requirement referenced *NOR W4 – Spedding Road* will affect the transport network surrounding 96A Trig Road.

While my client is generally supportive of the general arrangement of the proposed works, they oppose the proposed lapse period for the implementation of works, while 15 years has been proposed, this will create significant uncertainty as to when works will be implemented. As such, my client seeks relief to have the lapse period amended to 5 years.

My client wishes to remain part of the approval process for the notice of requirement, including being part of the further submission process. My client wishes to be heard at any hearing held in regard to the designation.

Regards,



Joe Gray

Principal Planner, Saddleback Consulting Limited (on Behalf of RWPT Limited)

**SUBMISSION ON A REQUIREMENT FOR A DESIGNATION SUBJECT TO
FULL NOTIFICATION**

**FORM 21, SECTIONS 168A, 169, 181, 189A, 190 AND 195A OF THE
RESOURCE MANAGEMENT ACT 1991**

To: Auckland Council
Private Bag 92300
Auckland 1142

Attention: Planning Technician
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Cabra Developments Limited (“**the Submitter**”)

Introduction

1. This is a submission on the Notice of Requirement requested by Auckland Transport as Requiring Authority for a new designation in relation to the Northwest Local Network (NoR W4): Spedding Road, in the Auckland Unitary Plan (“**AUP**”), being the construction, operation and maintenance of an upgrade to the arterial transport corridor on Spedding Road in Whenuapai between Fred Taylor Drive and Hobsonville Road.
2. The site affected is 90 Trig Road. The northern frontage and north eastern corner of the site is affected by the proposed upgrade of Spedding Road, including the construction of a roundabout at the intersection of Spedding and Trig Roads, as illustrated in the following diagrams. Form 18 states that an area of 3,413m² of the Submitter’s land is required.

Proposed Notice of Requirement relative to 90 Trig Road (red)



Subject site (blue)

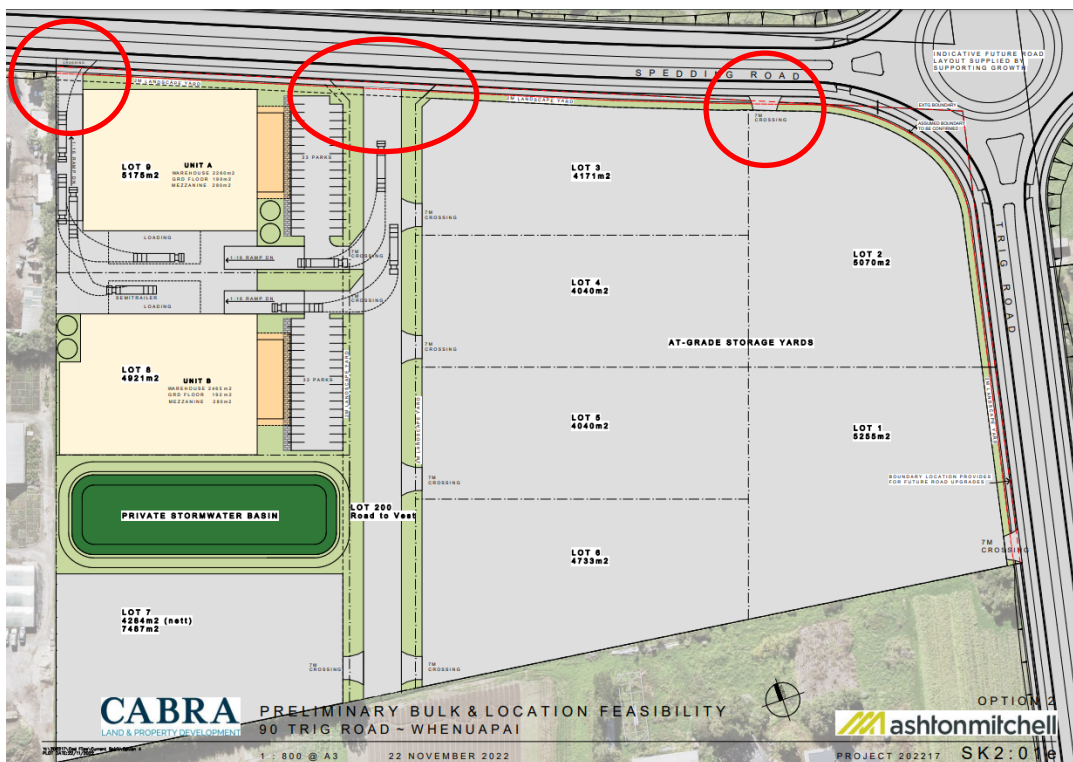


3. By way of background, the Submitter has been directly consulted by the Supporting Growth Alliance in respect of the proposal.
4. The Submitter has recently filed a request for a proposed industrial at-grade storage and warehouse development to be referred under the Covid-19 Recovery (Fast-track Consenting) Act 2020, and the outcome of that decision is yet to be received. If referred, an application for resource consent will be made for the construction of two warehouse buildings in the north western corner, with at-grade

yard storage across the balance of the site. The proposed layout has been designed to accommodate the proposed NoR application, setting development back from the northern site boundary to futureproof the site from construction of the arterial road upgrade.

5. However, three vehicle crossings are proposed to service the proposed development, as shown in red below, the central of which is a new road that is proposed to be vested to facilitate future development on adjacent land to the south.

Draft site layout showing crossings to Spedding Road (NoR)



Reasons for Submission

6. The Submitter supports the NoR subject to confirmation from the Requiring Authority that future site access from Spedding Road will not be compromised.
7. The reasons for the Submitter's view are as follows.
8. The Submitter supports the NoR application as it is required to unlock greenfield development within the Future Urban zoned land in Whenuapai. As such, the Submitter has considered the proposed arterial upgrade when considering the future development of the site, enabling the Requiring Authority to implement the proposed upgrade works without adversely impacting the operation of, and access to, the site in the future.

9. However, the Submitter requires assurance from the Requiring Authority that the proposed access design and location of the three accesses will not be adversely impacted during construction nor operation of the arterial road upgrade.
10. Finally, the Submitter requests confirmation that all construction effects on the property will be appropriately mitigated.

Relief Sought

11. The Submitter seeks that NoR W4 be accepted provided conditions are inserted to address the following:
 - a) That the designation be amended and conditions imposed on the designation to ensure that:
 - i. Future access to and egress from Spedding Road to the Submitter's land at 90 Trig Road is protected.
 - b) Evidence to support a finding that the Requiring Authority has accepted financial responsibility for the works and is committed to undertaking them in the form as notified, contrary to its previous announcements that the designation is purely for 'route protection' purposes.
 - c) Undertakings from the Requiring Authority that it will act promptly and in good faith to provide full compensation to the submitter for the loss of use of its land, including business losses resulting from any inability to implement its consented development plans.
 - d) Confirmation of a lapse period of 15 years.
 - e) That conditions are imposed on the designation to ensure that:
 - i. Prior to the commencement of construction in the vicinity of the Submitter's land, a site-specific construction management plan applying to the area in the immediate vicinity of the Submitter's land is:
 - Prepared by the requiring authority in consultation with the Submitter;
 - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - Approved by the Council.
 - ii. The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the Submitter's land is completed, so that the residual designation includes only those areas necessary for

the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.

f) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

12. If the above relief is not accepted, the Submitter seeks that the NoR be declined.

13. The Submitter wishes to be heard in support of this submission.

14. If others make a similar submission, the Submitter would consider presenting a joint case with them at the hearing.

DATED at Auckland this 24th of **April 2023**

Signature:

Duncan Unsworth
General Manager
Cabra Developments Limited

Address for Service:
Forme Planning Ltd
Suite 203, Achilles House
8 Commerce Street
Auckland 1010
hannah@formeplanning.co.nz

**SUBMISSION ON A REQUIREMENT FOR A DESIGNATION SUBJECT TO
FULL NOTIFICATION**

**FORM 21, SECTIONS 168A, 169, 181, 189A, 190 AND 195A OF THE
RESOURCE MANAGEMENT ACT 1991**

To: Auckland Council
Private Bag 92300
Auckland 1142

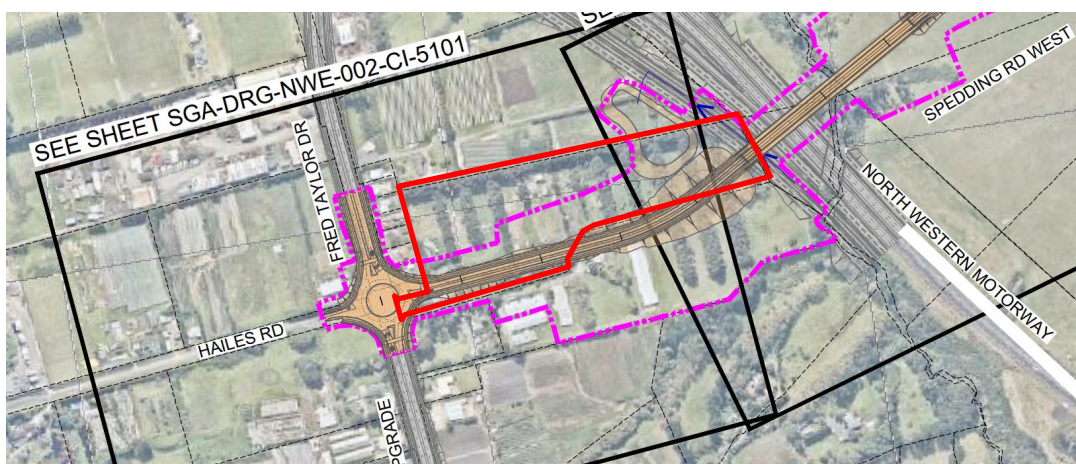
Attention: Planning Technician
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Cabra Developments Limited (“the Submitter”)

Introduction

1. This is a submission on the Notice of Requirement requested by Auckland Transport as Requiring Authority for a new designation in relation to the Northwest Local Network (NoR W4): Spedding Road, in the Auckland Unitary Plan (“AUP”), being the construction, operation and maintenance of an upgrade to the arterial transport corridor on Spedding Road in Whenuapai between Fred Taylor Drive and Hobsonville Road.
2. The site affected is 125 Fred Taylor Drive, Whenuapai. The diagram below illustrates all but the north western quarter of the site is required to deliver the Spedding Road West extension between the North-Western Motorway and Fred Taylor Drive and the roundabout at Fred Taylor Drive and Hailes Road.
3. The Submitter has an interest in the affected site.

Strategic works plan showing site boundary (red)



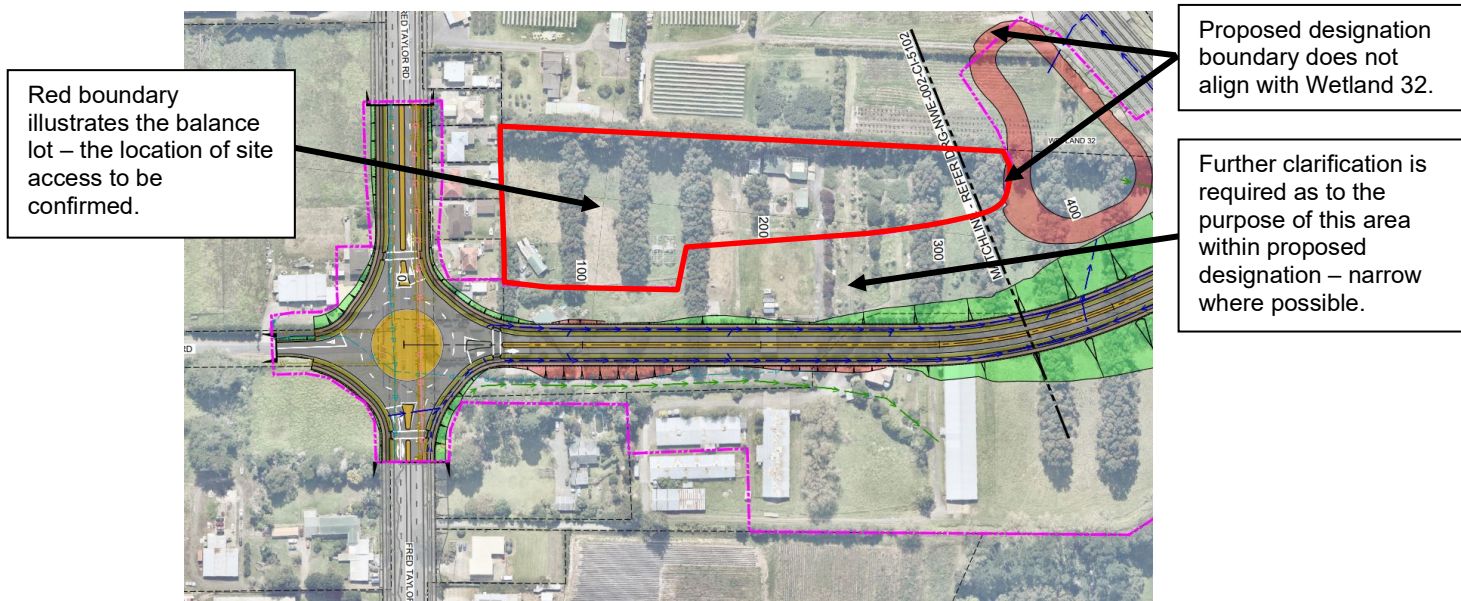
Aerial photograph showing site boundary (blue)



Reasons for Submission

4. The Submitter supports the NoR as it acknowledges the connection is critical to unlocking future greenfield development within the wider Future Urban zoned land in Whenuapai, subject however to the clarification and assurances requested below.
5. The reasons for the Submitter's view are as follows.
6. The Submitter supports the extension in principle, as it will provide a direct connection between Whenuapai and Westgate, being a Metropolitan Centre that will provide employment, goods and services to the future community in Whenuapai.
7. However, the Submitter requires further clarification as to the purpose and necessity for the extent of land that is proposed to be taken from 125 Fred Taylor Drive. While acknowledging the detailed design for the extension is yet to occur, the extent of land that is proposed to be taken along the northern side of the road appears overly conservative and without any indicative purpose (refer diagram below), resulting in long-term uncertainty across a wider portion of the site than is perhaps necessary. If the purpose is simply for 'route protection', the Submitter requests further detailed design at this stage in order to reduce the width along its northern side insofar as practicable, thus reducing the extent of land affected by the designation for its stated 15 years' lapse timeframe.

8. The eastern arm of the roundabout at the intersection of Fred Taylor Drive and Hailes Road is situated in the location of the existing site access, thus resulting in a 'landlocked' parcel, being the balance lot following acquisition. The Submitter requires clarification as to how site access will be maintained during the construction phase, and on-going following completion, noting both cut and battering works are proposed along the northern side of the Spedding Road extension (refer diagram below).
9. In various locations, the cut works associated with the construction of Wetland 32 extend beyond the identified boundary of the NoR. The Submitter recommends the boundary be amended to align with the full extent of Wetland 32 to ensure the wetland can be wholly constructed and contained within the designation boundary.
10. Finally, the Submitter seeks assurance from the Requiring Authority that it can use the entirety of the site for at-grade yard storage purposes until such time that it part of the site is taken to deliver the Spedding Road extension and roundabout. The proposed interim use is considered to be suitable owing to:
 - a) the Future Urban zoning of the land;
 - b) the Light Industrial use 'earmarked' for the site and surrounds in the Whenuapai Structure Plan; and,
 - c) because the activity does not involve the construction of any permanent buildings avoiding the need for any demolition works prior to commencement of construction of the road.
11. The Submitter acknowledges that resource consent will be required for the proposed activity however the Submitter seeks assurance that, should it require approval from the Requiring Authority for this interim activity, that all necessary approvals will be provided to the Submitter. Only hardstand, fencing and port-a-com style site offices are necessary to facilitate this temporary use.



Relief Sought

12. The Submitter seeks the following relief.

- a) Evidence to support a finding that the Requiring Authority has accepted financial responsibility for the works and is committed to undertaking them in the form as notified, contrary to its previous announcements that the designation is purely for 'route protection' purposes.
- b) Undertakings from the Requiring Authority that it will act promptly and in good faith to provide full compensation to the submitter for the loss of use of its land, including business losses.
- c) Confirmation of a lapse period of 15 years.
- d) That suitable alternative access to and egress from 125 Fred Taylor Drive will be provided by the Requiring Authority, to be designed in consultation with and approval from the Submitter, all costs for which will be met by the Requiring Authority.
- e) The Requiring Authority confirms that the entirety of the site can be used as an at-grade storage yard until such time that the land is required and that any necessary approvals will be given for such use in the interim.
- f) That conditions are imposed on the designation to ensure that:
 - i. Prior to the commencement of construction in the vicinity of the Submitter's land, a site-specific construction management plan applying to the area in the immediate vicinity of the Submitter's land is:

- Prepared by the requiring authority in consultation with the Submitter;
 - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - Approved by the Council.
- ii. The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the Submitter's land is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
- g) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

13. If the above relief is not accepted, the Submitter seeks that NoR W4 be declined.

14. The Submitter wishes to be heard in support of this submission.

DATED at Auckland this 24th of **April 2023**

Signature:

Duncan Unsworth
General Manager
Cabra Developments Limited

Address for Service:
Forme Planning Ltd
Suite 203, Achilles House
8 Commerce Street
Auckland 1010
hannah@formeplanning.co.nz

**SUBMISSION ON REQUIREMENT FOR DESIGNATION OR HERITAGE ORDER OR ALTERATION OF
DESIGNATION OR HERITAGE ORDER THAT IS SUBJECT TO PUBLIC NOTIFICATION OR LIMITED
NOTIFICATION BY A TERRITORIAL AUTHORITY**

Section 168A, 169, 181, 189A, 190 and 195A, Resource Management Act 1991

To Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

Email: unitaryplan@aucklandcouncil.govt.nz

- 1 The submitter is Tri Young Field Partnership.
- 2 This is a submission on a notice of requirement from Auckland Transport for a designation referred to as;
 - (a) Northwest Local Network: Trig Road (Auckland Transport) – Project W1 – depicted in yellow Figure 2 below.
 - (b) Northwest Local Network: Spedding Road (Auckland Transport) – Project W4 – depicted in Red Figure 2 below.
- 3 The submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 (**RMA**).
- 4 The specific parts of the NOR that this submission relates to are those that affect the submitter’s property at 49 Trig Road, Whenuapai and the surrounding area.
- 5 The submission is:
 - 5.1 **Submitter**
 - 5.1.1 Tri Young Field Partnership is the registered owner of 49 Trig Road (Lot 6 DP 62344). A record of title is included within **attachment A**. Temporary improvements to the site have been made to create a construction yard for Just Sheds Auckland to operate on site. Just Sheds have leased the use of the site from Mr. Yang while the site awaits rezoning from future urban.

5.2 **Site Description**



Figure 1: Aerial Image of the Submitter’s Property

5.2.1 49 Trig Road is a rectangular shaped corner site occupying an area of 4.05ha, as seen in figure 1 above.

5.2.2 The site is located directly opposite the existing intersection of Trig Road and Spedding Road.

5.2.3 Access to the property is currently provided along the southern boundary of the site, with access via Trig Road.

5.3 **Proposed NOR**

5.3.1 The site is designated among two current Notice of Requirement areas. Their effect and extent within the subject site are depicted in figure 2 below:

- (a) Northwest Local Network: Trig Road (Auckland Transport) – Project W1 – depicted in yellow
- (b) Northwest Local Network: Spedding Road (Auckland Transport) – Project W4 – depicted in Red



Figure 2: NOR Extent in Proximity to the Submitter's Property

5.3.2 Given that these notices of requirement overlap but have been separated into two separate notices of requirements, it is considered likely that the time at which they are acquired may be different or staged.

5.3.3 As such each notice of requirement has been assessed separately below. The submission is lodged on both notices.

5.4 **Trig Road Notice of Requirement – Project W1**

5.4.1 Trig Road is a 2.25km road providing access between Brigham Creek Road in the North and Hobsonville Road in the South. The street also provides access to the crescent road known as Ryan Road, rural cul-de-sac Spedding Road, and both an on and off ramp to State Highway 18, to and from the East only.

5.4.2 The overall NOR for Trig Road seeks to upgrade the street from just South of the bridge over SH18 through a new roundabout intersection with Spedding Road, and to an additional new roundabout with Brighams Creek Road in the North. This is depicted in purple in figure 3 above (purple route), and in the location plan as per figure 6 below.



Figure 3: NOR Route

5.4.3 The envisaged public transport improvements along Trig Road would include a single lane arterial road in each direction with a berm/island in between the lanes. A planted berm also separated the vehicle lanes from cycle and pedestrian networks as depicted in figure 7.



Figure 4: Proposed cross section

5.4.4 Where Trig Road crosses State Highway 18 the existing bridge will be upgraded to include three vehicle lanes as well as continued cycle and pedestrian paths, as per figure 8 below. A separate active mode bridge will provide additional capacity for pedestrians and cyclists on the opposite side of the vehicle lanes.



Figure 5: Proposed cross section

5.4.5 As a notice of requirement on its own, completely disregarding that of the Spedding Road extension, this requirement has less of an effect on the subject site with approximately 4800m² to be acquired in the west of the site. This would make it impossible for the site to be accessed directly via Trig Road, and would likely require the remainder of the site to be accessed via the existing ROW to 51 and 53 Trig Road.

5.5 Spedding Road Notice of Requirement– Project W4

5.5.1 Spedding Road is currently a 1km long rural culdesac street accessed via Trig Road.

5.5.2 The overall NOR for Spedding Road seeks to extend the current culdesac street to both the East and West. This is planned to result in a new arterial from the intersection of Hailes Road and Fred Taylor Drive in the West, through to Hobsonville Road in the East, as shown in figure 3 below (yellow route).

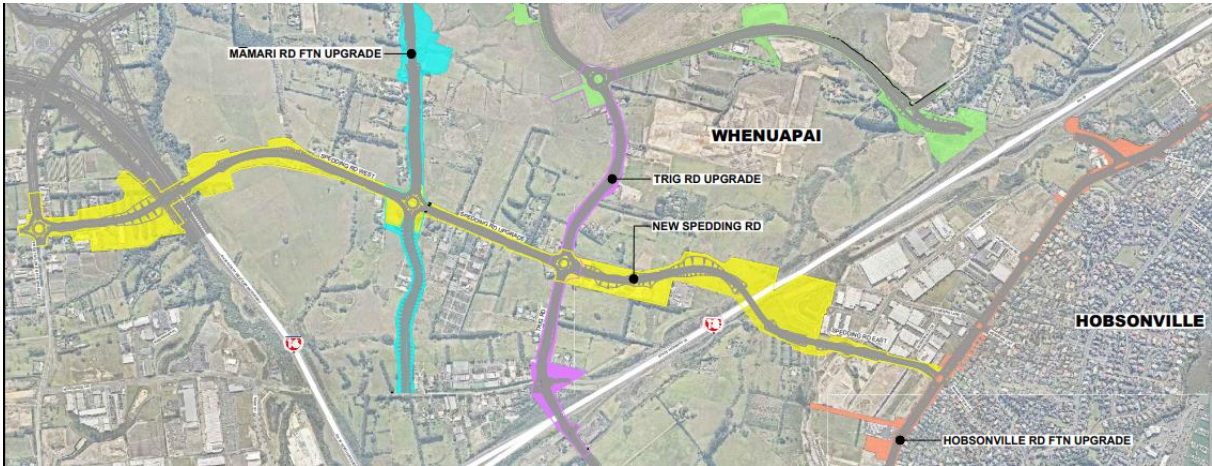


Figure 6

5.5.3 As depicted above there are multiple NOR that overlap and are dependent upon one another. The proposed Spedding Road extension is proposed to include four roundabout intersections with Fred Taylor Drive, Mamari Road, Trig Road and Hobsonville Road.

5.5.4 The envisaged public transport improvements would include a single lane arterial road in each direction with a berm/island in between the lanes. A planted berm also separated the vehicle lanes from cycle and pedestrian networks as depicted in figure 4.



Figure 7: Proposed cross section

5.5.5 Where a bridge crossing is required near Totara Creek and SH18 the proposed bridge layout will continue to provide for all proposed transport modes as per figure 5.



Figure 8: Proposed cross section

5.5.6 The extent of this NOR will seek to require the entire site of 49 Trig Road. This would mean the use of an entire 40,000m² site is lost to provide for an approximately 500m section of a 24m wide arterial. In the alternative Options section below, options have been considered as to how to provide the improved connectivity and traffic upgrades while maintaining the best land efficiency possible.

5.5.7 The combined effects of both NOR together are discussed below.

5.6 Positive Impacts

5.6.1 The submitter acknowledges that the wider project contemplated by the NOR will have the following positive impacts:

- (a) Improving connectivity within the local area, and as a result providing better access to economic and social opportunities
- (b) Supports future growth within the area and future intensification of those surrounding sites
- (c) Provides greater choice among transport modes
- (d) Improved safety of those using the route, especially for pedestrians and cyclists

5.7 Concerns

5.7.1 The submitter is seriously concerned about:

- (a) In relation to the Trig Road upgrade only, the NOR would seek to take the entire street frontage of the property. The remainder of the property would require access to be provided from elsewhere. (a new vehicle crossing located away from the proposed roundabout or connection via the existing adjoining ROW).
- (b) The effect the proposed route will have on their site and the potential resale value. Many notices of requirements seek to take part of the street front of a site which does reduce the value somewhat, however, to require the whole site essentially makes the site worthless if the current owner wanted to sell on before the requirement date.
- (c) The loss of the future potential of the site within the proposed future light industry zone. This includes both potential social and economic benefits that could be accrued if the requirement area of the site was designed more efficiently.

(d) Lack of alternative options considered for the intersection approach.

5.8 Alternative Options

5.8.1 In order to minimise the adverse impacts mentioned above, while retaining the intended alignment and width of road upgrades, a variety of alternative options have also been considered. These include the following “Option 1: Use of Existing Right of Way”.

5.8.2 An existing ROW to the North of the subject site currently provides access to the rear sites 51 and 53 Trig Road. One of these sites is also currently use for yard like purposes and is leased by Herman Brothers Transport Services, the other to the best of our knowledge remains vacant as per the most recent aerals provided as figure 9 below



Figure 9: Aerial

5.8.3 The existing ROW access to these two sites is located approximately 30m from the intersection of Trig Road and Spedding Road and is approximately 19m wide.

5.8.4 As an alternative option to what is currently proposed by the NOR we have seen the potential for a minor realignment of Spedding Road to reduce the impedance on the subject site at 49 Trig Road and take advantage of land currently used to provide access. While it is not feasible to move Spedding Road from this site completely it would enable the approach to the intersection of Trig Road and Spedding Road to be shifted slightly North and reduce the impact on the subject site, and its potential use within the future urban zone, and eventual rezoning which is likely to be within the light industry zone.

5.8.5 While the proposed blue line in figure 10 below only acts as a guide, this still provides a perpendicular approach to the proposed bridge over SH18 and a minor realignment of Spedding Road to the East of the roundabout. A roundabout entry/exit at this angle is not uncommon throughout Auckland, and New Zealand as a whole.

D Shaw (authorised signatory)

Address for Service

C/- SFH Consultants Limited
PO Box 86, Orewa, Auckland 0946
For: Daniel Shaw
Email: daniel@sfhconsultants.co.nz



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD**

**Guaranteed Search Copy issued under Section 60 of the Land
Transfer Act 2017**




R.W. Muir
Registrar-General
of Land

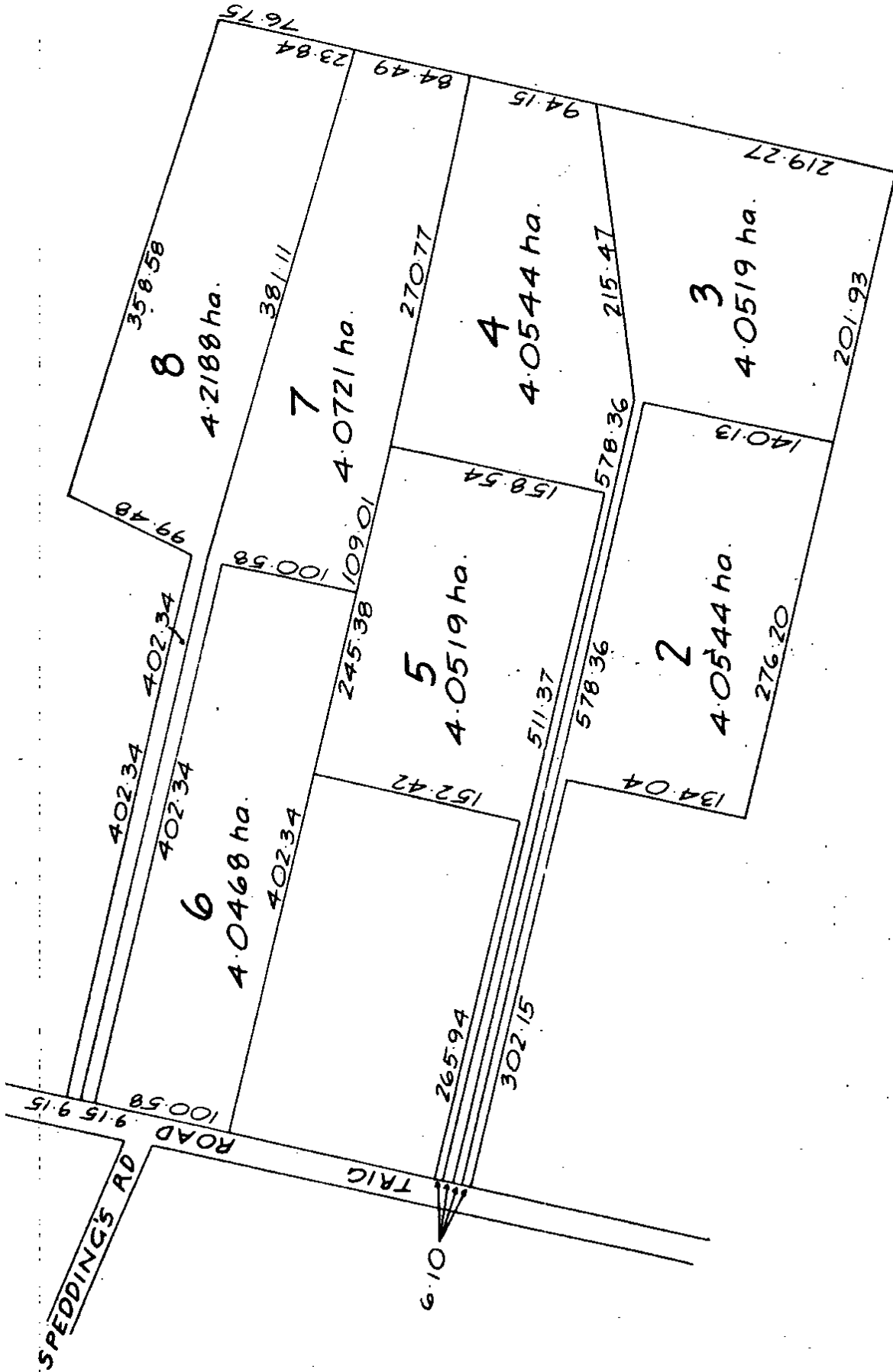
Identifier NA41D/695
Land Registration District North Auckland
Date Issued 09 August 1978

Prior References
NA581/313

Estate Fee Simple
Area 4.0468 hectares more or less
Legal Description Lot 6 Deposited Plan 62344

Registered Owners
Yang Chao-Chang and Chen Lin-Chu

Interests
Fencing Covenant in Transfer C877701.4 - 15.8.1995 at 11:51 am
Land Covenant in Transfer C877701.4 - 15.8.1995 at 11:51 am



**SUBMISSION ON REQUIREMENT FOR DESIGNATION UNDER CLAUSE 6 OF
THE FIRST SCHEDULE TO THE RESOURCE MANAGEMENT ACT 1991**

To: Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Stride Property Limited

Address: c/- MinterEllisonRuddWatts
PO Box 105249
AUCKLAND 1143
Attention: Bianca Tree / Amy Dresser

Scope of submission

1. This is a submission on behalf of Stride Property Limited (**Stride**) on notices of requirement from Auckland Transport (**AT**) for designations as part of the North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance (a collaboration between AT and Waka Kotahi NZ Transport Agency (**Waka Kotahi**)). The submission addresses the following notices of requirement (**NWLN Notices of Requirement**):
 - (a) North West Local Network: Trig Road (W1);
 - (b) North West Local Network: Māmari Road (W2);
 - (c) North West Local Network: Brigham Creek Road (W3);
 - (d) North West Local Network: Spedding Road (W4);
 - (e) North West Local Network: Alteration to designation 1437 Hobsonville Road (W5);
 - (f) North West Local Network: Don Buck Road (RE1); and
 - (g) North West Local Network: Alteration to designation 1433 Fred Taylor Drive (RE2).
2. To provide a summary of the submission below:
 - (a) Stride supports the NWLN Notices of Requirement to the extent that they enable transport connections in north west Auckland; however

- (b) Stride seeks that the NWLN Notices of Requirement and Waka Kotahi and AT's investment in infrastructure provide appropriate connections to the Westgate Metropolitan Centre, including by completing Northside Drive and providing connections to SH 16.

Trade competition

3. Stride is not a trade competitor of AT for the purposes of section 308B of the Resource Management 1991 (**RMA**).
4. In any event, Stride's submission does not relate to trade competition or the effects of trade competition.

Background

5. Stride is a commercial property ownership company which manages one of New Zealand's largest diversified investment property portfolios, with a range of commercial office, retail and industrial properties.
6. Stride's investment strategy is to invest in a portfolio of places with 'enduring demand'. These are places that attract the highest demand in all market conditions because they meet the needs of tenants, their staff, their visitors and their customers. The attributes of properties that have enduring demand vary depending on the sector and the market but are a combination of accessibility, amenity, functionality and a value proposition that is compelling.
7. Stride's property portfolio includes properties across Auckland, the majority of which are located in Metropolitan Centres, Town Centres and Local Centres. Stride's investment in centre locations supports the desire to create developments that have high accessibility, amenity and functionality. Centres form an important part of the commercial infrastructure of a society, and are critically important to the economic prosperity and vitality of the city. Centres are also key nodes in our existing transport network.
8. One of Stride's flagship Auckland properties is the NorthWest Shopping Centre, which is located in the Westgate Metropolitan Centre zone under the Auckland Unitary Plan (**AUP**) and is the key node for north west Auckland. Stride owns and operates the NorthWest Shopping Centre on the parcel of land bounded by Maki Street, Rua Road and Gunton Drive, as well as NorthWest 2, the retail and commercial development on the opposite side of Maki Street which frames the town square.
9. The continued development of the Westgate Metropolitan Centre has been further supported by the development at Hobsonville, the live residential zoning provided to the Redhills Precinct in the AUP, and now the notices of requirement lodged by Te Tupu Ngātahi Supporting Growth Alliance.

Stride supports the NWLN Notices of Requirement to the extent that they enable transport connections in north west Auckland

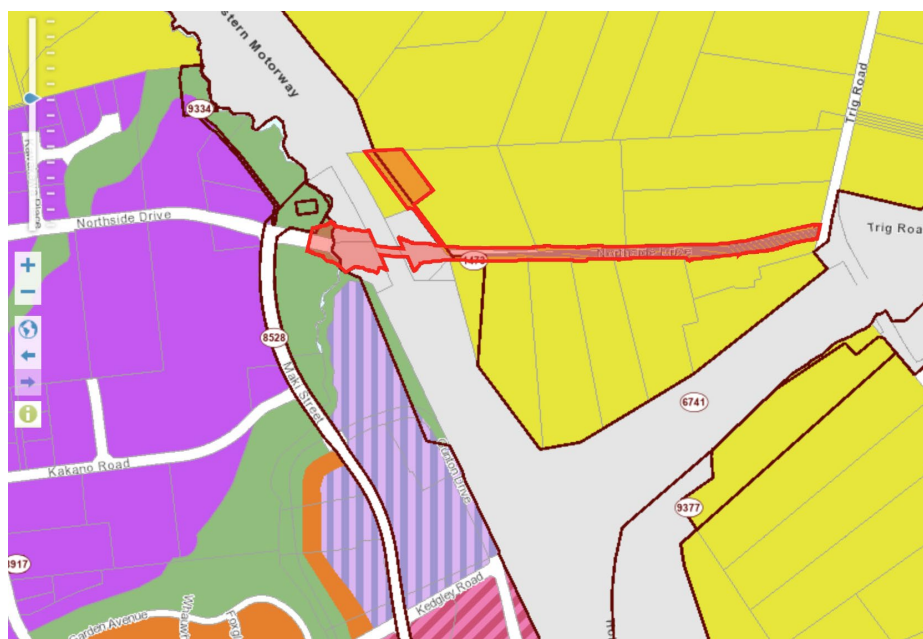
10. The project objectives of the NWLN Notices of Requirement include to enable the provision of a transport corridor that:¹
 - (a) integrates with and supports planned urban growth and the future transport network in Whenuapai; and
 - (b) improves connectivity along the corridor to Whenuapai and to Westgate.
11. As Auckland's population continues to increase and the form of the city intensifies, it is critical that the investment in transport infrastructure supports a quality compact urban form. Providing for transport infrastructure that supports alternative modes, enables residential intensification in proximity to centres and the rapid transit network, and provides efficient access to the centres, will provide for growth in the right locations and optimise infrastructure investment.
12. Investment in infrastructure is particularly important in north west Auckland. The Auckland Plan has identified Westgate as one of three main nodes (as well as Albany and Manukau) that are critical to growth across the Auckland Region, and form the foundation for Auckland's future growth.
13. The NWLN Notices of Requirement assessment of effects on the environment (**AEE**) identifies that transport demand will grow in these areas, and therefore the implementation of the new network is proposed to be staged over 30 years. However, there is already high transport demand in and around Westgate Metropolitan Centre. In addition to the amenities provided by Westgate Mall, NorthWest Shopping Centre, the recently opened Costco Wholesale puts significant pressure on the surrounding transport network, and in particular connections between Westgate Metropolitan Centre and State Highways 16 and 18.
14. Therefore, Stride supports the NWLN Notices of Requirement to the extent that they support the continued development of north west Auckland in and around Westgate Metropolitan Centre.
15. However, Stride considers that a robust assessment is needed of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term.

¹ North West Local Arterials: Assessment of Effects on the Environment (Volume 2, December 2022) (**AEE**) at 26.

Stride seeks that the NWLN Notices of Requirement and Waka Kotahi and AT's investment in infrastructure provide appropriate connections to the Westgate Metropolitan Centre, including by completing Northside Drive and connections to SH 16

16. Westgate Metropolitan Centre is proposed to support an area of significant future growth. Therefore, it is important that appropriate transport connections are planned and implemented to enable connections to this centre.
17. A key opportunity for improved connections to Westgate Metropolitan Centre that has already been identified by AT is the extension to Northside Drive.
18. AT is the requiring authority for designation 1473: Northside Drive (**Northside Drive Designation**). The Northside Drive Designation proposes to extend Northside Drive West over State Highway 16 (in line with the existing bridge pier) and east toward the existing State Highway 18, as shown in Figure 1 below, and include south-facing ramps only on State Highway 16.

Figure 1 – Northside Drive Designation (red)



19. The Northside Drive Designation has connections to Notices of Requirement Trig Road (W1) and Māmari Road (W2), and alteration to designation 1433 Fred Taylor Drive (RE2). In particular, a project objective for the Māmari Road (W2) Notice of Requirement is “to enable the provision of a transport corridor that: ... improves connectivity within Whenuapai and by connecting Whenuapai to Westgate, via the future Northside Drive extension.”
20. However, there is no certainty as to implementation of the Northside Drive extension. The AEE for the NMLN Notices of Requirement states that the Northside Drive overbridge will be constructed either under the Northside Drive Designation or Waka Kotahi SH16/18 connections project, and that the

delivery date is TBC.² The most recent update from Te Tupu Ngātahi Supporting Growth recommends that the Northside Drive development is ‘considered’ as part of the Regional Land Transport Plan process.³

21. This is not sufficient for a critical transport connection between the state highway network and a Metropolitan Centre that is needed now, let alone for the significant growth that continues to occur in north west Auckland.
22. First, Stride seeks that in considering the NWLN Notices of Requirement, the Council prioritises connections between the state highway network and Westgate Metropolitan Centre.
23. Second, Stride seeks that a full interchange connection to SH 16 is provided at Northside Drive. As noted above, the Northside Drive Designation currently only includes south-facing ramps on SH 16. However, the SH 16 connection at Northside Drive needs to be a full diamond interchange to provide both north and south access to the Westgate Centre (and rapid transit station) and also the industrial land at Whenuapai (and avoid heavy vehicles to these areas traveling along residential arterials) and to enable a fully connected and functioning network. It would be appropriate for AT to seek an alteration to the existing Northside Drive Designation to provide this full interchange concurrently with considering the NWLN Notices of Requirement, so a whole of network approach can be considered.
24. Third, Stride seeks that AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and interchange. It is critical that this infrastructure is delivered to respond to existing pressures and in advance of future urban growth in north west Auckland.

Reasons for submission

25. In addition to the reasons set out above, the reasons for Stride’s support in part of the Notices of Requirement and wish to have them amended include to ensure that the Notices of Requirement:
 - (a) are consistent with the relevant objectives and policies of the AUP;
 - (b) provide for a well-functioning urban environment;
 - (c) are consistent with the sustainable management of natural and physical resources and are otherwise consistent with the purpose and principles of the RMA;
 - (d) will meet the reasonably foreseeable needs of future generations;

² AEE at 44.

³ Te Tupu Ngātahi Supporting Growth: North West Auckland <https://findoutmore-supportinggrowth.nz/north-west-auckland> accessed 24 April 2023.

- (e) will enable people and communities to provide for their social, economic and cultural well-being; and
- (f) are consistent with sound resource management practice.

Decision sought

26. The following recommendation or decision sought by Stride is:
- (a) a robust assessment is undertaken of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term;
 - (b) the NWLN Notices of Requirement are amended to prioritise connections between the state highway network and Westgate Metropolitan Centre;
 - (c) AT and / or Waka Kotahi review the need for a full diamond interchange at Northside Drive, and include this scenario in the wider transport upgrade programme; and
 - (d) AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and connections to SH 16; or
 - (e) any additional or consequential relief to give effect to the matters raised in this submission.
27. Stride wishes to be heard in support of its submission.
28. If others make a similar submission, Stride will consider presenting a joint case with them at a hearing.

DATED this 24th day of April 2023

Stride Property Limited by its solicitors and
duly authorised agents
MinterEllisonRuddWatts



Bianca Tree

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From: [Campbell Barbour](#)
To: [Unitary Plan](#)
Subject: Northwest Auckland NOR"s
Date: Friday, 28 April 2023 3:54:26 pm

Re Joint notification of 19 Separate Notices of Requirement by Auckland Transport and Waka Kotahi NZ Transport Agency to protect routes in Whenuapai, Kumeu, Huapai and Redhills.

This submission is made on behalf of the NZRPG group of companies which includes as it relates to this matter, Westgate Properties 2017 limited, NZRPG management 2017 limited, Westgate Town Centre 2017 limited, Northside Land Holdings Limited, Westgate Town centre limited Apologies for this submission not being received by Monday 24 April, the person responsible for its submission has been ill and its completion was overlooked. We trust that given the short period of lateness a waiver in this instance would not unduly prejudice anyone.

This submission(s) relates to the entire "bundle of 19 NOR's. We record our general support for the overdue provision of adequate roading infrastructure to support the Auckland's Northwest and in particular its growth. We are concerned however about the practical delivery of some of the proposals, the expected timeframe for their delivery and the extent to which they have "future proofed" to provide intergenerational solutions. We expect to join other submitters in response to specific aspects of design and delivery.

Our primary submission at this point in the process relates to the integration of these proposals with existing infrastructure (or lack of it) in particular surrounding the Westgate Town centre. We submit that these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.

The NZRPG group is prepared to be heard in relation to this submission

Our contact is hereunder

Campbell Barbour

General Manager

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Level 1, 1a / 7 Maki Street, Westgate Shopping Centre

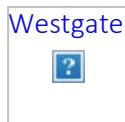
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**SUBMISSION ON AUCKLAND TRANSPORT AND WAKA KOTAHI'S NOTICES OF
REQUIREMENT FOR THE NORTH WEST LOCAL, STRATEGIC AND HIF REDHILLS
&TRIG ROAD NETWORK BY KĀINGA ORA HOMES AND COMMUNITIES**

TO: Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1010

Submission via email: unitaryplan@aucklandcouncil.govt.nz

KĀINGA ORA HOMES AND COMMUNITIES (Kāinga Ora) at the address for service set out below makes the following submission on the Notices of Requirement (**NoR**) for the North West Local, Strategic, and HIF Redhills & Trig Road Network (**The Project**) (Requiring Authority – Auckland Transport and Waka Kotahi).

Background

1. Kāinga Ora was established in 2019 under the Kāinga Ora-Homes and Communities Act 2019. Kāinga Ora consolidates Housing New Zealand Corporation, HLC (2017) Ltd and parts of the KiwiBuild Unit. Under the Crown Entities Act 2004, Kāinga Ora is listed as a Crown entity and is required to give effect to Government policies.
2. Kāinga Ora is now the Government's delivery entity for housing and urban development. Kāinga Ora will therefore work across the entire housing spectrum to build complete, diverse communities that enable New Zealanders from all backgrounds to have similar opportunities in life. As a result, Kāinga Ora has two core roles:
 - (a) being a world class public housing landlord; and
 - (b) leading and co-ordinating urban development projects.
3. Kāinga Ora's statutory objective requires it to contribute to sustainable, inclusive, and thriving communities that:

- (a) provide people with good quality, affordable housing choices that meet diverse needs; and
 - (b) support good access to jobs, amenities and services; and
 - (c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.
4. Kāinga Ora is focused on delivering quality urban developments by accelerating the availability of build-ready land, and building a mix of housing including public housing, affordable housing, homes for first home buyers, and market housing of different types, sizes and tenures. In addition to housing, Kāinga Ora has a key interest in critical infrastructure projects to enable housing supply, build-ready land and well-functioning urban environments. Therefore, its interest is across the urban development spectrum.
 5. The public housing portfolio managed by Kāinga Ora in Auckland comprises approximately 30,100 dwellings¹. Auckland is a priority to reconfigure and grow Kāinga Ora housing stock to provide efficient and effective public and affordable housing that is aligned with current and future residential demand in the area, and the country as a whole.
 6. Kāinga Ora has a shared interest in the community as a key stakeholder, alongside local authorities. Kāinga Ora interests lie in the provision of public housing to persons who are unable to be sustainably housed in private sector accommodation, and in leading and co-ordinating residential and urban development projects. Kāinga Ora works with local authorities to ensure that appropriate services and infrastructure are delivered for its developments.
 7. In addition to its role as a public housing provider, Kāinga Ora also has a significant role as a landowner, landlord, and developer of residential housing. Strong relationships between local authorities and central government are key to delivering government's priorities on increasing housing supply.
 8. Kāinga Ora owns land within, adjacent and nearby to the proposed designation subject to this submission.
 9. Policy decisions made at both central and local government level have impacts on housing affordability and community wellbeing. The challenge of providing affordable

¹ As of December 2022; <https://kaingaora.govt.nz/publications/housing-statistics/>

housing will require close collaboration between central and local government to address planning and governance issues to reduce the cost of construction, land supply constraints, infrastructure provisions and capacity as well as an improved urban environment.

10. Kāinga Ora is interested in all issues that may affect the supply and affordability of housing, as well as the well-being of their tenants. This includes the provision of services and infrastructure, and how this may impact on Kāinga Ora existing and planned housing, community development and Community Group Housing (CGH) suppliers.

Wider Context

11. In addition to the above, Kāinga Ora will play a greater role in urban development in New Zealand. The legislative functions of Kāinga Ora, as outlined in the Kāinga Ora Act, illustrate this broad mandate and outline two key roles of Kāinga Ora in that regard:
 - a) initiating, facilitating and/or undertaking development not just for itself, but in partnership or on behalf of others; and
 - b) providing a leadership or coordination role more generally.
12. Notably, the statutory functions of Kāinga Ora in relation to urban development extend beyond the development of housing (which includes public housing, affordable housing, homes for first time buyers, and market housing) to the development and renewal of urban environments, as well as the development of related commercial, industrial, community, or other amenities, infrastructure, facilities, services or works.

The Government Policy Statement on Housing and Urban Development 2021 (“GPS-HUD”)

13. The GPS-HUD sets a direction for housing and urban development in New Zealand. Its overarching vision is that everyone in New Zealand lives in a home and a community that meets their needs and aspirations. The four main things it sets out to achieve are:
 - (a) **Thriving and resilient communities** – the places where people live are accessible and connected to employment, education, social and cultural opportunities. They grow and change well within environmental limits, support our culture and heritage and are resilient.

- (b) **Wellbeing through housing** – everyone lives in a home, whether it’s rented or owned, that is warm, dry, safe, stable and affordable, with access to the support they need to live healthy, successful lives.
- (c) **Māori housing through partnership** – Māori and the Crown work together in partnership so all whānau have safe, healthy, affordable and stable homes. Māori housing solutions are led by Māori and are delivered locally. Māori can use their own assets and whenua Māori to invest in and support housing solutions.
- (d) **An adaptive and responsive system** – Land-use change, infrastructure and housing supply is responsive to demand, well planned and well regulated.

The National Policy Statement on Urban Development (“NPS-UD”) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the “RMAA 2021”)

- 14. The NPS-UD aims to ensure councils better plan for growth and remove overly restrictive barriers to development to allow growth in locations that have good access to services, public transport networks and infrastructure. The NPS-UD’s intensification policies require councils to enable greater heights and densities in areas that are well-suited to growth, such as in and around urban centres and (existing and proposed) rapid transit stops. The RMAA 2021 introduced the Intensification Streamlined Planning Process for tier 1 councils to implement the intensification policies and additionally required these councils to introduce the Medium Density Residential Standards.
- 15. Together, the NPS-UD and RMAA 2021 are intended to ensure New Zealand’s towns and cities are well-functioning urban environments that support housing supply and affordability, accessibility to jobs and services, and emissions reduction.

Scope of Submission

16. The submission relates to the 19 NoR's for the North West Local, Strategic, and HIF Redhills & Trig Road Network Project in their entirety.

The Submission is:

17. Kāinga Ora **supports** the Project and **supports** the NoR's for the Project **in part**, which seeks to undertaken the following works to provide a Rapid Transit Corridor and stations, buses priority lanes and associated walking and cycling facilities²:
- (a) Widening and upgrade the existing corridors on Coatesville – Riverhead Highway, Don Buck Road, Fred Taylor Drive, Māmari Road, Brigham Creek Road, Spedding Road and sections of Hobsonville Road to local arterial and include buses priority lanes and separated cycle lanes and footpaths (**NoR R1, RE1, RE2, W2, W3, W4 and W5**);
 - (b) Widening and upgrade the existing corridors on Trig Road and sections of Hobsonville to a corridor with separated active mode facilities (**NoR W1 and W5**).
 - (c) Construct a new Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations as well as an upgrade to Access Road (**NoR S1, S2, S3, S4, KS and HS**).
 - (d) Construct two arterial transport corridors in Redhills (**NoR 1, 2a, 2b and 2c**)
 - (e) Upgrade and widening the existing Trig Road corridor to an urban arterial corridor (**NoR Trig Road Corridor Upgrade**).
18. This support is subject to the relief Kāinga Ora seeks being granted and matters raised in its submission being addressed.
19. In particular, but without limiting the generality of the above:
- a) Kāinga Ora supports the outcomes derived from the project particularly as they relate to the delivery of regionally significant transportation infrastructure, enhanced accessibility, and the overall improved rapid transport, walking and cycling provision, however support in part the proposed NoR for the Project.

² Refer Section 1 of the AEE for specific details.

Kāinga Ora considers that the Project will support urban growth and intensification objectives along its alignment, contained within the strategic planning documents, including those within the NPS-UD.

- b) Kāinga Ora considers the designation process is appropriate due to the regional significance of the infrastructure proposed and the ability of the designation process to avoid unreasonable delay.
 - c) Kāinga Ora generally supports the proposed conditions of the designation and the use of the mechanisms outlined to avoid, remedy, or mitigate potential adverse effects and to regularly communicate with the community, including but not limited to: the submission of an Outline Plan of Works (OPW), the Stakeholder Communication and Engagement Management Plan (SCEMP), Urban Landscape Design Management Plan (ULDMP), Construction Environmental Management Plan (CEMP), Cultural Monitoring Plan (CMP), Construction Traffic Management Plan (CTMP), Construction Noise and Vibration Management Plan (CNVMP), Construction Noise and Vibration Management Schedule (CNVMS), Historic Heritage Management Plan (HHMP); Ecological Management Plan (EMP), and a Tree Management Plan (TMP).
20. Notwithstanding the general support of the Project, Kāinga Ora considers that further information or details about the project are required. Depending on the outcome of these investigations, there may need to be some changes to designation conditions and/or the design of the project to address the concerns expressed in this submission.

Designation Boundary Review

21. Given the designation is proposed to be in place for 15 years (for the Local, HIF Redhills and Trig Road Network) and 20 years (for the Strategic Network), and given the boundaries are likely to impact future development along the Project alignment for some time (and may lead to unintended consequences as a result), Kāinga Ora requests that a more refined approach is adopted to determining the designation boundary. This would ensure that only the minimum amount of land required is designated (for both construction and operational needs), so that efficient and effective land use is not compromised.
22. Kāinga Ora proposes the incorporation of a periodic review condition where the extent of the designation boundary is reviewed every 12 months following the lodgement of

OPW(s) to ensure this is being refined continually, and that any land no longer required for construction and operation as a result of the refinement exercise shall be uplifted from the designation.

Flooding

23. Kāinga Ora is concerned that the proposed conditions manage flooding at the expense of neighbouring properties. In particular, Kāinga Ora notes that proposed conditions for 'Flood Hazard' would enable an increase in the level of flooding toward adjoining properties. As an example, this condition proposes that a 10% reduction in free board for existing habitable floors is permitted, and an increase in flood levels of 50mm is permitted where there is no existing dwelling (among others).
24. It is of Kāinga Ora opinion that the Project should be required to manage the flooding effects within its own boundary.
25. Kāinga Ora requests that a flood hazard condition is added so that, simply put, the Requiring Authority does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.

Noise and Vibration

Construction Noise and Vibration

26. Kāinga Ora acknowledges that compliance with construction noise and vibration standards are not always practical and supports the management of construction noise and vibration by way of a CNVMP and CNVMS, provided this is in accordance with best practical options and provided the effects of construction noise and vibration are minimised as far as is practical.
27. Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS.

Operational Noise and Vibration

28. It is acknowledged that transport infrastructure is critical to enabling a well-functioning urban environment, and that a degree of noise and vibration emissions are expected. However, it must be recognised that significant noise emissions have potential adverse

effects on surrounding residential environments and the health and well-being of people living nearby. Therefore, Operational Noise and Vibration requires careful consideration to ensure that the effects are appropriately avoided, remediated or mitigated in accordance with Section 16 and 17 of the RMA.

29. Kāinga Ora is concerned that the Project does not fully assess the health effects associated with traffic noise of the Project. While the Project assesses the traffic noise effects in the context of NZS6806, Kāinga Ora is concerned that the standard does not fully capture the potential health effects of a proposal. This was raised within the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network (which in turn took reference and guidance from the Board of Inquiry decision for the Waterview Connection)³ where it was noted that NZS 6806: potentially discounts the adverse cumulative effects of elevated noise on recipients; inadequately addresses those parts of s.5 (2)(c) of the RMA concerned with avoiding, remedying and mitigating adverse effects; does not engage those parts of Section 7 of the RMA concerned with amenities and the quality of the environment likely to be of concern to impacted persons; and inadequately addresses Section 16 of the RMA (among others).
30. Kāinga Ora notes that Auckland Transport identifies that activities subjected to an operational noise level of 55 dB LAeq require mitigation to address potential adverse health effects. Kainga Ora requests a condition requiring operational noise levels to not exceed 55 dB LAeq beyond the boundaries of the designation or, where exceeded at a sensitive receiver, mitigation is provided.
31. This operational noise level was the baseline utilised within Auckland Transport's Acoustic Expert Evidence by Claire Drewery for Private Plan Change 51 (**PPC51**)⁴, who considered that there are adverse health effects in relation to road traffic, referencing both the World Health Organisation (WHO) Environmental Noise Guidelines for the European Region (2018) and enHealth's The Health Effects of Environmental Noise (2018). The WHO's guidelines are (in part) copied below:

WHO guidelines for Community Noise 1999 states the following in relation to dwellings

³³ Refer paragraph 229 of the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network dated 20 April 2022

⁴ Paragraphs 6.7 and 6.9 of Statement of Evidence of Claire Drewery on behalf of Auckland Transport – Acoustic, dated 24 August 2021 for Private Plan Change 51 – Drury 2 Precinct.

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... The effects of noise in dwellings, typically, are sleep disturbance, annoyance and speech interference. For bedrooms the critical effect is sleep disturbance. Indoor guideline values for bedrooms are 30 dB LAeq for continuous noise and 45 dB L_{Amax} for single sound events. Lower noise levels may be disturbing depending on the nature of the noise source. At night-time, outside sound levels about 1 metre from facades of living spaces should not exceed 45 dB LAeq, so that people may sleep with bedroom windows open. This value was obtained by assuming that the noise reduction from outside to inside with the window open is 15 dB. To enable casual conversation indoors during daytime, the sound level of interfering noise should not exceed 35 dB LAeq. To protect the majority of people from being seriously annoyed during the daytime, the outdoor sound level from steady, continuous noise should not exceed 55 dB LAeq on balconies, terraces and in outdoor living areas. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound level should not exceed 50 dB LAeq. Where it is practical and feasible, the lower outdoor sound level should be considered the maximum desirable sound level for new development.

WHO Environmental Noise Guidelines for the European Region (2018) states the following

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Environmental noise is an important public health issue, featuring among the top environmental risks to health. It has negative impacts on human health and well-being and is a growing concern among both the general public and policy-makers in Europe.

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For average noise exposure, the Guideline Development Group (GDG) strongly recommends reducing noise levels produced by road traffic below 53 decibels (dB) L_{den}, as road traffic noise above this level is associated with adverse health effects.

Based on the above, Ms Drewery adopted 55 dB LAeq_(24 hour) as the noise level above which potential health effects could occur and made subsequent recommendations for

PPC51. Kāinga Ora considers that it is appropriate that a similar baseline is utilised for the Project.

32. Kāinga Ora considers that it is appropriate that the Requiring Authority is incentivised to ensure that such measures are undertaken to reduce noise and vibration at source, while at the same time utilising the AUP to manage those effects that cannot be controlled at source, if required.
33. Kāinga Ora submits that there would be a number of advantages with minimising noise and vibration at source that should provide benefits to future residents in surrounding urban areas, namely the ability for existing and future occupants to enjoy greater amenity outside their dwellings. While acoustic attenuation could be an appropriate response to address a health or amenity issue, any reduction of noise (or vibration) at source would enable future residents to enjoy their outdoor living areas, rather than being 'locked-up' in their homes.
34. At the same time, Kāinga Ora submits that there may be circumstances whereby existing dwellings that experience increased exposure to noise and vibration require further mitigation in the form of building modifications, including but not limited to wall insulation, double glazing, forced ventilation and temperature controls. Kāinga Ora would like to discuss this aspect with the Requiring Authority.
35. Kāinga Ora is concerned that the conditions as drafted are not user friendly, are over complicated and would be difficult to understand for adjoining landowners. Kāinga Ora requests that the conditions are simplified for the benefit of adjoining land owners.
36. Kāinga Ora supports the application of structural mitigation measures (low noise and vibration road surfaces, acoustic barriers insulation, where appropriate) to all roads within the NoR. However, it is sought that where mitigation is applicable along the alignment of the Project, that this offer for mitigation shall stay in perpetuity (i.e. not be limited to three months), until an offer has been taken up, in the interests of natural justice and mitigating adverse health effects for future occupiers.
37. Kāinga Ora requests that the condition for Low Noise Road Surface is amended to require the use of low noise and vibration road surfaces, such as an Asphaltic mix surface, for all road surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective.

Other Items

Validity of Advice Note – Designation Boundary

38. Kāinga Ora has concerns with the validity of the advice note associated with condition associated with the UDLMP, which states that a front yard setback is not required from the designation boundary as the designation is not specifically proposed for road widening purposes. It would appear to Kāinga Ora that the proposal is, at least in part, for road widening to accommodate the Project. A designation cannot modify a rule in the plan, and it is expected that the Council are likely to require the front yard to be taken from the designated boundary which would potentially result in unintended consequences along the alignment of the Project, and compromise efficient land use and development along the Projects alignment.

Designation Review

39. The proposed designation conditions include a requirement for the Requiring Authority to review the designation within 6 months of completion of construction or as soon as otherwise practicable. While Kāinga Ora generally supports this notion and the intent to do this as soon as is practical, Kāinga Ora considers that the condition should also include a requirement for the Requiring Authority to provide the land in a suitable state once the land is relinquished from the designation and surrendered, in agreement with the property owner.

Relief Sought

40. Kāinga Ora seeks the following further actions regarding the NoR:
- (a) That the Requiring Authority adopts a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing.
 - (b) That the Requiring Authority undertakes an assessment of the health and safety effects of the operational traffic noise prior to the hearing.
 - (c) That the design of the Project is updated to incorporate the full suite of recommendations contained within (a) and (b) above, or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.

41. Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR:
- (a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes required and the OPW should demonstrate how safe alternative access will be provided.
 - (b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.
 - (c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority.
 - (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up.
 - (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
 - (f) That the Designation Review condition should be amended to:
 - (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and
 - (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.
 - (g) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out herein.

- (h) Any other alternative or consequential relief to give effect to this submission.
42. In the absence of the relief sought, Kāinga Ora considers that the NoR:
- (a) is contrary to the sustainable management of natural and physical resources and is otherwise inconsistent with Part 2 of the Act;
 - (b) will compromise urban development outcomes;
 - (c) will in those circumstances impact on the ability of people and communities to provide for their social, economic and cultural wellbeing.
43. Kāinga Ora does not consider it can gain an advantage in trade competition through this submission.
44. Kāinga Ora wishes to be heard in support of its submission.
45. If others make a similar submission, Kāinga Ora would be willing to consider presenting a joint case with them at hearing.

Dated this 11th Day of May 2023



Jennifer Chivers on behalf of

Brendon Liggett

Manager – Development Planning
Kāinga Ora Homes and Communities

ADDRESSES FOR SERVICE:

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The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Willem van der Steen

Organisation name:

Full name of your agent:

Email address: wvds@outlook.com

Contact phone number: 0279373622

Postal address:

wvds@outlook.com

Auckland

Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Not enough thought is given to the impact of noise, vibration, and pollution. An alternative, parallel to SH18 on unoccupied land would be better.

I or we seek the following recommendation or decision from Auckland Council:

The alternative, parallel to SH18 on unoccupied land would be better and should be pursued. Better mitigation of the noise, vibration and pollution is required.

Submission date: 26 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Cynthia Cruz

Organisation name:

Full name of your agent:

Email address: willemvdsteen+cyntiacruz@gmail.com

Contact phone number:

Postal address:

Auckland
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

The noise and pollution will be more adverse than expected. This needs a mitigation and financial compensation is required.

I or we seek the following recommendation or decision from Auckland Council:

Mitigation of the noise and pollution will be more adverse than expected. This needs a mitigation and financial compensation is required. Make the road for residents only and exclude heavy vehicles.

Submission date: 26 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Veronica Donaldson

Organisation name: ACCR Holdings

Full name of your agent:

Email address: veronica.donaldson@gmail.com

Contact phone number:

Postal address:
4 Thomas Hunter Lane
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:
187 Hobsonville Road

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

187 Hobsonville Road is a commercial premises. This acquisition will affect our covered car parking which is a vital part of the business premises. The covered car parking and off street parking is our key selling component making it a point of difference from the commercial units available for rental across the road. The 30 year old established hedging also provides privacy and vital sound proofing from the busy road.

I or we seek the following recommendation or decision from Auckland Council:

Please go with another option so my business premises and lease agreements aren't affected. The current tenant only rented my property because of the parking and we can't sustain our mortgage without a tenant. A decent amount of off street parking is vital for us as an older premises competing with many new commercial units/rentals straight across the road. This acquisition goes through our covered parking. If you do proceed, conditions sought would be double glazing to minimise street noise, currently achieved with our hedging. Extra designated street parking within easy walking distance. A new carport to achieve the undercover parking we currently have. Site beautification and planting. Privacy fencing.

Submission date: 28 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Rizheng Zeng

Organisation name:

Full name of your agent:

Email address: mizeng23@gmail.com

Contact phone number:

Postal address:
34 Memorial Park Lane
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Access Road (NoR S4)

The specific provisions that my submission relates to are:
NOR W3 - Bringham Creek Road NOR W5 - Hobsonville Road

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

The roads are already too busy for motor vehicles alone causing major delays at times, there is no room for active mode facilities.

I or we seek the following recommendation or decision from Auckland Council:

Extend these roads to accommodate greater traffic flows for motor vehicles would be actually helpful for residents in the area.

Submission date: 28 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Lydia Lin

Organisation name:

Full name of your agent:

Email address: drlydialin@hotmail.com

Contact phone number: 021798472

Postal address:
7 Spedding Road
whenuapai
auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:
58 Hobsonville Road

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
There could be alternative routes planned instead of destroying people's livelihood and also houses.

I or we seek the following recommendation or decision from Auckland Council:
Alternative route instead of widening the road which will destroy many homes and businesses.

Submission date: 2 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Aaron Schiff

Organisation name:

Full name of your agent:

Email address: aschiff26@gmail.com

Contact phone number:

Postal address:
28 Plover Road
Hobsonville Point
Auckland 0616

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:

I have lived in Hobsonville Point for 5 years. Despite being a dense and newly developed area, people living in Hobsonville Point are quite car dependent because of the lack of shops and other amenities in Hobsonville Point itself, and the lack of safe ways to get around other than by car. Many people in Hobsonville Point go to Westgate town centre for shopping or to use other community amenities. Despite being within easy cycling distance of Hobsonville Point, few people cycle to Westgate because Hobsonville Road is a very unpleasant and unsafe place to travel by bike. Most people even need to drive to the new shops around New World on Hobsonville Road because there are no other good options, despite being relatively close to Hobsonville Point. Many people walk and cycle within Hobsonville Point itself, but travelling outside Hobsonville Point is difficult and unsafe, except by car. The proposed improvements to Hobsonville Road would greatly improve the travel choices of people living in Hobsonville Point and will likely lead to a reduction in road congestion as well as environmental and other benefits. The proposed improvements will also support the commercial growth that is happening along Hobsonville Road as it will be easier for people in Hobsonville Point to access these new businesses.

I or we seek the following recommendation or decision from Auckland Council:

I support Auckland Council approving this NOR. The intersection of Hobsonville Road and Brigham Creek Road in particular is dangerous in its current configuration and accidents and near-misses happen there often. It is also unable to handle the current volume of traffic and becomes very congested at peak times. If possible, I would prefer that the upgrade of this intersection be prioritised and completed as soon as possible.

Submission date: 3 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Nigel Brock

Organisation name:

Full name of your agent:

Email address: nsbrock@outlook.com

Contact phone number:

Postal address:
0616

Auckland 0616

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:
Concern over too many traffic lights close together!

I or we seek the following recommendation or decision from Auckland Council:
The proposal is certainly a step forward but am hoping that you do not intend to put another set of traffic lights on the intersection as the distance between the preceding lights coming from Hobsonville Point are already a complete bottleneck at the busy times of the day and one more set would certainly make it worse. It looks like from the plan that the liquor store, fruitworld and the cafe will go so surely a roundabout would be a much more sensible idea!

Submission date: 3 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Adam Schofield

Organisation name:

Full name of your agent: Adam Mark Schofield

Email address: adam.schofield.053@gmail.com

Contact phone number:

Postal address:

karenandadam@xtra.co.nz

Hobsonville

Auckland 0616

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:

Hobsonville road is no longer suitable for the traffic that uses it. There are no options for riding separated from the road and several intersections are extremely dangerous, including the Hobsonville Road to Brigham Creek road intersection

I or we seek the following recommendation or decision from Auckland Council:

TO start this project as soon as possible, especially the intersection with Brigham Creek Road which has already caused too many deaths and serious injuries

Submission date: 7 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Carolyn Jane Day and Aaron James Day

Organisation name:

Full name of your agent:

Email address: dayfamily@outlook.co.nz

Contact phone number: 0212392362

Postal address:
52 Hobsonville Road
West Harbour
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

1) We challenge whether cycle lanes along Hobsonville Road are even necessary when Waka Kotahi plan to build an extension to the existing cycleway that runs alongside the NorthWestern motorway to join the Upper Harbour motorway. There are already minimal cyclists that use Hobsonville Road. Recreational cyclists, like ourselves, would be more inclined to use a specific cycleway (one with no disruptions) rather than cycle lanes on Hobsonville Road which will be affected with multiple sets of traffic lights and overwhelming intersections. 2)The proposed works will cause safety issues for us, personally, with having no area to effectively turn our cars around in order to leave our driveway front facing. We currently live on an already challenging blind corner, the proposed works will mean having to reverse out onto said blind corner. As well as having insufficient area within our property to park our vehicles. 3) I have read through the application and note that our property has not been identified on "Appendix A – Affected Receivers – Noise (unmitigated)" (North West Local Network Hobsonville Road NoR Assessment of Construction Noise and Vibration Effects (aucklandcouncil.govt.nz)) yet our direct neighbours are. I also note that according to both "Assessment of Road Traffic Noise – Vibration Effects – Whenuapai – Part 4/4" and "Supporting Growth - NoR W5 Do minimum Road Traffic Noise" map our house is definitely highlighted. Is this an oversight or error in the application? I have sought clarification from Supporting Growth on this and to date have not had a response. When groundworks were happening during the construction of the church across the road from us we definitely had both noise and vibration disturbance. Given that the proposed works are right on our doorstep we would anticipate such disturbances to be considerably worse. 4) We feel that the request for an extended NoR will be at the detriment to the current homeowners' ability to sell their properties. Both lowering the property value and/or making the properties unsaleable. Evidence of this was apparent to us as on the day we were notified by Supporting Growth of the pending lodgement of NoR. We had received an offer on our property, once the correspondence from Supporting Growth was divulged to the prospective purchaser they removed their offer immediately and we were unable to proceed with negotiations. We, the property owners will be left in an extended period of being "in limbo". 5) As residents in the affected area we do not feel that a dedicated bus lane between Westgate and Trig Road is at all necessary.

I or we seek the following recommendation or decision from Auckland Council:

1) To decline the NoR outright, given that there is no funding for this project and there is no clear timeline for the works to be undertaken. 2) To request for the applicant to consider more favourable options that are of less disruption to the existing local community/property owners.

Submission date: 9 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Rohan Keshavan Kuttuva

Organisation name:

Full name of your agent: Rohan Keshavan Kuttuva

Email address: k7rohan@gmail.com

Contact phone number: 0220927234

Postal address:

West Harbour
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
Totally unreasonable ask of our entire property.

I or we seek the following recommendation or decision from Auckland Council:
There is going to be development along Trig road meaning new roads can be as wide as one may want. The extension of Spedding road and Northside drive connection to Trig road can be as wide as one may want with ample cycle lanes, and whatever the future may demand.

Submission date: 14 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Preyanka Malli Ganeshbabu

Organisation name:

Full name of your agent: Preyanka Malli Ganeshbabu

Email address: pgaspirant19@gmail.com

Contact phone number:

Postal address:
81 Hobsonville Road
West Harbour
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
unreasonable ask of our entire property

I or we seek the following recommendation or decision from Auckland Council:
There is going to be development along Trig road meaning new roads can be as wide as one may want. The extension of Spedding road and Northside drive connection to Trig road can be as wide as one may want with ample cycle lanes, and whatever the future may demand.

Submission date: 14 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) _____

Organisation Name (if submission is made on behalf of Organisation) _____

Address for service of Submitter

Telephone: Fax/Email:

Contact Person: (Name and designation if applicable)

c/o agent: michael@campbellbrown.co.nz

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific parts of the above notice of requirement that my submission relates to are: (give details):

My submission is:

I or we support of the Notice of Requirement I or we oppose to the Notice of Requirement

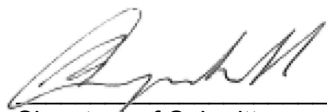
I or we are neutral to the Notice of Requirement

The reasons for my views are:

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

SUBMISSION ON NOTICE OF REQUIREMENT W5– North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

To: Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: National Mini Storage Limited

National Mini Storage provides this submission on Notice of Requirement – North West Local Network: Alteration to designation 1437 Hobsonville Road (“**NOR W5**”) to the Auckland Unitary Plan.

The purpose of the NOR is described in the public notice as being to:

- the construction, operation and maintenance of an upgrade to an arterial transport corridor and associated activities on Hobsonville Road to enable the Requiring Authority to:
 - Improve connectivity along the corridor and to Whenuapai and Westgate;
 - Integrate with and support planned urban growth and the future transport network in Whenuapai;
 - Contribute to mode shift by providing dedicated facilities for active modes
 - Improve safety for all users;
 - Improve network resilience for all users.

The Submitter could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

The submission relates to the designation corridor, extent of physical works, and conditions.

The Submitter **supports in part** the application for the NOR subject to the following relief sought.

The reasons for the submitter’s support are:

1. The NOR would promote the sustainable management of natural and physical resources, in accordance with Part 2 of the Resource Management Act 1991 ('the Act');
2. The proposal is consistent with the objectives and policies of the Auckland Unitary Plan and other provisions in relevant statutory planning instruments;
3. The proposal ensures that a well-connected and integrated neighbourhood is achieved that facilitates efficient movement of people and goods through a variety of travel modes; and
4. The proposal ensures that appropriate road infrastructure is provided to enable the planned growth and intensification of Auckland.

Relief sought

The Submitter seeks the following decision from Auckland Council in respect of NOR W5:

- That, subject to confirming the matters set out below, NOR W5 be adopted;
- That there is no encroachment of the existing property boundaries by physical infrastructure, and all physical infrastructure including but not limited to- bus ways, traffic lanes, cycle lanes, foot paths, berms, are contained within the existing road corridor;
- That any earthworks and battering extents beyond the existing property boundary will be designed in consultation with the relevant property owners to minimise any impact to private land, and maintain the same utility of the said land;
- That all earthworks will be managed to minimise any impact to adjoining private properties, including from airborne or deposited dust. In the event adjoining properties are affected, the cost of rectifying and restoring the asset to its original condition (such as building washing) will be met by the requiring authority;
- That any costs to resolve any consenting matters (such as varying consent conditions) as a result of the designation would be met by the requiring authority;
- That site access is maintained including during construction, unless otherwise agreed with the property owner;
- Such other consequential amendments to the provisions of the NOR W5 as may be necessary to give effect to the relief sought in this submission.

The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.



Michael Campbell
Campbell Brown Planning Limited
For and on behalf of National Mini Storage Limited as its duly authorised agent.

13 April 2023

Address for service of submitter:

C/- Campbell Brown Planning Limited
PO Box 147001
Ponsonby
AUCKLAND 1144

Attention: Michael Campbell

Telephone: (09) 394 1694

Mobile: 021845327

Email: michael@campbellbrown.co.nz

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Joe and Terri Baxendale

Organisation name: Hobsonville Villas

Full name of your agent:

Email address: jandt.hmm@gmail.com

Contact phone number:

Postal address:
1/18 Williams Road
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

We oppose the risk to our garages the block of 4 closest to hobsonville road, that contain all gear to run the village and are used for our business. We oppose the widening of the road causing an increase in traffic, pollution and noise pollution. We oppose the loss of the local shops (fruitworld and the bottle store) We oppose that no sound proof/safety fencing will be given to the elderly that live within the village. We oppose that Brigham Creek Road not being altered so we do not lose our local stores. Also if the grass berm alongside Hobsonville Villas and Hobsonville Road is widened or altered, we would request that the council mows this area. With the road getting busier this is a Health & Safety issue. Hobsonville Villas does not front onto Hobsonville Road at all, or have any access to the property via Hobsonville Road, therefore we would request that the council maintains the berms upkeep.

I or we seek the following recommendation or decision from Auckland Council:

PLEASE NOTE SEWERAGE ISSUE AND COLLAPSING COUNCIL POND IS A PROBLEM ALREADY and you plan to add another pond! See notes at the bottom. Leave the shops alone. For safety and noise reduction and pollution, put in a retaining sound reducing fence for Hobsonville Villas. That you do not effect the block of 4 garages within Hobsonville Villas (next to Hobsonville Road) as it needed and also a business operates from them. That you improve the pond within Hobsonville Villas as the banks are collapsing and floods with each rainfall blocking the culvert and raising the water levels to endanger the residents homes. The sewerage in the area is improved. Hobsonville Villas Unit 4 gets covered in sewerage with each rainfall for the past 15 years and also fills the pond. Complaints are always laid with Watercare who only ever unblock it from Starlight Cove and spray Hobsonville Villas with sanitizing chemicals each time. Our pond (council Pond also fills with sewerage and smells for months after a heavy rain and you plan to put in another pond on Brigham Creek. Watercare will have files going years back on this toxic problem. We want to bring to your attention current council and watercare infrastructure is already inadequate with out this happening.

Submission date: 17 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Jeffery Spearman

Organisation name:

Full name of your agent:

Email address: jeff@spearman.co.nz

Contact phone number:

Postal address:
5 Mamari Road
Whenuapai
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we are neutral to the Notice of Requirement.

The reason for my or our views are:

Although I am neutral to the further widening and development of Hobsonville Road, I want to ensure that after construction, the property is re-instated to its current condition. This would involve, 1. The council building a wooden boundary fence the same as is currently in place.

I or we seek the following recommendation or decision from Auckland Council:

I recommend the council provides confirmation in writing that the above condition is met in returning the property to its current state post construction.

Submission date: 18 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

Attn: Unitary Plan Submission Team
Planning Technicians -Plans and Places
Auckland Council.
Free post Authority 237170
Private Bag 92300
Auckland 1142

Scope of submission - Widening of Hobsonville Rd for query Bus and Cycle Lane.

Submitters Details :
Miss Judith Anne Fearon (Anne)
Resident- Owner / Occupier .
30/ 18 Williams Rd
Hobsonville 0618
Auckland
New Zealand.
Email address: jannefearon@gmail.co.nz

Email to : unitaryplan@aucklandcouncil.govt.nz

- From the map it appears that land is to be taken inside the hedge beside Hobsonville Road ?
- How much land will be taken ?
- Will it impact the low deck on number 30 and the wall between numbers 30/31?
- The exact effect has NOT been explained.
- How close to the dwelling?
- Is there to be a SOUND DEFLECTION FENCE and RETAINING WALL to be erected on the Hobsonville Rd side to prevent noise and subsidence ?

I OPPOSE the planned specific provisions:

Reasons for my views are as follows:

1: There are 3 retaining walls around this property , to avoid the collapse of the section from number 29 onto the section at number 30. Each wall supports the other .There are supporting uprights. There is some subsidence already against the retaining wall.

How would this be supported around the whole of the retaining walls if land and retaining walls are taken on the Hobsonville Rd side?

2: FLOODING: With the recent torrential downpours and cyclones, there has already been flooding of at least 14centimetres in this section . The current course /flow for water is limited. If this is reduced or taken away by road widening there will be flooding up over the deck and probably into the dwelling. To prevent this happening, the section needs to be properly drained down to Hobsonville Road

3: POLLUTION: -Road noise . Worse than now .

-Vehicle pollution. There is already daily black pollution dust onto window frames and sills.

This is likely to become worse the closer the road id to the dwelling. This does affect breathing and produce sputum. This has affected residents and former residents on Hobsonville side of the road . My association with this village is from 2006 .

- Smoke : already we have had to put up with smoke pollution ,,some nights of the week for years .This happens even when windows are closed. Again can affect health.

- Gas smell. At times there is a smell of gas . This appears to be happening more recently.

4: SAFETY : -Danger : A former resident of number 29 said she already had 3 vehicles through her fence . Could this happen again with widening of the road ?

-Traffic Lights: at Brigham Creek Rd and Hobsonville Road . Although some disadvantages such as more dense traffic noise at once , traffic lights could well assist the traffic coming from Brigham Creek Rd and entering Hobsonville Road. Apparently this is a concern mentioned by a planning body.

- Pedestrian traffic : needs to be catered for currently. Footpaths residential side and a pedestrian crossing across the road to any business . A WIDE TOPPED Speed hump needs to be installed on Hobsonville Rd (outside Hobsonville Villas) near to the current businesses..This would allow for community pedestrians in wheelchairs / disability scooters from the hospital further up the road and in the community to cross safely .

-Cycle way : On the opposite side of the road to Hobsonville Villas , part of the current cycle way has been removed.

5: RESALE VALUE : It has already been stated by realtors that the resale value will drop for villas especially for this side of Hobsonville Villas

6: RESIDENTIAL PROPERTIES: Currently there are many residential dwellings along Hobsonville Rd . These dwellings should be given at least priority status with light commercial buildings. Residential dwellings have been here for decades. Currently dwellings seem to be coming off the worst.

7: CURRENT TRAFFIC ROADS : There is the Motorway / Wisely Road . Why the need to widen Hobsonville Road ? Buses appear to be having problems, with few of them and lack of drivers , perhaps capable of driving on Auckland roads. Also the on route accidents which cut out stops . Having more cyclists on the roads , well , there may well be the likelihood of more accidents.

8: REALITY : In reality how many people in 50s : 60s : 70s : 80s : and 90s are going to walk distances , especially in pouring rain to a bus stop , access a bus to get to an appointment? A lot of the older age groups will have disabilities/ seen and unseen such as heart , respiratory, physical, hearing . They will be reliant on vehicles to get them from a to b . They won't be riding bikes either . As people age they want peace and quiet, not stress and destruction.

9: OPPOSITE SIDE OF ROAD from Hobsonville Villas . Unless businesses are being taken , the berm could be used to widen roads . For example there is very little use of the berm taken for parking at Fruitworld . Cars park beside the building for the majority of the time , from observation.

CONCLUSION: I seek the following conclusion that Auckland Council WILL DECLINE the proposed plan of WIDENING Hobsonville Rd / Brighams Creek Road .

Sincerely

J. A. Fearon .

Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland 1010

This submission by Spark is specifically in regard to the Southern Cross International Cable Network that will be affected by several Notices of Requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North-West Auckland as identified below.

Spark, along with other telecommunications network utility operators, has also made a joint submission pertaining to the inclusion of a Network Utility Management Plan condition and condition obligating the requiring authority to consult network utility operators over future requirements as part of detailed design, for these and other Notices of Requirement for transport projects in North-West Auckland.

The Proposal:

This is a submission on the following Notices of Requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North West Auckland:

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

Spark is not trade competitor for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to the Southern Cross International Cable Network (Southern Cross Cable).

Spark's submission is that:

Spark has no position on the overall North-West Auckland package of transport projects but seeks to ensure that their existing cable infrastructure in the project corridors is adequately addressed.

Spark is lodging this submission to seek more specific protective measures for the Southern Cross Cable.

Spark opposes the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

Southern Cross Cable

The Southern Cross international cable is one of a small number of international cable systems connecting New Zealand to the World. Spark estimates that that 98% of New Zealand's connectivity to the World in regard to communications, data transfer and the internet is via international submarine cables. The Southern Cross Cable has two landing points at Muriwai on the west coast and Takapuna on the east coast. It has two cable landing stations critical to its function located at Brigham Creek Road in Whenuapai and Akoranga Drive in Northcote, connected by terrestrial cables and some inshore submarine cable crossings in the upper Waitemata Harbour.

The cable system is nationally significant infrastructure. The cable is located in a number of roads affected by the proposed designations and traverses the proposed alternative state highway designation footprint. The Whenuapai Cable Station is also located immediately adjacent to Brigham Creek Road which is subject to a proposed designation. It is critical that the Southern Cross Cable, and Cable Station at Brigham Creek Road, are protected and practical access is retained during construction and any ongoing maintenance work. Plans showing the Southern Cross Cable route are attached below. KMZ files can be provided upon request.

Spark provided affected party approval to Waka Kotahi's SH16 Stage 2 Safety Improves Project subject to a number of conditions in regard to works around the cable. For the current Notices of Requirement, Spark is seeking that equivalent restrictions be included as designation conditions.

Key to the outcomes Spark is seeking is to ensure they are adequately consulted by the requiring authorities over effects on Southern Cross Cable infrastructure. It is noted that the Brigham Creek Road proposed designation overlaps onto the Cable Station site. The Cable Station is a Spark designated site and will retain designation priority where there is an overlap. Any works in this area will require particular care so the cable connections into the Cable Station are not adversely affected.

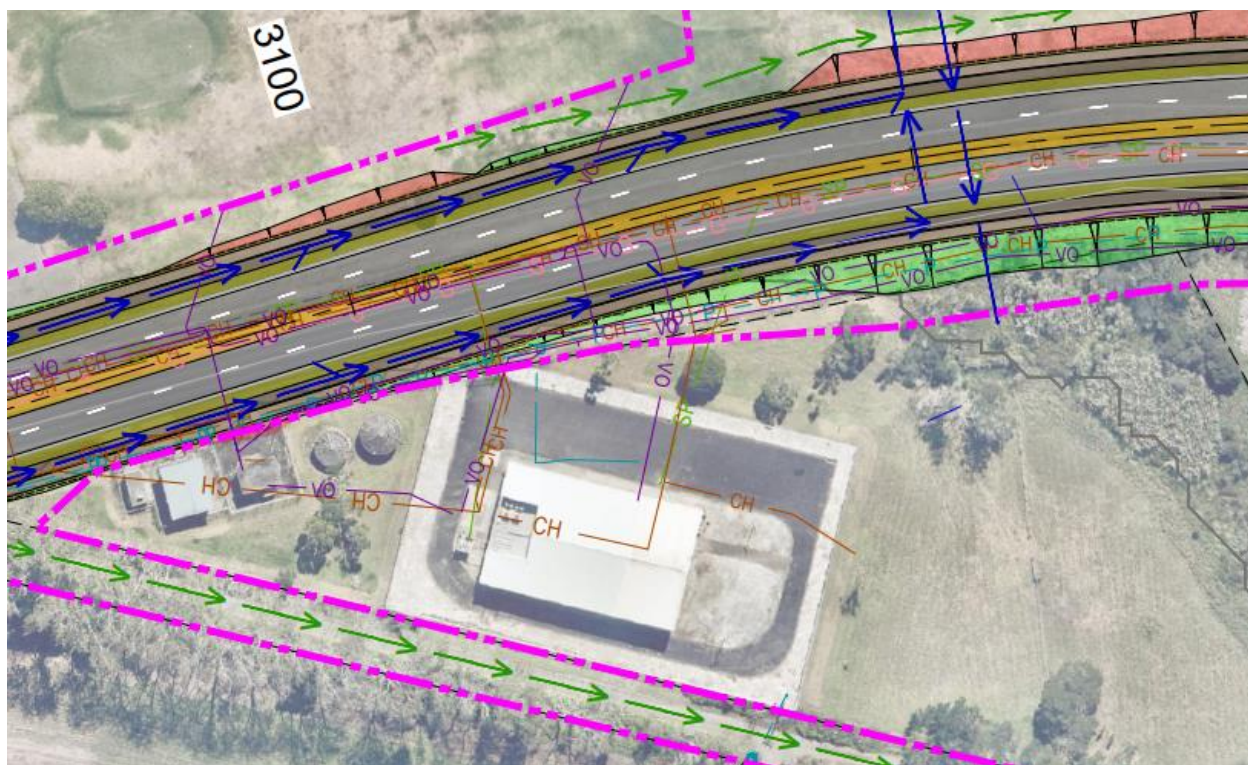


Figure 1: Proposed Auckland Transport designation (Pink line) shown encroaching onto Spark cable station designated site.

The Assessment of Environmental Effects for each Notice of Requirement sets out the relevant utility providers who have assets within and around the proposed designations. This specifically includes Spark in regard to the Southern Cross Cable Network, in four of the Notices of Requirement as identified below.

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)

However, the following Notices of Requirement do not acknowledge the Southern Cross Cable:

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

It is important that the designation conditions properly acknowledge and protect the Southern Cross Cable on each proposed designation.

Spark seeks the following decision from the Requiring Authority:

Add new conditions to each Notice of Requirement (as outlined above) as follows (or conditions of like effect):

XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are not required to be relocated..

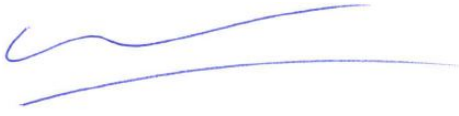
XX: The existing Spark ducts and cables associated with the Southern Cross International Cable, are to be protected from construction activities at all times

XX: The contactor(s) undertaking the works shall not excavate within 0.5m vertical clearance or 1m lateral clearance of the Spark ducts and cables associated with the Southern Cross International Cable, unless otherwise agreed by Spark.

XX: Spark shall be consulted on any design changes throughout the project that may affects the ongoing operation of Spark ducts and cables associated with the Southern Cross International cable.

XX: The project design will aim to provide for any ongoing access to the Spark ducts and cables associated with the Southern Cross International Cable, especially Spark manholes for ongoing operational purposes, and for the reuse of the ducts for future cables. Where this may not be achieved, project design team shall notify Spark and liaise with Spark to arrive at an acceptable alternative design solution.

Spark wish to be heard in support of its submission.



**Signature of submitter
(Chris Horne, authorised agent for Spark)**

Date: 18 April 2023

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

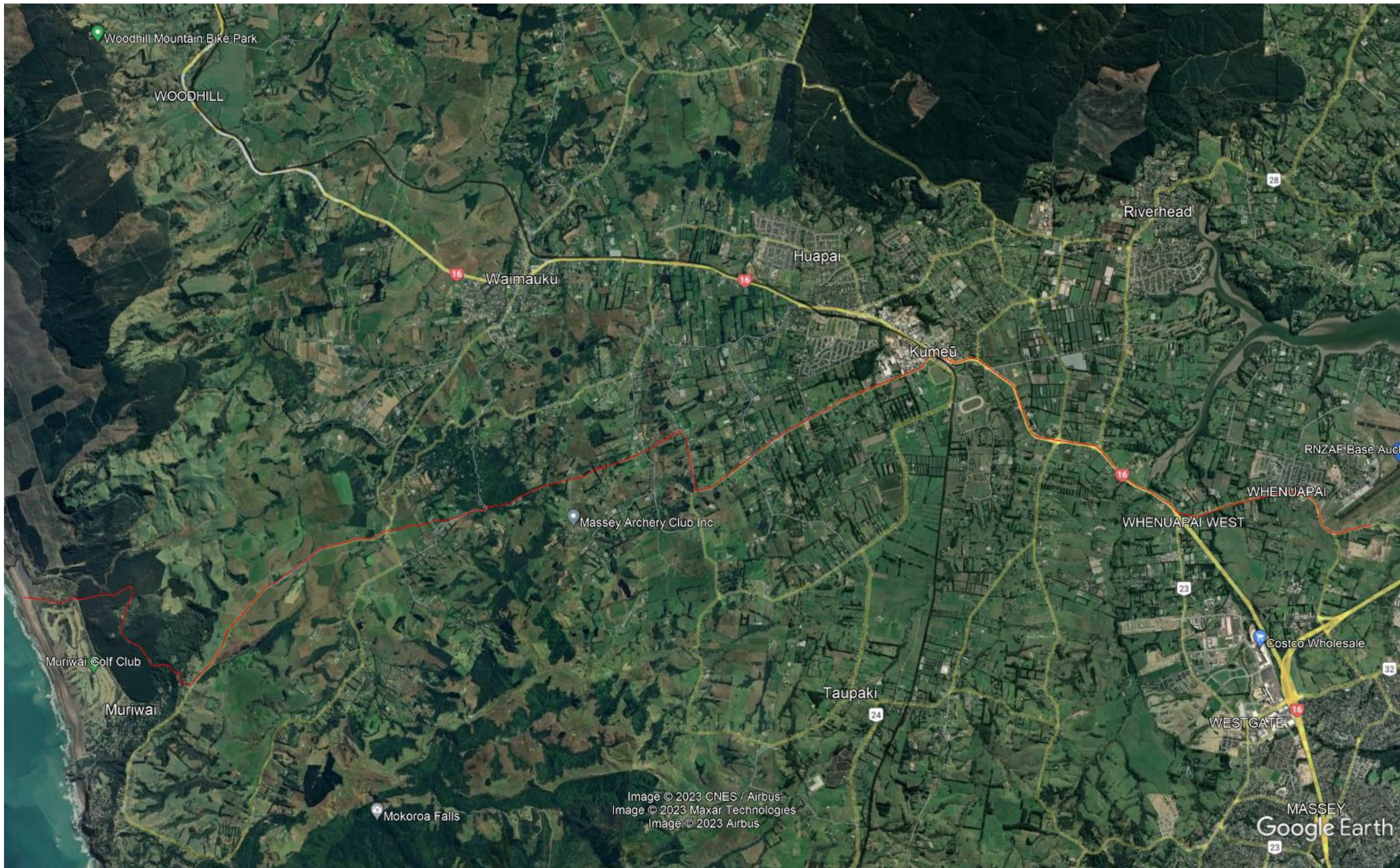


Figure 2: Muriwai Beach - Whenuapai Cable Station (in red) (Source: Google Earth)

17/04/2023

Py18@msn.com

To whom it may concern,

I am writing to express my submission request for the development project on Hobsonville Road, which I have been notified that will affect my property on 75 Hobsonville Road. This is to confirm that I stand against this project as this is going to affect my property in a negative way. Please contact me for any further action.

Regards,

Tsz Yeung YAU (Owner of 75 Hobsonville Road)

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Peter Walkinshaw c/o Agent: Michael Campbell, Campbell Brown Planning

Organisation Name (if submission is made on behalf of Organisation)

Waitakere Licensing trust

Address for service of Submitter

Private Bag 93016, Auckland c/o agent: michael@campbellbrown.co.nz

Telephone: Fax/Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

For: A new designation or alteration to an existing designation

The specific parts of the above notice of requirement that my submission relates to are: *(give details)*:

See letter.

My submission is:

I or we support of the Notice of Requirement I or we oppose to the Notice of Requirement
I or we are neutral to the Notice of Requirement

The reasons for my views are:

See letter.

(continue on a separate sheet if necessary)

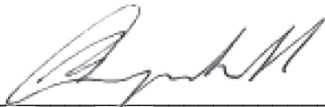
I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

See submission letter.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

04/19/2023

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

SUBMISSION ON NOTICE OF REQUIREMENT W5– North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

To: Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Waitakere Licensing Trust

Waitakere Licensing Trust provides this submission on Notice of Requirement – North West Local Network: Alteration to designation 1437 Hobsonville Road (“**NOR W5**”) to the Auckland Unitary Plan.

The purpose of the NOR is described in the public notice as being to:

- the construction, operation and maintenance of an upgrade to an arterial transport corridor and associated activities on Hobsonville Road to enable the Requiring Authority to:
 - Improve connectivity along the corridor and to Whenuapai and Westgate;
 - Integrate with and support planned urban growth and the future transport network in Whenuapai;
 - Contribute to mode shift by providing dedicated facilities for active modes
 - Improve safety for all users;
 - Improve network resilience for all users.

The submitter is the landowner of the following property along the NOR’s alignment, which would be directly affected by the proposal, including required land acquisition.

- 118 Hobsonville Road, Hobsonville

The Submitter could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

The submission relates to the designation corridor, extent of physical works, and conditions.

The Submitter **opposes** the application for the NOR subject to the following relief sought.

The reasons for the submitter's opposition are:

1. The information provided with the application lacks clarity and detail, particularly as it relates to the width of the proposed designation, interface with and implications for adjoining properties.
2. The information provided with the application lacks detail, particularly as it relates to the proposed location of the stormwater wetlands, alternatives assessed, and the functional need for the proposed location of the stormwater wetlands.
3. The submitter is concerned that the Requiring Authority is designating more land than required. Large parts of the Submitters properties are proposed to be designated; however, this does not appear to be required for the proposed physical works themselves. Given the designation is proposed to be in place for 15 years, and given the boundaries are likely to impact existing and future development along the Project alignment for some time, the submitter considers that designating this extent of land would compromise urban development and is not an efficient nor effective use of land.
4. The designation would render the site undevelopable and prevent the Trust from undertaking any viable commercial use of the site.
5. The NOR's would not promote the sustainable management of natural and physical resources, in accordance with Part 2 of the Resource Management Act 1991 ('the Act');
6. The NOR's will, as a result, adverse impact the ability of the submitter to provide for their social, economic, and cultural wellbeing.

Relief sought

The Submitter seeks the following decision from Auckland Council in respect of NOR W5:

- That the designation boundaries are amended so that there is no encroachment of the Submitters property boundaries including by physical infrastructure, and all physical infrastructure including but not limited to- bus ways, traffic lanes, cycle lanes, foot paths, berms, are contained within the existing road corridor;
- If unavoidable, that any earthworks and battering extents beyond the existing property boundary are to be designed in consultation with the relevant property owners to minimise any impact to private land, and maintain the same utility of the said land;
- That the designation boundaries are amended to align with the above;
- That a condition is included to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties.
- In unavoidable, a clear timeframe is set out for the designation works to enable the submitter to utilise the land effectively and efficiently.
- Such other consequential amendments to the provisions of the NOR's as may be necessary to give effect to the relief sought in this submission.

The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.



Michael Campbell
Campbell Brown Planning Limited
For and on behalf of Waitakere Licensing Trust as its duly authorised agent.

17 April 2023

Address for service of submitter:

C/- Campbell Brown Planning Limited
PO Box 147001
Ponsonby
AUCKLAND 1144

Attention: Michael Campbell

Telephone: (09) 394 1694

Mobile: 021845327

Email: michael@campbellbrown.co.nz

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991
FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :
Attn: Planning Technician

Auckland Council
Level 24, 135 Albert
Private Bag 92300
Auckland 1142

For office use only Submission No:
Receipt Date:

Street

Submitter details Full Name or Name of Agent (if applicable)

BW Holdings Limited (the Company)

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

BW Holdings Limited
5 Kelly Road
Riverhead
Auckland 0820

Telephone: 021 950 476

Email: vwarren@planningnetwork.co.nz

Contact Person: (Name and designation if applicable)

Vern Warren (Chairman, Board of Directors)

This is a submission on a notice of requirement:

By: Auckland Transport

For: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific parts of the above notice of requirement that my submission relates to are:

The whole of NoR W5 (Hobsonville Road -alteration to Designation 1437) including proposed conditions as they affect the property at 193 Hobsonville Road.

The Company's submission is:

1. The Company **opposes** the alteration of the designation to include part of its property at 193 Hobsonville Road
2. The Company **opposes** the wording of a number of proposed conditions as detailed below;
 - a)
3. Otherwise, the company generally **supports** the proposed upgrade of Hobsonville Road provided for by NoR W5

The Company's reasons for its views are:

Property and business loss

1. The Company owns the property at 193 Hobsonville Road, described as Lots 1 and 3, DP 143475 comprised in CT NA85B/59. This property was resource consented and purpose developed as a child care and early education centre.
2. A resource consent and business requirement is that off street parking be maintained and this is located at the front of the property adjacent to the road frontage.
3. The property is leased to Headstart Childcare and Early Education Limited which operates a successful childcare business on the site.
4. The NoR proposes that the designation would cover the front of the property and part of the car park as shown on the Unitary Plan Map extract below ;



Extract from Unitary Plan Maps showing the extent of the proposed designation over 193 Hobsonville Road

5. Any loss of vehicular access and/or car parking, whether temporary or permanent, would necessitate the closure of the business for such time as the

access or parking was not available. Interruption of business would entail significant losses

6. Such is the competitive market for childcare that any loss of access or parking for even a few days would damage the business and potentially cause permanent closure and loss.
7. The Company was informed by telephone that it was not intended to acquire any part of the said property and that the designation was to enable vehicular and pedestrian access to be restored after upgrade of the road. This, however is not a legal undertaking and the presence of the designation without written agreement to the contrary leaves open the prospect that :
 - a) Part of the property could be taken under the Public Works Act with consequent loss of car parking;
 - b) Vehicular access to the property could be interrupted or changed to the detriment of the childcare business.

Widening of the road reservation

8. It is proposed that the section of Hobsonville Road between Luckens Road and Brighams Creek Road be widened to 24m and that the widening take place on the western side.
9. The company supports this part of the proposal and notes that widening of the road reserve on the western side opposite its property already appears to have been done as shown below.



Extract from Unitary Plan maps showing road widening on the western side.

Designation Lapse Time

10. The Company considers that the proposed designation lapse time of 20 years is too long and cannot be justified.

11. Although the need to protect the route of the (or any) proposed work is supported, the absence of funding or political commitment and priority does not justify putting a freeze on land use change and development and private investment decisions for almost a generation.
12. The supporting reports state that the Hobsonville Road upgrade will be carried out in the years 2028 – 2032. If in fact a 20 year lapse time is considered necessary, (2043) then what reliance can be placed on the supporting reports and assessments? More precision is expected when the consequences of a proposed public work on private property rights are so severe.

Conditions

Condition 7 – Management Plans

13. This condition is generally supported but in part (a) (iii) the meaning and future interpretation of “*sufficient*” is unclear and should be amended. It is important that the requirements of any condition should be clear and capable of implementation and administration. In the wording of sub-part (iii) the meaning of ‘sufficient’ is unclear. This would be remedied by amending the condition to read :
“(iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates to enable the adequacy of the proposed managements of effects to be assessed.” Or wording to similar effect.

Condition 9 Urban and Landscape Design Management Plan

14. This condition is generally supported except that in part (d) (ii) vehicular connectivity should also be required.

Condition 15 Construction Traffic Management Plan

15. The Company generally supports this condition except the use of “where practicable” in part (b) (vi). The limitation of “as far as practicable” is already included in the statement of objective at the beginning of part (b) and should not be repeated in sub-part (vi) which is a method.
16. In sub-part (b) (iii) the method to manage vehicular and traffic movement near schools should also apply to care centres. Although care centres are of a smaller scale than schools, the risk to younger age children is greater and the same management requirement should apply.

Condition 16 Construction noise standards.

17. The Company generally supports this condition and particularly the application in Table 16.1 of a 5dB reduction to the noise values in Unitary Plan Table E25.6.27.1 pursuant to rule E25.6.27(4).
18. However, the Company does not support the inclusion of “as far as practicable” in sub-part (a). The Noise and Vibration Assessment Report

predicts that these standards will be complied with at all noise sensitive receivers and there is thus no need for the “as far as practical” escape clause.

Condition 18 Construction Noise and Vibration Plan

19. The Company supports the requirement that a CNVMP must be prepared with the following reservations:
- a) In sub-part (c) objective, the use of “to the extent practicable” in addition to “the Best Practicable Option is unnecessary, will weaken the meaning of “Best Practicable Option” to an unsatisfactory degree and fails to provide potentially affected persons with an acceptable degree of certainty that responsible environmental outcomes will be achieved.
 - b) In sub-part (c) (x), if the requisite standards will not be achieved then there should be a requirement to identify and implement mitigation actions that could include actions on the receiving properties. Simply to identify “specific management controls” does not discharge the overarching responsibility to mitigate adverse effects to an acceptable level.
20. The Company notes that 193 Hobsonville Road is identified as a property for which the received construction noise is likely to exceed the standards in Table 16.1 of the conditions. (in *Appendix A – Affected Receivers – Noise (Unmitigated) to the Assessment of Construction Noise and Vibration Effects Report*) Unfortunately, no details about the likely extent or frequency of the non-compliance are given in the report. For NoR W5, some 410 properties are assessed as likely to be so affected. The Company considers this to be unacceptable resource management practice and that provision must be made for mitigation.

Condition 22 Low Noise Road Surface.

21. The Company supports this requirement that low noise road surfacing be used along Hobsonville Road. It considers that this condition should be further clarified by:
- a) Sub part (c) (i) uses the present tense but the forecast traffic flows for the design year (2048) would be better and more appropriate to the arterial function of Hobsonville Road. In fact, the submitter understands that the recorded traffic volumes along Hobsonville Road already exceed the standard of 10,000 vpd.
 - b) The trigger standards for use of low noise road surfacing should also refer to noise sensitive receivers such as schools, hospitals and care centres (and not be limited to areas of high pedestrian use).
22. The Company further notes that regulations for the operation of childcare and early education centre include requirements for outdoor programmes and also for doors and windows to be open. This contributes to the noise sensitivity of

the Centre. This emphasises the Company's concern that the noise sensitivity of care centres be provided for in the conditions.

Conditions 23 to 36 Traffic Noise

23. The Company generally supports these conditions noting that according to the traffic Noise Assessment report:
 - a) Little change in traffic noise received at 193 Hobsonville Road is expected;
 - b) Forecast traffic noise levels will be comfortably within the Category A standards.
24. However, this support is contingent upon the use of low noise road surfacing as provided for in Condition 22.

The Company seeks the following recommendations or decisions from the Council

1. Delete the proposed designation from the property at 193 Hobsonville Road
2. Or as an alternative to 1. above, Auckland Transport provide a written undertaking that the designated portion of 193 Hobsonville Road is not required to be taken and is only designated to facilitate restoration and/or continuation of the pedestrian and vehicular access to the site.
3. Confirm the designation configuration that provides for the road reservation to be widened on the western side of Hobsonville Road.
4. Reduce the proposed lapse time of the designation to 10 years.
5. Condition 7 – Management Plans. At the end of condition 7 (a) (iii) add the words “to enable the adequacy of the proposed management of effects to be assessed”
6. Condition 9 Urban Landscape Design Management Plan – In condition 9 (d)(ii) add the word “vehicular” so that the sub-part reads
 - (ii) Provides appropriate walking, cycling and vehicular connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections
7. Condition 15 – Construction Traffic management Plan. In Condition 15 :
 - a) In Condition 15(b)(iii) add the words “and care centres” so that the sub-part reads:
 - iii) 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 care centres or to manage traffic congestion
 - b) In condition 15(b)(vi) delete the words “where practicable”.

8. Condition 16 – Construction Noise Standards. In condition 16 (a) delete the words “as far as practicable”
9. Condition 18 – Construction Noise and Vibration Plan.
 - a) In condition 18(c) after the words “set out in Conditions 16 and 17” delete the words “to the extent practicable”.
 - b) In condition 18(c) (x) after the words “specific management controls”, add the words “and/or mitigation techniques”
10. Condition 22 Low Noise Road Surface.
 - a) Amend condition 22 (c) (i) so that it reads:
 - (i) The volume of traffic is forecast to exceed 10,000 vehicles per day by the design year (2048); or
 - b) Amend condition 22 (c) by adding the following sub-part
 - (v) The adjoining land use includes noise sensitive uses such as schools, hospitals and care centres
11. Such other or amended relief that will give effect to the submitter’s concerns set out in this submission.
- 12.

The Company **wishes to be heard** in support of its submission

If others make a similar submission, the Company will consider presenting a joint case with them at a hearing



Signature _____
Vern Warren (Chairman BWHL Board of Directors)

Date _19 April 2023



FORM 21

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification under Section 168A, 169, 181, 189A, 190 and 195A of the Resource Management Act 1991.

Submission on Te Tupu Ngātahi – North West Local Network: Alteration to designation 1437 Hobsonville Road

To: Te Tupu Ngātahi – Supporting Growth Alliance ('Te Tupu Ngātahi')

Name of submitter: **Te Tāhuhu o te Mātauranga | Ministry of Education ('the Ministry')**

Address for service: Eden 5, Level 3/12-18
Normanby Road
Mount Eden
Auckland 1011

Attention: Gemma Hayes

Phone: +64 963 80294

Email: gemma.hayes@education.govt.nz

This is a submission on Te Tupu Ngātahi's Notice of Requirement North West Local Network: Alteration to designation 1437 Hobsonville Road

Background

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.

The Ministry is therefore a considerable stakeholder in terms of activities that may impact existing and future educational facilities and assets the Auckland region.



The Ministry of Education’s submission is:

Under the Resource Management Act 1991, decision makers must have regard to the health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment.

Through its delivery partner, Te Tupu Ngātahi, Waka Kotahi NZ Transport Agency and Auckland Transport have lodged a Notice of Requirement (NoR) for corridor upgrades primarily along Hobsonville Road (The Project; see Figure 1). The Project’s NoR application supports the wider North West Local Arterial Network Assessment Package, which consists of the future expansion and upgrade of transport corridors in Whenuapai and Redhills. The NoR seeks to alter the existing Hobsonville Road designation 1437 to provide for the widening of Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including the provision of separated active mode facilities on both sides of the road.

The Ministry broadly supports the Project’s aim to enable better public and active modes of transportation and support an integrated transport network. However, Hobsonville School, Hobsonville Point Secondary School and Trig Road School are located around the project alignment and have the potential to be affected by the construction and/or operation of the corridor (see Figure 1). The Ministry seeks construction-related effects on the schools to be appropriately addressed and managed and for some of the schools to be engaged prior to the start of construction. The Ministry’s specific concerns are outlined below.

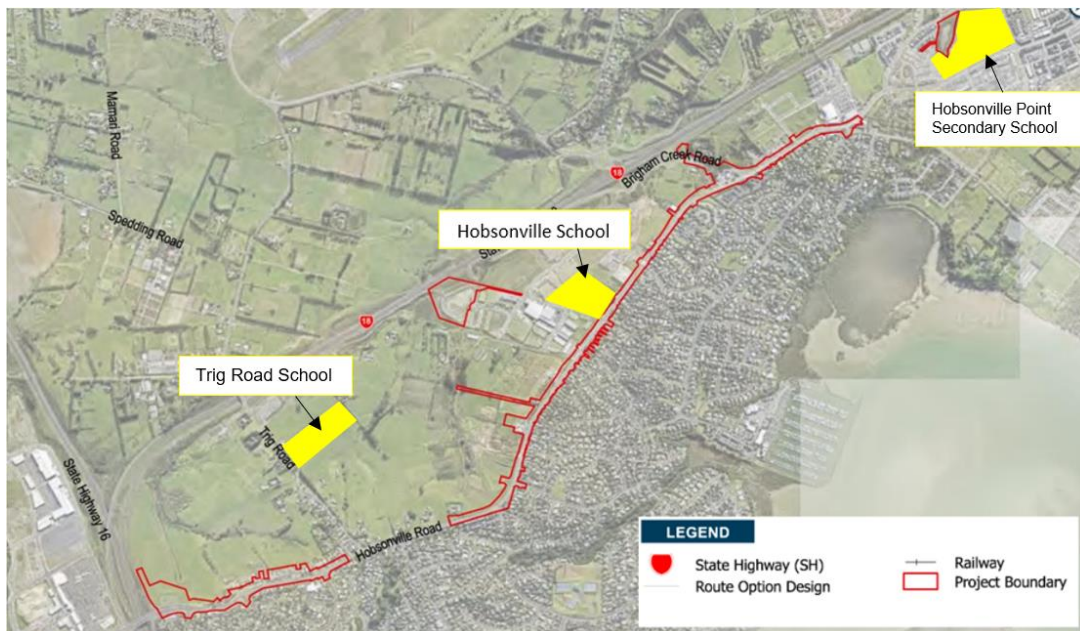


Figure 1: Project alignment in relation to the surrounding school network.



Walking and cycling provisions

The Ministry strongly supports the provision of separated walking and cycle lanes along Hobsonville Road to provide safe access to the wider school network. Separated cycleways are more likely to encourage the uptake of active modes and improve the safety of students and staff commuting to school.

Encouraging mode shift will provide significant health benefits for students and staff and ultimately reduce traffic generation at pick-up and drop-off times. Hobsonville School, Hobsonville Point Secondary School and Trig Road School should be well-served by safe and accessible pedestrian and cycling links and it is considered that the proposed upgrades will provide adequate cycling and walking infrastructure.

Construction Traffic Effects

No details have been provided on the likely volume of truck movements that will pass the school. Whilst this detail may be provided during resource consenting, the Ministry is concerned with the potential high volume of large truck movements that could pose a threat to students walking and cycling to school or students getting out of cars at peak pick-up and drop-off times (particularly at Hobsonville School and Hobsonville Point Secondary School). Larger trucks also reduce the visibility to other drivers of students on the road.

Te Tupu Ngātahi has stated that a Construction Traffic Management Plan (CTMP) will be prepared prior to the start of construction, which will include details on how to manage heavy construction traffic, including specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools. The Ministry supports the establishment of this under the proposed CTMP condition. However, the proposed CTMP condition does not specifically outline these details to be included in the management plan. The Ministry appreciates Te Tupu Ngātahi's willingness to prioritise student safety during construction and proposes amendments to the proposed CTMP condition to list the details that must be included in the CTMP to improve student safety during construction.

The Ministry's requested amendments to this condition include details on how all heavy construction vehicles must avoid the three schools (and any new schools that establish in the area over time) during pick-up and drop-off times (during term time) to maintain a safe environment for students to walk and cycle to school. Moreover, the Ministry requests that truck drivers are briefed on maintaining safe speeds around schools.

Designation boundary overlap

Supporting Growth's proposed new designation boundary overlaps with two of the Ministry's school designations. These are Hobsonville School (ID 4618) and Hobsonville Point Secondary School (ID 4644).

The proposed Project designation boundary has a minor overlap with Hobsonville School designation, as seen in Figure 2 below. This includes the school's off street turn around and parking facilities. No information has been provided as to why the Ministry's land is included in the proposed designation.

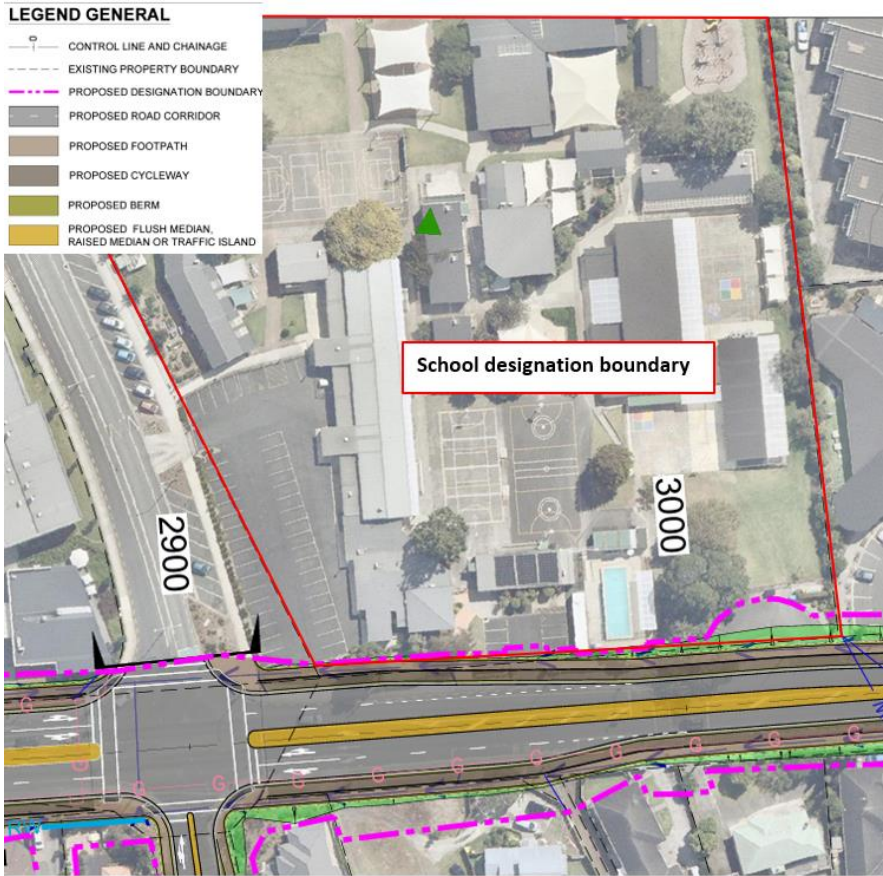


Figure 2: Supporting Growths proposed designation overlap with Hobsonville School’s designation.

The proposed designation boundary also has another overlap of 30m on Hobsonville Point Secondary School as seen in Figure 3 below. The Hobsonville Point Secondary School buildings will not be directly impacted. A stormwater pipe is proposed across an area of open space within the school site. The pipe is to serve a stormwater pond to the north of the school. Upgrades to the school's designated road reserve and access tie-ins is considered necessary for the project.

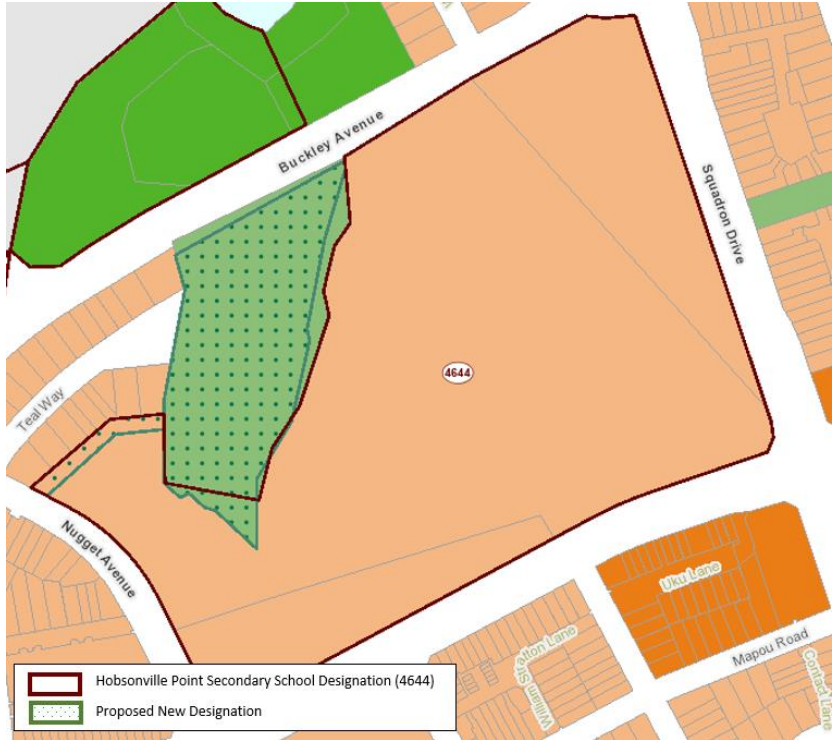


Figure 3: Supporting Growth’s proposed designation overlap with Hobsonville Point Secondary School’s designation.

Supporting Growth will need a s176(1)(b) approval from the Ministry for works within both schools’ designations before construction begins. The Ministry request further engagement once plans have been developed to outline the details of the proposed works within each school site. The Ministry can then assess the plan to determine if s176 approval can be provided.

Noise and vibration effects

Hobsonville School is located close to the proposed works and has not been identified as a potentially affected property as the proposed construction methods and therefore noise and vibration levels are not known yet. A Construction Noise and Vibration Management Plan (CNVMP) will be created closer to the time of construction. The CNVMP will provide a framework for developing and implementing the best practicable options to avoid, remedy or mitigate the adverse effects of construction noise and vibration on receivers that exist at the time of construction. Given the project could be up to 20 years away, the Ministry supports this approach. Communication and consultation will occur with the affected receivers and a site-specific schedule will be prepared if required.

The Ministry supports this approach and requests that the appropriate noise mitigation is implemented and engagement is undertaken with the school if they are identified as an affected property.



Landscape and visual effects

Hobsonville School has been identified as a property that will be affected by landscape and visual effects from construction-related activities, with a few classrooms facing directly into the construction area. The school is assessed as having moderate to high effects without mitigation and moderate effects with mitigation. Visually impermeable hoarding near the school classrooms is supported by the Ministry to reduce disruption to the classrooms.

Stakeholder engagement

The Ministry supports the establishment of a Stakeholder Communication and Engagement Management Plan (SCEMP), under the proposed condition. However, the Ministry is concerned that the condition implies that there will be “communication” rather than “consultation” or “engagement” with directly affected and adjacent landowners. The Ministry considers that Hobsonville School is a key stakeholder in this project and specific engagement is required to manage construction effects on the school.

Decision sought

. The Ministry is neutral on NoRS3 and S2, however if the consent authority are minded to confirm the Notice of Requirement, the Ministry requests the following relief and any consequential amendments required to give effect to the matters raised in this submission.

1. The Ministry supports proposed condition 4:

The Requiring Authority shall within 6 months of Completion of Construction or as soon as otherwise practicable:

- a) *review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project*
- b) *give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.*

2. The Ministry seeks the following addition (underlined) for condition 12:

(a) A SCEMP shall be prepared 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 communicated with throughout the Construction Works. 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) *methods for engaging with Hobsonville School. The School must be contacted ten working days prior to the start of any construction within 100m of the school boundary.*
- (v) *a list of stakeholders, organisations (such as community facilities) and businesses and persons who will be engaged and communicated with;*
- (vi) *Identification of the properties whose owners will be engaged with;*
- (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 surrounding businesses and residential communities;*
- (viii) *linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.*

3. The Ministry seeks the following relief for the proposed CTMP condition, addition are underlined:

A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.

(a) *The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:...*

- (iii) *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 or to manage traffic congestion*
- a. *How heavy vehicles will avoid travelling past the schools listed in the table below during before-school and after-school travel times, during term time. Engagement should be undertaken with the schools prior to construction to confirm the restricted times still reflect the school's peak before-school and after-school travel times. It is noted that new schools could establish around the project area before construction commences. Any new school on an identified construction route must be engaged. Heavy vehicle movements must also avoid these schools at their peak before-school and after-school travel times.*



<u>School</u>	<u>Address</u>	<u>Restricted roads</u>	<u>Restricted time</u>
<u>Trig Road School</u>	<u>13 Trig Road</u>	<u>Trig Road</u>	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>
<u>Hobsonville School</u>	<u>104 Hobsonville Road</u>	<u>Hobsonville Road</u> <u>(between Brigham</u> <u>Creek road and</u> <u>West Point Drive)</u>	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>
<u>Hobsonville Point</u> <u>Secondary School</u>	<u>70 Hobsonville Point</u> <u>Road</u>	<u>Hobsonville Road</u> <u>(between De</u> <u>Havilland Road</u> <u>and Te Rito Road)</u> <u>Buckly Avenue</u> <u>Squadron Drive</u> <u>(between the</u> <u>Western</u> <u>Motorway and</u> <u>Mapou Road)</u>	<u>8.15am - 9.00am</u> <u>3.00pm - 3.30pm</u>

- b. Details of how truck drivers will be briefed on the importance of slowing down and adhering to established speed limits when driving past both schools, and to look out for school children and reversing vehicles at all times.
- c. Details of consultation (including outcomes agreed) with the applicant and Hobsonville School and Hobsonville Point Secondary School with regard to maintaining the safety of school students during construction. Details of all safety measures and interventions will be documented in the Construction Traffic Management Plan.
- (iv) Any CTMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.



4. A designation condition is included that the construction area outside Hobsonville School must have visually impermeable hoarding where classrooms are facing into the construction site to reduce any distractions to classroom learning environments

Should you wish to discuss any aspect of this feedback, please do not hesitate to contact the undersigned as a consultant to the Ministry.

The Ministry wishes to be heard in support of its feedback.

Gemma Hayes

Ministry of Education

Date: 19 April 2023

Bronnie Styles

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
Sent: Wednesday, 19 April 2023 7:01 pm
To: Unitary Plan
Subject: [ID:538] Notice of Requirement online submission - Dr Nicola Marris Dr Stuart Farmer Dr Jennifer Lea

Categories: Bronnie

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Dr Nicola Marris Dr Stuart Farmer Dr Jennifer Lea

Organisation name: 393 Ltd and Upper Harbour Medical centre

Full name of your agent:

Email address: nicolamarris@gmail.com

Contact phone number: 0274543280

Postal address:
393 Hobsonville Road
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:
Proposed road widening in front of 393 Hobsonville Road - Medical centre

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

The resource consent for our medical centre acknowledged the possibility of road widening and loss of 2 carparks. However, the new NZTA proposal is requiring more land than originally proposed and would cause a loss of at least 4 carparks -as it is important for our medical business to have adequate onsite parking for our elderly and mobility impaired patients this is of concern.

I or we seek the following recommendation or decision from Auckland Council:

We would like consideration of a review of the extent of road widening - back to the original 11.5 metres that had been proposed in our resource consent - we note adjacent properties have dwelling/ hall within the proposed designated zone and this would help minimise the impact on our property those adjacent. If the road widening is to go ahead as currently proposed we would require 1) Cost for redesign and consenting of our parking area. This would include a review of the required numbers of carparks and the amount of permeable surface. 2) Cost for new entrance , resealing , replanting and signage 3) Provision of off site parking for staff 4) Costs/provision for sound mitigation for the increased noise that is likely to come as a result of the new road being considerably closer to our building 5) We request a right turning bay & signal into the Medical Centre from the west in order for safe entry and exit and replacement signals for exit. 6) We require ongoing access for staff and patients to the site between 8-6pm Monday to Friday whilst construction occurs. Ideally construction would be avoided outside the premises in these times due to the impact on the environment of noise.

Submission date: 19 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission? Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:549] Notice of Requirement online submission - W L McMurray and A L McMurray
Date: Thursday, 20 April 2023 7:15:15 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: W L McMurray and A L McMurray

Organisation name:

Full name of your agent:

Email address: billandange@gmail.com

Contact phone number:

Postal address:
2/255 Hobsonville Road
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:
expansion of Hobsonville Road

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

there are alternative routes instead of expansion instead of taking down people's homes and taking land paid for by the home owner. And referring to the photo of the alterations to our property we will not be able to access our drive or our garage, and we refuse to leave our vehicle outside in all types of weather, hence why we brought a house with a garage & access to our home

I or we seek the following recommendation or decision from Auckland Council:
expand the existing motorway as there is plenty of land each side of the motorway, increase on & off ramps to accommodate the increase of vehicles that the council believe Hobsonville & West Harbour will experience in coming years. Align Luckens & Trigg Roads to one intersection not two. There is very limited parking already along the majority of Hobsonville Road, so a cycle lane & increase in lanes will not improve this situation

Submission date: 20 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of

requirement as soon as reasonably practicable after submitting to Auckland Council.

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Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Nick Roberts - Barker & Associates

Organisation Name (if submission is made on behalf of Organisation)

Oyster Capital Limited

Address for service of Submitter

Oyster Capital Limited

c/- Barker & Associates (Attn: Nick Roberts), PO Box 1986, Shortland Street, Auckland 1140

Telephone:

029 666 8330

Fax/Email:

nickr@barker.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific parts of the above notice of requirement that my submission relates to are: *(give details)*:

As set out in the attached submission.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

As set out in the attached submission.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

As set out in the attached submission.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

04/21/2023

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Submission on a Requirement for a Designation or an Alteration to a Designation

To: Auckland Council
Attn: Planning Technician
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

SUBMITTER DETAILS

Name of Submitter: Oyster Capital Limited (“Oyster”)

1. Oyster makes this submission on an alternation of the existing Hobsonville Road designation (1437) to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including provision of separated active mode facilities (“NoR W5”) lodged by Auckland Transport to the Auckland Unitary Plan – Operative in Part (“AUP”) in accordance with Sections 168A,169, 181, 189A, 190, and 195A of the Resource Management Act (“RMA”) 1991 as follows.
2. Oyster could not gain advantage in trade competition through this submission.
3. Oyster is directly affected by the effects of the subject matters of the submission that –
 - a. Adversely affects the environment; and
 - b. Do not relate to trade competition or the effects of trade competition.
4. Oyster wishes to be heard in support of their submission.
5. If any other submitters make a similar submission, Oyster will consider presenting a joint case with them at a hearing.

OVERVIEW OF OYSTER

6. Oyster is a proudly New Zealand owned company specialising in the predevelopment and development of land for both residential and commercial property projects across New Zealand. Oyster was formed in 2003, has since continuously and successfully delivered a number of master-planned greenfield residential subdivisions, including residential developments in Whenuapai, Beachlands and Bishop Hill.
7. Oyster has an interest in the North West Local Network that is greater than the interest of the general public. Oyster was the Applicant of a recently approved Private Plan Change (“PC 69”) for the ‘Spedding Block Precinct’ which sought to rezone approximately 52 hectares of land at 23-27 & 31 Brigham Creek Road and 13 & 15-19 Spedding Road, Whenuapai from Future Urban Zone to Business – Light Industry Zone under the AUP.
8. Oyster Capital have lodged an application to carry out bulk earthworks across approximately 25.3ha of the Spedding Block Precinct area, as well as a subsequent resource consent application to enable Oyster to undertake Stage 1 of the Spedding Block development, this includes the subdivision of the site, creation of roads, and associated works (transport and infrastructure upgrades, earthworks and streamworks). Oyster has full control over the land that is the subject to the aforementioned

applications, either by way of direct ownership of land, unconditional sale and purchase agreements, or by agreement with adjoining land owners for works to be undertaken on their land.

9. For the reasons given above, Oyster has an interest in the NoR W5 that is greater than the interest of the general public, given the proximity of Oyster's landholdings on Spedding Road to NoR W5 and the Spedding Block Precinct area. It is considered that NoR W5 has the potential to give rise to adverse effects on the environment that would directly affect Oyster.

SCOPE OF SUBMISSION

10. The submission relates to NoR W5 as a whole.
11. Oyster generally supports the purpose and intent of the North West Local Network as they would support the future urbanisation and development of Whenuapai. However, Oyster **opposes** NoR W5 for the following reason:
12. Oyster opposes the extent of the designation boundary, which extends far beyond the anticipated extent of works. It is recognised that an extended designation boundary is required to accommodate the road widening and associated works, such as cut/fill batters, proposed wetlands and dry ponds and site compound and construction areas. However, in some locations, the proposed designation boundary appears to unnecessarily extend beyond the area identified in the NoR W5 documentation as required for road upgrades. As a consequence of such a wide designation boundary, there is the unnecessary exercise and cost of acquiring additional land take. This will also unduly restrict the future development potential of a significant portion of land in this part of Whenuapai 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.

DECISION SOUGHT

13. Oyster seeks the following relief on NoR W5:
 - a. That the extent of the designation boundary of NoR W5 be reviewed;
 - b. That the NoR W5 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); and
 - c. That Schedule 1 of the proposed conditions of NoR W5 be amended following review of the extent of the designation boundary.

Address for Service:

Barker & Associates Limited
Attn: Nick Roberts
PO Box 1986
Shortland Street
Auckland 1140

Contact Number: 029 666 8330

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Napier | Wellington | Christchurch | Queenstown | Wānaka

Email: nickr@barker.co.nz

Copied to:

Oyster Capital Limited

c/- Andrew McCarthy, Planning and Development Manager

Email: andrew@oystercapital.co.nz

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification under sections 168, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991

TO: AUCKLAND COUNCIL

By email: unitaryplan@aucklandcouncil.govt.nz

**CC: TE TUPU NGATAHI SUPPORTING GROWTH
(a collaboration between NZ Transport Agency and Auckland Transport)**

By email: james.gibson@supportinggrowth.nz

SUBMITTER: MOORS HOLDINGS LIMITED

1. This is a submission on a notice of requirement from Te Tupu Ngatahi Supporting Growth ("Supporting Growth") to alter the existing designation along 1437 Hobsonville Road to provide for road widening between Oriel Avenue and Memorial Park Lane and incorporate separated active mode facilities ("NOR W5"). This submission relates to NOR W5 in its entirety.
2. I am not a trade competitor for the purpose of section 308B of the Resource Management Act 1991 ("Act").
3. We have owned 1 Wisely Road, Hobsonville or 407-409 Hobsonville Road, Hobsonville ("Property") for more than 30 years. The Property is a commercial building with 31 carparks which are used by the tenants and their customers and clients.
4. The Property is currently leased to three separate tenants, Harcourts Cooper & Co Real Estate, Fraser Dental, Chang Companies Ltd Hairdresser and a satellite office for Harcourts Cooper & Co Real Estate.
5. The nature of these businesses means that sufficient carparks are crucial to the success of the businesses.
6. The red outline on the **attached** plan is the subject of the NOR W5. The red outline shows that the alteration of the existing designation will eliminate all but 2 carparking spaces. The vehicle access to the Building marked B on the plan of the Property will also be eliminated. This will severely affect the current business use of all three tenants and unless the proposed works are modified, all three businesses are at risk of closure and/or serious disruptio

7. We oppose the NOR W5 in its entirety for the reasons set out below:
 - a. The NOR W5 fails to comply with s 171(1)(b) of the Act, as adequate consideration has not been given to alternative sites, routes or methods of undertaking the proposed works in circumstances where Supporting Growth does not have an interest in the land sufficient for undertaking the work.
 - b. The NOR W5 and supporting information lack adequate detail to enable a proper assessment of environmental effects. In particular, the level of detail for the design, construction and operation of the alterations to the existing designation is in many respects conceptual, leaving important matters of detail to be addressed by future mechanisms, with insufficient certainty that the risks of significant adverse effects for nearby residents, including us, will be appropriately avoided, remedied, or mitigated.
 - c. We oppose Supporting Growth's request for a lapse period of 15 to 20 years. In various parts of the documentation, it is stated that construction may take up to 15 years. In this context a lapse period of 15 years is inappropriate and will leave us exposed to a long period of uncertainty before construction may commence, followed by – if construction does commence – an even longer construction period. We object to a lapse period of any more than 5 years in these circumstances.
8. In particular, the assessment of alternatives fails to identify using retaining walls as an alternative to the default approach of batter slopes as a way of mitigating the negative effects on the businesses. The alternative to assessments specifies that 1V:3H slopes have been adopted as the default batter for cut and fill slopes and 1V:2H spill through slopes have been adopted as the default approach for abutments at bridge locations, radially transitioning to 1V:3H side batter slopes. Retaining walls are generally allocated near the project boundary to overcome overspill of earthworks batter.
9. The alternatives to assessment do not identify using retaining wall on the Property to provide more usable area compared to batter slope, thereby giving weight to an economic assessment of the costs to the community. Considering the extent of the negative impact on the Property, retaining walls

as a way of providing more usable area for the Property's carparks should be identified as an alternative option to batter slope.

10. We are concerned that the failure to maintain driveway access to the Property conflicts with the overarching design philosophy. The assessment of alternatives states that:

"In terms of existing properties, the overarching design philosophy for the network has been to maintain driveway access where practicable. Where driveways are impacted, the designation footprint has been extended to accommodate driveway re-grading or re-alignment where this is practicable and safe access can be re-instated. There are several existing properties where it has been identified that a replacement driveway will not be possible to implement with the projects in place, primarily due to changes to road levels and incursion of the corridor into the front of properties. These properties have been included within the proposed designation footprint."

11. Such an approach may be considered appropriate for lifestyle blocks with long driveways, however it is considered that this strategy is unlikely to work for a commercial property along Hobsonville Road such as the Property, as it relies on vehicle and pedestrian access and parking to operate effectively. The NOR W5 decimates this.
12. To maintain driveway access for the Property, we submit that as a minimum an egress onto Hobsonville Road be established and that the existing access from Wiseley Road remain.
13. We oppose the NOR W5 in its entirety unless the adverse effects on our Property can be mitigated to our satisfaction to ensure its on-going viability as a commercial premise for leasing purposes to local businesses.
14. We seek that the Auckland Council recommend to Supporting Growth that it withdraw the NOR W5 in its entirety.
15. In the alternative, we seek that Auckland Council recommend to Supporting Growth that it modify NOR W5, specifically to address and/or impose conditions on the NOR W5 on the matters of concern identified above, such conditions to include:
 - a. substitutes the batter slope for a retaining wall prior to the detailed design phase;

- b. establish an egress onto Hobsonville Road and the existing access from Wiseley Road to remain prior to the detailed design phase.
 - c. provide adequate and sufficient off street parking for a minimum of 3 commercial tenants and customers to enable and ensure the future viability of the Property for commercial leasing purposes.
16. Adopting the above two modifications would mitigate some of the adverse effects of the proposal and would allow for a reconfiguration of the parking spaces. While it is unclear how many car park spaces could be reconfigured, with careful detailed collaborative planning, but there must be enough car spaces provided to keep all three businesses viable.
17. We wish to be heard in support of our submission.
18. If others make a similar submission, I will consider presenting a joint case with them at the hearing.

DATED: 19 April 2023

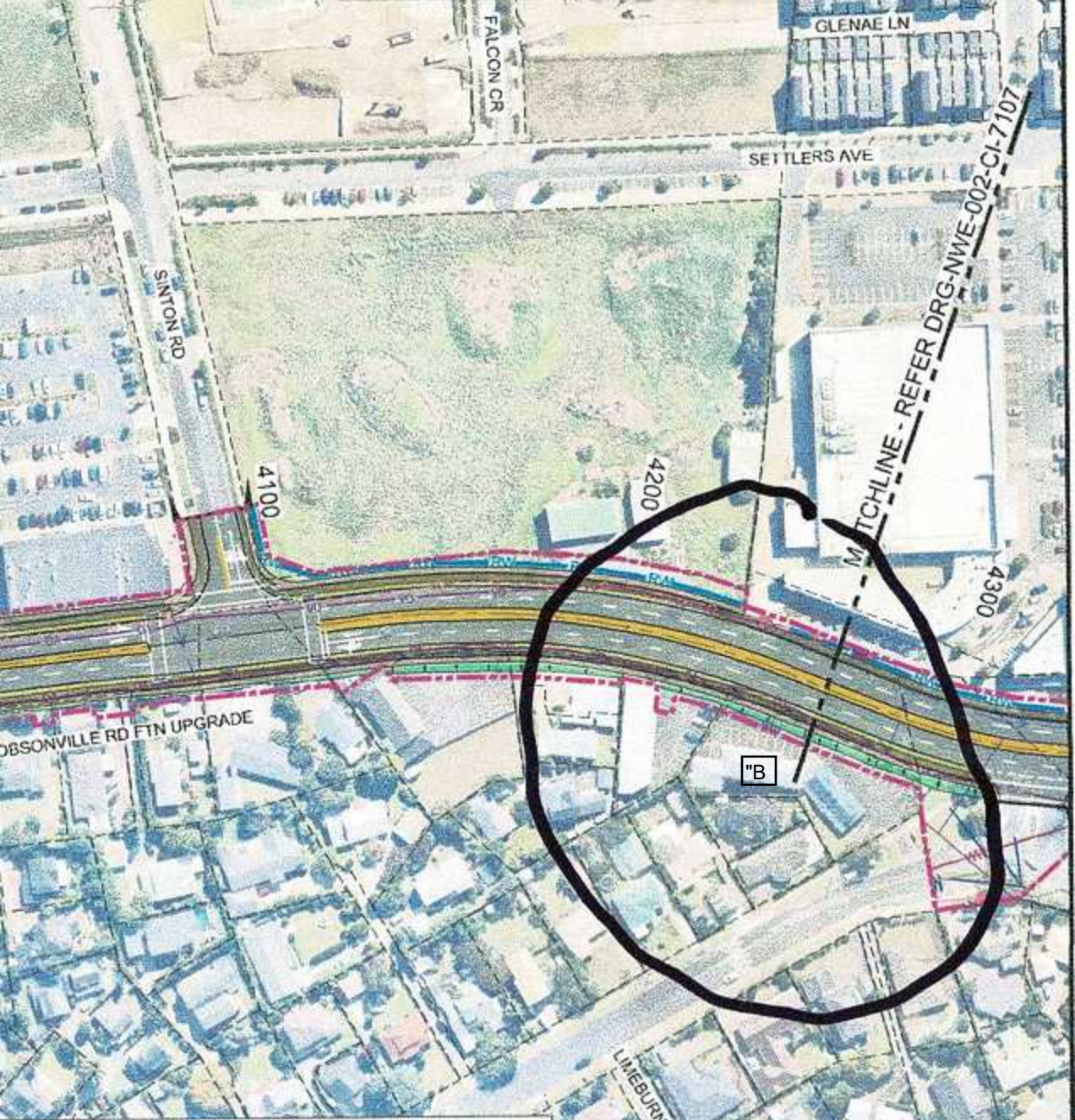


Colin Leslie Moors
on behalf of Moors Holdings Limited
Submitter

Electronic address for service of submitter: phil@turnerhopkins.co.nz

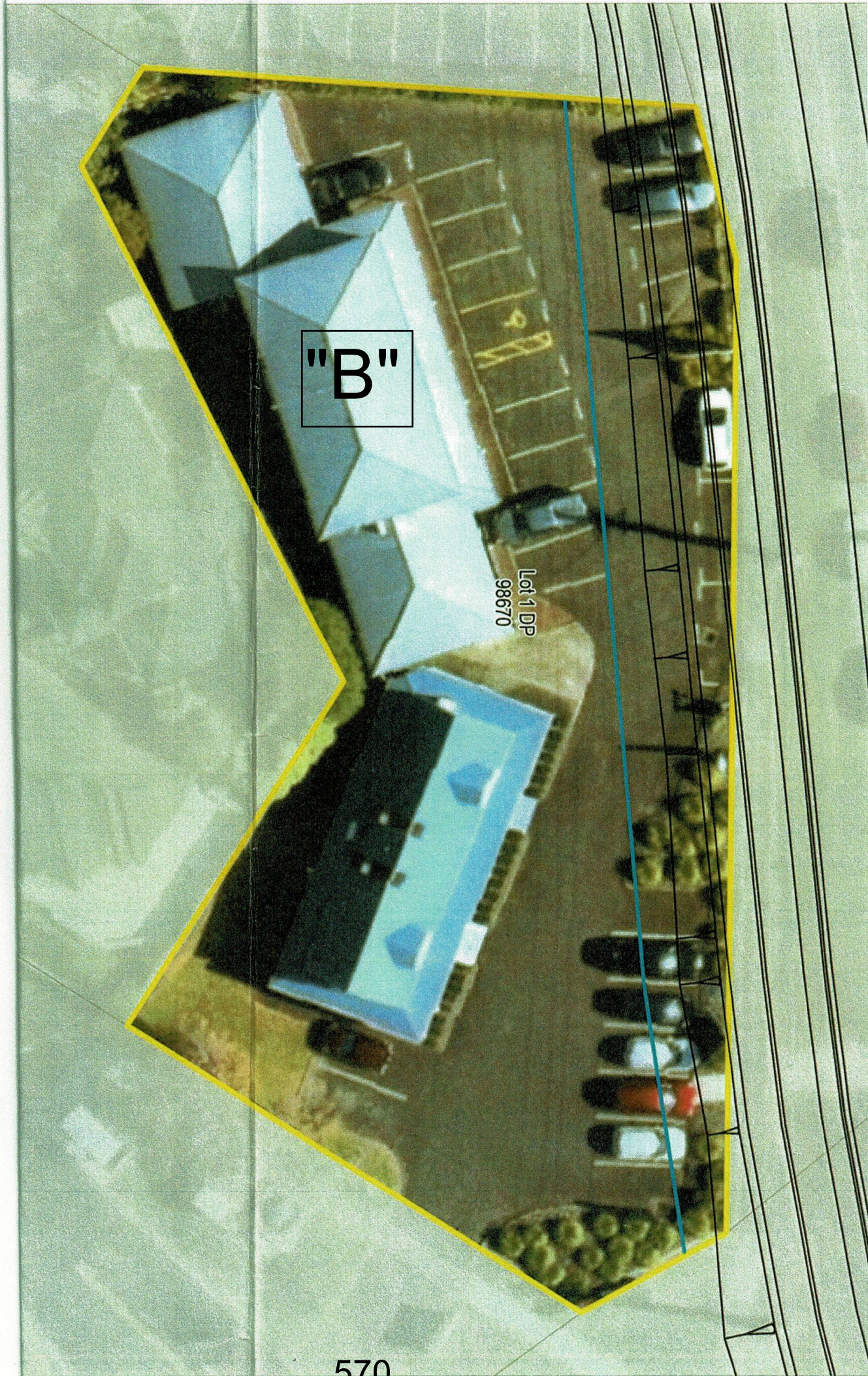
Telephone: (09) 486 2160

Postal address: Turner Hopkins (Attn: P Shannon), PO Box 33237, Takapuna,
Auckland 0740



STORMWATER LEGEND EXISTING UTILITIES

PROPOSED WETLAND		GAS
PROPOSED CULVERT (SUBJECT TO RESOURCE CONSENT)		WATERCARE (MAIN)
PROPOSED SW PIPE INDICATIVE FLOW DIRECTION		WASTE WATER (MAIN)
PROPOSED SWALE		VECTOR ELECTRICITY
		FIBRE OPTIC



From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:579] Notice of Requirement online submission - Monsur Rahman
Date: Friday, 21 April 2023 11:45:34 am
Attachments: [Road Widening Not Required.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Monsur Rahman

Organisation name:

Full name of your agent: John Dare

Email address: john@dare.co.nz

Contact phone number: 0292022200

Postal address:
40A Sylvan Ave
Nortcote
Auckland 0627

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

The proposed designation on 267 Hobsonville Road is not required in part or full

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

The traffic on part of the road is predicted to decrease. There is no benefit/cost given in the AT reports There is no reason the designation is widened into this site . The designation line follows the front yards of existing buildings and in and out as they yard changes The AT justification of taking a very small part of berm without footpath and applying it the whole road There is sufficient existing berm and footpath outside 267 Hobsonville Rd that no designation for future works are required

I or we seek the following recommendation or decision from Auckland Council:

Removal of the designation of 267 Hobsonville Road

Submission date: 21 April 2023

Supporting documents
Road Widening Not Required.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

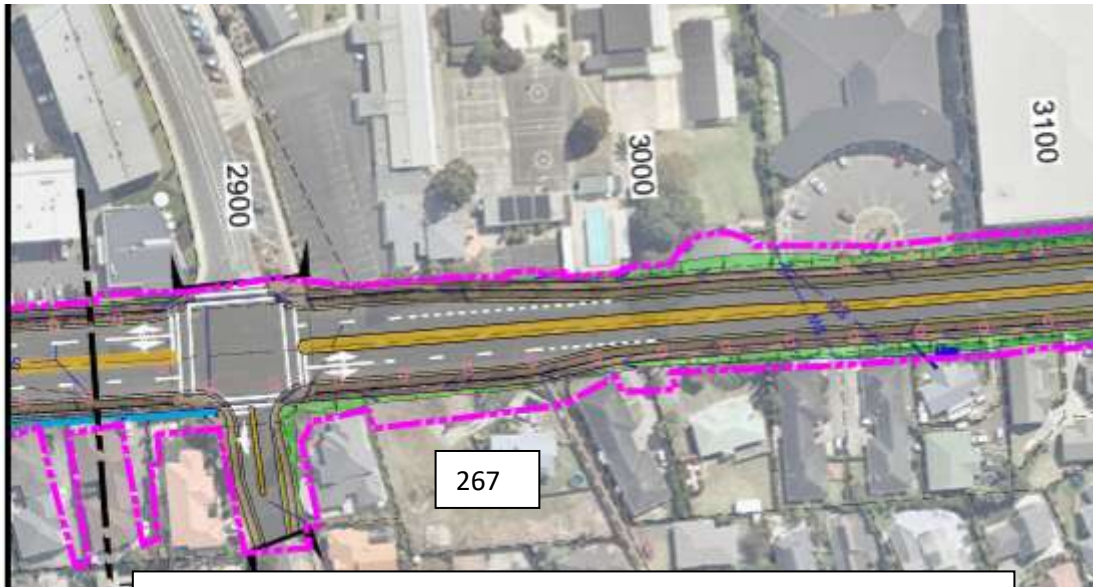
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Wide Berm and Footpath Outside 267 Hobsonville Road
Note traffic volume



Designations Follow Front Yards, Not a Rational Road widening.
267 has a large front yard, so designation widened

AT want more land (scarce resource) to cater for decreased traffic volumes on a road where large traffic volumes have been shifted to a motorway.

Road			above.
NoRW5 Hobsonville Road	21,900vpd between SH16 and Luckens Road	20,200vpd between SH16 and Luckens Road	Hobsonville Road is predicted to be slightly less trafficked in the future, but, as can be seen from the estimated vpd, relatively consistent. The proposed alteration to the existing designation largely provides for the implementation of facilities to support walking and cycling and public transport use. Bus lanes at the western extent are proposed in response to the potential conflicts between relatively high bus services and high traffic volumes. The Spine Road running parallel to Hobsonville Road provides additional east-west capacity, and local access to the local industrial land. As shown, this results in a decrease in traffic volumes on Hobsonville Road in this central portion. The traffic effects without this NOR in place are minimal.
	18,200vpd between Luckens Road and Brigham Creek Road	14,900 vpd between Luckens Road and Brigham Creek Road	
	17,300 East of Williams Road	16,500 vpd east of Williams Road	

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:583] Notice of Requirement online submission - Mary Therese OConnor
Date: Friday, 21 April 2023 12:16:00 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Mary Therese OConnor

Organisation name: Hobson Lifestyle

Full name of your agent: N/a

Email address: o_connormary@hotmail.com

Contact phone number:

Postal address:
27/327 Hobsonville rd
Hobsonville
Hobsonville 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:
Pedestrian crossing needed

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:
Hobsonville Road becoming very busy and we are an 'over 55 complex' next to another Retirement complex , and a daycare . A Pedestrian crossing , about opposite Fruit World , is urgently needed and when the road is widened it will be even more necessary to safely cross the road .

I or we seek the following recommendation or decision from Auckland Council:
See above paragraph

Submission date: 21 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

**SUBMISSION ON REQUIREMENT FOR DESIGNATION THAT IS SUBJECT TO
PUBLIC NOTIFICATION UNDER SECTION 168 OF THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council ("**Council**")

Name: General Distributors Limited ("**GDL**")

Submission on: A notice of requirement from Auckland Transport for an alteration of the existing Hobsonville Road designation 1437 (NOR W5) to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane ("**Notice of Requirement**").

Introduction

1. GDL is a wholly owned subsidiary of Woolworths New Zealand Limited and is responsible for operating Countdown stores nationwide. GDL operates Countdown Hobsonville at 124 Hobsonville Road, which is affected by the Notice of Requirement. Accordingly, GDL has a direct interest in the Notice of Requirement.
2. GDL could not gain an advantage in trade competition through this submission.

Scope of submission

3. This submission relates to the Notice of Requirement in its entirety, particularly as it relates to the works in and around Countdown Hobsonville.
4. GDL generally opposes the Notice of Requirement being altered as currently proposed on the basis that the Notice of Requirement will significantly adversely affect the operation of Countdown Hobsonville. Consistent with that position however, GDL also specifically supports any part of the Notice of Requirement to the extent that it removes or reduces the footprint of the existing designation from 124 Hobsonville Road.

Reasons for submission

5. The reasons for this submission are that the Notice of Requirement (as currently proposed), if granted:
 - (a) will not promote the sustainable management of the natural and physical resources in Tāmaki Makaurau, and is therefore contrary to or inconsistent with Part 2 and other provisions of the Resource Management Act 1991;
 - (b) is inconsistent with other relevant planning documents, including the Auckland Unitary Plan;
 - (c) will not meet the reasonably foreseeable needs of future generations;
 - (d) will not enable the social, economic and cultural wellbeing of the people of Tāmaki Makaurau; and

- (e) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.

Specific reasons for submission

6. Without limiting the generality of paragraph 5 above, GDL opposes the proposed alterations to the Notice of Requirement because it will result in adverse effects (both during construction and once operational) on the operation of Countdown Hobsonville which have not been adequately avoided, remedied or mitigated, including:
 - (a) adverse effects on traffic and the transport network during construction, including:
 - (i) various lane and road closures, which will increase congestion and travel time, and adversely affect the performance of the intersections surrounding Countdown Hobsonville; and
 - (ii) increased pressure on customers shopping at the Countdown Hobsonville due to restrictions on surrounding site accesses.
 - (b) adverse effects on Countdown Hobsonville in relation to stormwater and flooding.
 - (c) business disruption and other economic effects caused by:
 - (i) impacts on the Countdown Hobsonville service lane. In particular, the Countdown Hobsonville service lane is located within the designation footprint. Any physical works in or around this will affect loading bay access and truck manoeuvring;
 - (ii) reduced access to essential services such as Countdown Hobsonville;
 - (d) adverse visual and amenity effects, including as a result of effects from construction activities (eg noise and dust, traffic) surrounding Countdown Hobsonville.
7. GDL is concerned that the increase in the designation footprint over 124 Hobsonville Road will affect the ongoing use and enjoyment of affected areas, particularly the service lane area which is critical to Countdown Hobsonville's operations. In particular, there is insufficient information on whether the increase in the designation footprint will result in temporary and/or permanent land take of the service lane access area.
8. GDL is also concerned there is insufficient information provided on whether the active mode facilities which are to be provided along both sides of the road that will impact parking spaces utilised by Countdown Hobsonville, either directly or by impacting access to those parking areas.

9. Inadequate consideration has also been given to alternative sites, routes and methods of undertaking the works and in particular alternative routes, sites and methods that would minimise the impact on the Countdown Hobsonville as a whole, in particular, alternatives that minimise land take. There has also been a lack of engagement from Auckland Transport through the assessment of alternatives.

Recommendation sought

10. GDL seeks that the Council recommends:
- (a) Withdrawal of the Notice of Requirement; or
 - (b) In the alternative:
 - (i) amendments to the Notice of Requirement, including by way of conditions to address GDL's concerns; and
 - (ii) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
11. GDL wishes to be heard in support of this submission.
12. If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

GENERAL DISTRIBUTORS LIMITED by its solicitors and authorised agents
Russell McVeagh:



Signature: Allison Arthur-Young / Jacob Burton

Date: 21 April 2023

Address for Service: C/- Jacob Burton
Russell McVeagh
Barristers and Solicitors
Level 30
Vero Centre
48 Shortland Street
PO Box 8/DX CX10085
AUCKLAND 1140

Telephone: +64 9 367 8000

Email: jacob.burton@russellmcveagh.com

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:588] Notice of Requirement online submission - Halmer Searle
Date: Friday, 21 April 2023 1:30:16 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Halmer Searle

Organisation name:

Full name of your agent:

Email address: him4him@live.com

Contact phone number: 0211792382

Postal address:
203 Hobsonville Road
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

The reinstatement of our gardens and hard landscaping to the high standard that we have created. Also the security of our large pot plants and their relocation during the process. We are also concerned about security of our home and possessions. Will we have access to our property throughout as we need to maintain our valuable plant collection.

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:

We just wish to protect the collection of plants and pots and garden art that we have created over the past 36 years and the work we have put into our property. Also the financial investment.

I or we seek the following recommendation or decision from Auckland Council:
to give assurance that all will be reinstated to a satisfactory level as we see it.

Submission date: 21 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of

requirement as soon as reasonably practicable after submitting to Auckland Council.

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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:603] Notice of Requirement online submission - Isabelle Kuan
Date: Friday, 21 April 2023 8:00:14 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Isabelle Kuan

Organisation name:

Full name of your agent:

Email address: isabelle.hs.kuan@gmail.com

Contact phone number: 0275557456

Postal address:
1 Hendrika Court
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

There is no need for a cycle and bus lane - the demand clearly isn't there. There are too many early childhood centres nearby, rather you should make another back road parallel to the highway for trucks for the safety of individuals. If the country is currently in need of more houses, why are the Council adding to this burden? There is no logic to this! This decision to take land off residential property is a blunder by the councils. The industrial land had been empty for decades and only now after the industrial buildings have been built they have the nerve to ruin and even take away their forever homes.

I or we seek the following recommendation or decision from Auckland Council:

My recommendations: - Parallel road to Hobsonville Road in the industrial area for larger trucks (this is a constant hazard) - Build a cyclist lane in the residential area off Hobsonville road - why put cyclists on a busy road where there are more hazards and congestion? - Has there even been a study to justify the need of this? If there is a demand why don't the council just invest in other transport methods (e.g. underground subways) this will remove congestion off the road... NZ is decades behind other countries it's embarrassing

Submission date: 21 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:604] Notice of Requirement online submission - Yew Chong Kuan
Date: Friday, 21 April 2023 8:00:15 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Yew Chong Kuan

Organisation name:

Full name of your agent:

Email address: yc.kuan@nicepack.co.nz

Contact phone number: 021722828

Postal address:

Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Has the council made feasibility study on the road usage of cyclist and bus users in the area. Buses are empty during during week days and there are no cyclists during week days. With the industrial and school zones, why is there a bus and cyclist lane being offered. With the trucks in the school areas, we already see a hazard. By adding in these lanes are you not adding additional hazards. What percentage of the area are you trying to reach.

I or we seek the following recommendation or decision from Auckland Council:

I recommend busses and heavy traffic move to motorways and more on and off ramps are needed down hobsonville end. Or even develop a train system that reaches to the west, May it even be an underground train system. New Zealand is so behind in infrastructures compared to other countries as we don't develop these plans for roads before development.

Submission date: 21 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

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- details, names and addresses) will be made public,
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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:653] Notice of Requirement online submission - Maurice and Beverley Brett
Date: Sunday, 23 April 2023 4:16:09 pm
Attachments: [317 Hobsonville Road Objection.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Maurice and Beverley Brett

Organisation name:

Full name of your agent: Kathryn Torkington

Email address: designed@personalityplans.co.nz

Contact phone number:

Postal address:
34B Duncansby Rd
Stanmore Bay
Auckland 0932

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
on the basis of personal distress on the part of the elderly owners

I or we seek the following recommendation or decision from Auckland Council:
Compassionate full and early buy-out of property

Submission date: 23 April 2023

Supporting documents
[317 Hobsonville Road Objection.pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

Statement of Objection for Maurice and Beverley Brett, 317 Hobsonville Road

Prepared 23 April 2023

By Kathryn Torkington

#317 Hobsonville Road is a property owned by an elderly couple, Maurice and Beverley Brett, both 89 years old.

Due to a stroke Maurice is now in a rest home, while Beverley still lives in their home.

Both are of limited intellectual faculty. Maurice would be unable to comprehend this situation, so his son Stuart Brett represents him as Power of Attorney. Beverley suffers chronic anxiety, and her son Glenn Brett represents her as Power of Attorney.

I, Kathryn Torkington, have been nominated by the family as spokesperson. My background is 34 years working as a self-employed Architectural Designer, through which I have acquired an overview of Council-related procedures.

Since receiving notice of this proposal, Beverley's anxiety has increased considerably. Because of her inability to comprehend what is a complicated process for even an able-minded person, she lives in a state of fear and confusion about her future, and her home no longer feels like a safe place.

On 6 March 2023 her anxiety became so overwhelming that she attempted to take her own life. Fortunately, her daughter Linda happened to call in to her home and found her in time. She was admitted to North Shore hospital, where she remained until 4 April, much of that time in the psychiatric ward. She is now back in her home, but still in a mentally fragile state, and continues to suffer anxiety. Whilst she is now under a monitoring programme, there is a considerable risk she could attempt suicide again.

We have been trying to source a discharge form to supply it as evidence but have been unsuccessful to date. As Beverley's mail was being collected during her hospital stay, the letter from Auckland Council only came into our hands in the last few days. We would be prepared to obtain a letter from her Doctor or Psychologist should you require it.

While a process has been outlined to those of us representing Maurice and Beverley, we have concerns about the logistics of transitioning Beverley out of the property, which is not deemed by Auckland Transport as justifying a full buy-out. Our primary concern is the time lapse between a sale of the property and the shortfall payment by Auckland Transport some three months later. The full amount at one time would be required in order to purchase a property of equitable status.

Secondly, we feel that while the property is zoned Mixed Housing Urban, the limited developable area remaining from the 94m² designation would only be 418m², which would deter potential buyers seeking to develop it.

That this designation remains permanently on the Title even after work has been completed means this property is permanently afflicted by limited development potential.

Our third concern is the inevitable deterioration of local housing stock from when this proposal is approved to when work begins, due to the lack of incentive for affected home owners of buy-out properties to undertake improvements or maintenance, lowering property values in the area, and vacant houses that have been bought out encouraging squatters, taggers and petty crime. For an elderly woman with anxiety living on her own, who already feels unsafe, this is a situation we are keen to avoid.

The Auckland Transport guide for people affected by land purchase and compensation states that under some circumstances it will consider the buy-out of land ahead of the usual timeframe, on the basis of compassionate grounds. On this basis we urge Auckland Transport to reconsider a full buy-out as a fair and just settlement for Maurice and Beverley Brett. We know the longer this process endures, the more detrimental it is to Beverley's health.

On the strength of the above-mentioned factors, should an early buy-out on compassionate grounds not be considered for Maurice and Beverly Brett, we strongly oppose this proposal.

Yours faithfully



Kathryn Torkington

Ph 270 270 2929

designed@personalityplans.co.nz

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:659] Notice of Requirement online submission - Jiang Wu
Date: Sunday, 23 April 2023 7:01:05 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Jiang Wu

Organisation name:

Full name of your agent: J WU

Email address: xiaoyu4499@gmail.com

Contact phone number: 0272818918

Postal address:

175 hobsonville road

westharbour

Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

the proposed bike lane on both side of hobsonville road is going to be to surplus to need, based on the experieces of other similar projects that had carried out in Auckland

I or we seek the following recommendation or decision from Auckland Council:

single side bike lane is way enough, as in this area, riding bike is more to be a leisure sports other than a way of comute.

Submission date: 23 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

Submission on Notice of Requirement (Auckland Transport)
North West Local Network: Alteration to designation 1437 Hobsonville Road

To: Attention: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300

unitaryplan@aucklandcouncil.govt.nz

Submitter: Viscount Investment Corporation Limited

Address for Service: Attn: Chad Cathcart
c.cathcart@crownapg.com
PO Box 33 562, Takapuna, Auckland 0740

Introduction:

1. This is a submission on the Notice of Requirement (NOR) lodged by Auckland Transport for an alteration of the existing Hobsonville Road designation 1437 to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including provision of separated active mode facilities.
2. The submitter could not gain an advantage in trade competition through this submission.
3. The submitter owns a 1.7581 ha property at 122 Hobsonville Road (Lot 1 DP505331 and Lot 100 DP505331) within the Hobsonville Corridor Precinct (Auckland Unitary Plan). The site is zoned Business - Local Centre.
4. The submitter obtained resource consents on 23 September 2016 (LUC-2015-2167, SUB-2015-2168, REG-2016-1966) for the property described above. These consents provide for subdivision and the development of a commercial local centre based on a mainstreet form of development (ie commercial buildings fronting a north south street which runs between Hobsonville Road and Settlers Avenue, which is designed as a street to accommodate all users including vehicle access in the manner of a traditional mainstreet).
5. The submitter opposes those parts of the NOR which seek to widen the intersection of Hobsonville Road and Sinton Road (ie requiring an additional land take from 122 Hobsonville Road, beyond that already put

aside for the existing designation within Lot 100 DP505331), and through the NOR would result in the construction of a central raised median on Hobsonville Road (opposite the submitter's site frontage) that would prevent vehicles turning right off this road into the Precinct's main street (and vice versa). On this point the submitter's concern is the effect of the NOR on the consented local centre and the restriction of traffic movements into the planned main street which undermine this form of urban development which is so important to creating urban places for the Hobsonville Corridor and Hobsonville Point communities to recreate and meet their daily needs.

6. This access from Hobsonville Road to 122 Hobsonville Road is identified on the approved resource consent and the Hobsonville Corridor Precinct Plan 2 as an indicative strategic access point/ key intersection. The resource consent has sought to give effect to this.

Reasons for submission:

7. The submitter sought their abovementioned resource consents on the basis that Hobsonville Road would be widened as part of the designation works (hence Lot 100 DP505331). One of the reasons for Council granting consent was that *"the development will establish road and pedestrian infrastructure that integrates well with both the existing and future planned transport network."*¹ The submitter's development is therefore founded on a road network that has already been supported by Council as that would provide for traffic/pedestrian flows that support the viability of commercial activities in the main street as envisaged by the AUP's Precinct objectives and policies, along with the precinct plan.
8. Main streets are the most important streets in local centres. The success of commercial activities within any main street is highly dependent on sufficient flows of traffic and pedestrians that pass through them. It would be inappropriate to undermine the role of the main street in the Local Centre Zone by effectively deflecting the focus of activities that are expected within a main street elsewhere (for example by restricting vehicle movements directly into the street).
9. While a main street may support and prioritise pedestrian and cycle amenity through wide footpaths and cycle provision, this does not require the removal of vehicles from the road. Restricting or eliminating vehicle movements (beyond speed control) is likely to have the effect of pushing fine grain retail to other streets, because of the accessibility that is achieved by having frontage to a vehicle-accessible road.

¹ Reason (v) on Page 6 in resource consent

10. The consequence of the NOR's potential to restrict right-turning traffic into the main street (and other associated movements to and from the site) would therefore be reduced connectivity and retail and commercial activities will be less exposed to people who rely on them. Consequently, this outcome will retard, rather than support, development that is anticipated within this Precinct's main street.
11. All retail relies on being able to take advantage of spontaneous or chance/accidental custom as well as premeditated/planned trips. This fundamentally requires exposure to the greatest possible number of passersby (involving all modes of traffic) and this is why double sided main streets are historically all located on Auckland's major arterial routes, usually at or near major junctions with other roads. Successful examples include Newmarket, Milford, Royal Oak, Avondale, Highbury, Te Atatu and Hunters Corner. The basis for the design of a main street is to provide for all modes of transport and to support slow speed vehicle movements in order to promote exchange. The anticipated outcome for the main street in 122 Hobsonville Road is no different.
12. The submitter's resource consents provide for the design and location of buildings at the intersection of Hobsonville Road and Sinton Road. This design takes advantage of this corner location and provides for active street frontages as anticipated by the Precinct. Activities and buildings should be designed and located so that they address the street and public spaces thereby contributing to amenity values and, in particular, pedestrian accessibility and safety. The NOR proposal would compromise this outcome, particularly where this is already a signalised intersection.
13. The potential for the NOR to install a central raised median in Hobsonville Road will effectively block the ability for vehicles to from this road into the main street. This will significantly reduce the ability for local residents (in particular) to directly and conveniently access main street to obtain needed goods and services. It effectively compromises the purpose of main street by reducing its vitality and viability because it curbs traffic and pedestrian flows.
14. For all the above reasons, the NOR would not only undermine the submitter's resource consents, but it would also compromise good urban design outcomes, vitality and viability of activities within the Precinct's local centre as identified in the AUP.
15. In this sense the objective of the NOR seems to be misplaced in that it seeks to prioritise through movements at the expense of place making, therefore not achieving relevant matters of the regional policy statement, NPS-UD and Part 2 of the RMA.

Relief sought:

16. Should the NOR be approved, the submitter seeks the following conditions be imposed or the NOR be amended:
 - (a) The removal the provision of the additional splay within 122 Hobsonville Road at the intersection of Hobsonville Road and Sinton Road.
 - (b) Preventing a central raised median within Hobsonville Road so that right hand turns from this road into main street within 122 Hobsonville Road (via a right turn bay) are maintained.
 - (c) That the NOR be required to adopt an urban form and design approach to its frontage with the Local Centre Zone, which prioritises the place making role of the local centre higher than the through movement function of the road network.
 - (d) Any other consequential changes necessary to satisfy the issues raised by the submitter.

Hearing:

17. The submitter wishes to be heard in support of its submission.
18. If others make a similar submission, the submitter will consider presenting a joint case with them at any hearing.

Chad Cathcart (for Viscount Investment Corporation Limited)

c.cathcart@crownapg.com

Phone: 021682 986

Address: PO Box 33 562, Takapuna, Auckland 0740

24 April 2023

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:685] Notice of Requirement online submission - Ngoc Thi Nguyen
Date: Monday, 24 April 2023 12:01:09 pm
Attachments: [Submission letter.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Ngoc Thi Nguyen

Organisation name:

Full name of your agent:

Email address: rubynguyen16@gmail.com

Contact phone number: 0212774078

Postal address:
205 Hobsonville road
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we are neutral to the Notice of Requirement.

The reason for my or our views are:

There is no funding for this project yet. If the project is to be approved by Auckland Council and no funding comes through, our properties at 205 and 321 Hobsonville road would be left in hanging. We are looking at selling 321 Hobsonville road and this could hugely affect the property value due to unsure funding of the project.

I or we seek the following recommendation or decision from Auckland Council:
a public hearing for this plan, more guidance to get more personal answers to each individual property as each of them is different.

Submission date: 24 April 2023

Supporting documents
Submission letter.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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Ngoc Nguyen
205 and 321 Hobsonville road
Hobsonville
Auckland
0618

Alteration to designation 1437 Hobsonville Road

Hi team

We own the properties at 205 and 321 Hobsonville road which will potentially be affected by one of the plans for North West Local Network proposal.

For 321 Hobsonville road, if the frontage is to be taken by 1metre deep into the property, it is likely to be taken upto the garage wall and partial parking space. The property is now tenanted but we are considering selling the property in couple of years. If the proposal is to be approved by council, do you know how we are going to be affected by it ? Would a new title be issued with adjusted of land section? Would the required frontage be purchased and settled before we sell the property? Anything that I might have missed?

For 205 Hobsonville road, we moved here to make it a family home early 2022 after spending a significant amount of time, effort, and money to renovate the place. As you could have seen, a new driveway and front parking have been newly laid with quite a bit of plantations to it too. The parking is for 3 of our own business vehicles. This is crucial. During the construction of this plan "Alteration to designation 1437 Hobsonville road", where can we park these vehicles? Will our property be exposed to public access? I have 3 young girls, their safety is my biggest concern. How will our lives be affected by this?

Overall, we support this plan, but would like more clarifications and answers.

We are looking forward to your respond

Best regards

Ngoc Thi Nguyen
0212774078

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:688] Notice of Requirement online submission - Ivana Kuan
Date: Monday, 24 April 2023 12:15:29 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Ivana Kuan

Organisation name:

Full name of your agent:

Email address: ivana.kuan00@gmail.com

Contact phone number: 021815851

Postal address:

Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

The addition of bus and cyclist lanes on hobsonville road. Has the council performed a study on the road usage of cyclist and bus users in the area. Buses are empty during during week days and there are no cyclists during week days. With the industrial and school zones, why is there a bus and cyclist lane being offered. With the trucks in the school areas, we already see a hazard. By adding in these lanes are you not adding additional hazards.

I or we seek the following recommendation or decision from Auckland Council:

What percentage of the area are you trying to reach. It would be better to Moving busses and heavy traffic move to motorways and more on and off ramps are needed down hobsonville end connecting hobsonville road to the motorway. Make it like the north shore where the buses have their own lane and system, don't merge with with current road Or develop a train system that reaches to the west, May it even be an underground train system. New Zealand is so behind in infrastructures compared to other countries as we don't develop these plans for roads before development

Submission date: 24 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:689] Notice of Requirement online submission - Lesley Grace Mayer
Date: Monday, 24 April 2023 12:15:30 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Lesley Grace Mayer

Organisation name:

Full name of your agent:

Email address: lesley.mayer@nzdf.mil.nz

Contact phone number: 0277284070

Postal address:
36 Hobsonville Road
West Harbour
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:

We support improvements to public transportation in our community, however the proposal significantly affects our property at 36 Hobsonville Road should this alteration to the current designation be confirmed. If confirmed we would seek to have our property acquisition conducted in a timely fashion. I am the sole career supporting my elderly mother at this property which we jointly own. She needs financial security and certainty at this time of life. If circumstances change and her health deteriorates to the point I can no longer care for her, or she dies, then our property needs to be sold. The new designation significantly impacts our ability to sell on the open market and we would need to advance purchase under the Public Works Act 1981 to meet our requirements at that time.

I or we seek the following recommendation or decision from Auckland Council:
Confirmation of the designation as notified affecting my property.

Submission date: 24 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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**SUBMISSION ON A REQUIREMENT FOR A DESIGNATION SUBJECT TO
FULL NOTIFICATION**

**FORM 21, SECTIONS 168A, 169, 181, 189A, 190 AND 195A OF THE
RESOURCE MANAGEMENT ACT 1991**

To: Auckland Council
Private Bag 92300
Auckland 1142

Attention: Planning Technician
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: CDL Land New Zealand Limited (“**CDL**” or “**the submitter**”)

Introduction

1. This is a submission on the Notice of Requirement requested by Auckland Transport as Requiring Authority for an alteration to existing designation 1437 in relation to establishing a 24 – 30m wide, 4-lane arterial on Hobsonville Road (“**NoR W5**”), in the Auckland Unitary Plan (“**AUP**”).
2. CDL at the address for service below, provides this submission as follows.
3. By way of background, CDL has extensive landholdings in the block bound by State Highway 16 to the west, State Highway 18 to the north, Trig Road to the east and Hobsonville Road to the south. The CDL land is approximately 14ha in area and has access to both Hobsonville Road and Trig Road (south). It forms a contiguous block that could be developed comprehensively and in a way that enables integration with the balance of the land in the block, and critically in respect of this NoR W5, integration with the developing transport corridor in the urbanising environment of Whenuapai.
4. CDL has been extensively involved in planning processes that affect its land in Whenuapai, from the development of the AUP, the Whenuapai Structure Plan in 2016, throughout Plan Change 5 to the AUP and more recently in considering potential variation to PC5 and the implications of Plan Change 78 and associated National Policy Statement on Urban Development (“**NPSUD**”) plan changes.
5. CDL has maintained a consistent view since the Proposed AUP was notified in 2013 that there are no constraints on the CDL land and land within the block identified above more generally that would preclude delivery of integrated development and infrastructure.

6. CDL has identified for some time that its land and surrounding land can be urbanised in a comprehensive and intensive manner without generating adverse effects beyond the area, recognising its proximity to the metropolitan centre of Westgate and the aforementioned lack of constraints on immediate development delivery. Notwithstanding, CDL has been stymied from realising immediate delivery of development by the withdrawal of PC5 and the Council's subsequent retention of Future Urban zone on the land.
7. It is encouraging therefore to see steps being taken by Auckland Transport to support future integration of urbanisation and transport networks, specifically in the form of multi-modal arterial routes with active mode facilities and public transport priority.
8. To this end, CDL is generally supportive of NoR W5, to the extent that it seeks to address existing issues with transport demand, delays and lack of service levels on the existing Hobsonville Road corridor.
9. For clarity, CDL land has frontage to Hobsonville Road from 4-6 Hobsonville Road, 30 Hobsonville Road, and 22A Trig Road, as illustrated in the following figure. Further, CDL land is directly affected by NoR W5, with approximately 2487m² of its landholdings proposed to be designated.

Figure 1: CDL land holdings affected by NoR W5 (outlined in red)

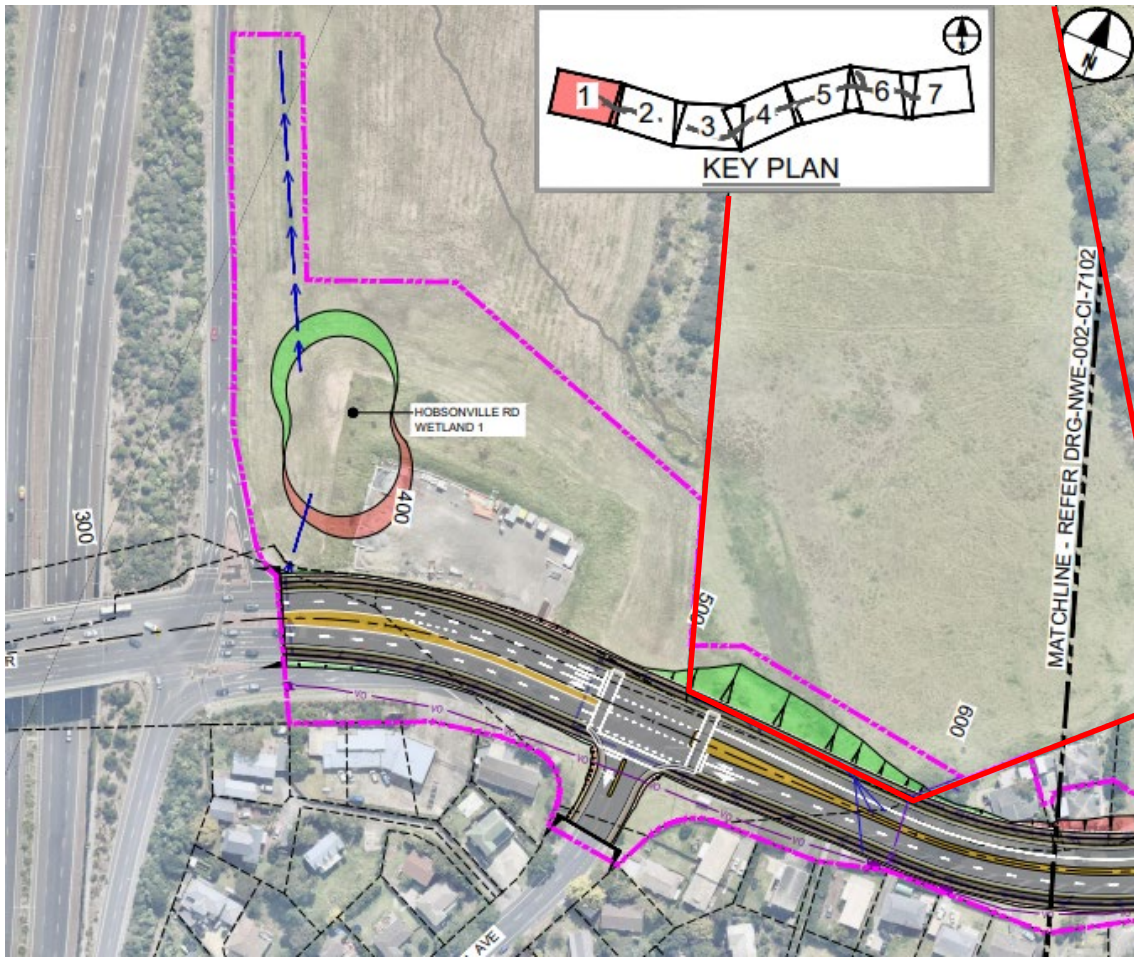


Table 1: CDL Landholdings affected by NoR W5

Property ID	Address	Area affected by designation (m ²)
802424	4-6 Hobsonville Road	2148

Property ID	Address	Area affected by designation (m ²)
802472	30 Hobsonville Road	323
802532	22A Trig Road	16
		2487 (total)

Reasons for Submission

10. CDL generally supports NoR W5, subject to recommendations for further consideration, with the following reasons stated below.
11. NoR W5 alters an existing transport designation along Hobsonville Road, which is already identified as an arterial road and therefore subject to the AUP's standards in respect of vehicle access restriction. In other words, CDL recognises that developing its land would already require consent for new or intensified access to the arterial network and be subject to an assessment of effects on the transport network, therefore. CDL accepts this will continue with NoR W5.
12. CDL seeks assurances that the proposed works within the enlarged designation corridor will not prevent future access arrangements into its identified landholdings, albeit subject to future consent applications as outlined above.
13. This is particularly relevant in consideration of the proposed corridor layout and in respect of potential gradient issues with Hobsonville Road on a ridgeline. These are addressed individually below and in relation to each of CDL's sites.

4-6 Hobsonville Road

14. This site has a frontage to Hobsonville Road comprising nearly 87m in length on its southern boundary. NoR W5 identifies works in the vicinity of this frontage to comprise an upgraded signalised intersection of Hobsonville Road with Oriel Avenue to the south; a fill batter along the frontage and a footpath and cycle way, with slim berm. Refer Figure 1 above.
15. The application does not provide sufficient detail as regards the extent of the fill batter proposed, nor any confirmation for CDL that access could be obtained to Hobsonville Road in the future.

16. The construction methodology supplied in the NoR W5 application is generic and references works along the 3.7km long route, that directly affects 195 properties. It is acknowledged that the design has yet to be detailed, however it is recommended that the NoR W5 provide clarity over whether or not it is precluding future access, and for which sites specifically.
17. On the assumption that CDL can design and construct access, once consented, to Hobsonville Road in the future, NoR W5 as it affects 4-6 Hobsonville Road is acceptable.

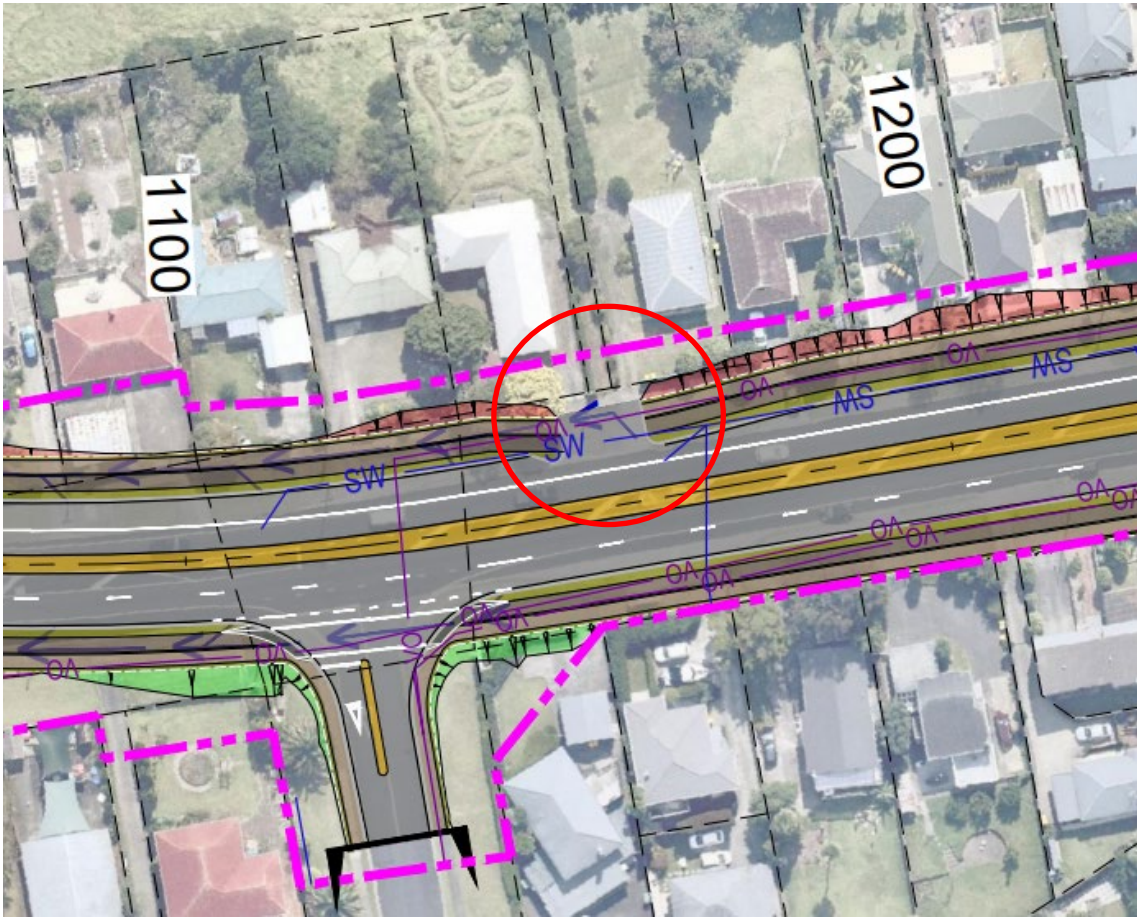
30 Hobsonville Road

18. This site has a frontage to Hobsonville Road comprising 32m in length. NoR W5 identifies works in the vicinity of this frontage to comprise a cut batter along the frontage; and a footpath and cycle way, with slim berm. A median runs along Hobsonville Road but the legend refers to it being flush median, raised median or traffic island. Refer Figure 1 above.
19. The application does not provide sufficient detail as regards the extent of the cut batter proposed, nor any confirmation for CDL that access could be obtained to Hobsonville Road in the future, including whether the median will result in restricting right turn manoeuvres in and out of any future access.
20. The comments made in respect of 4-6 Hobsonville Road regarding generic construction methodology are relevant here.
21. On the assumption that CDL can design and construct access, once consented, to Hobsonville Road in the future, NoR W5 as it affects 30 Hobsonville Road is acceptable.

22A Trig Road

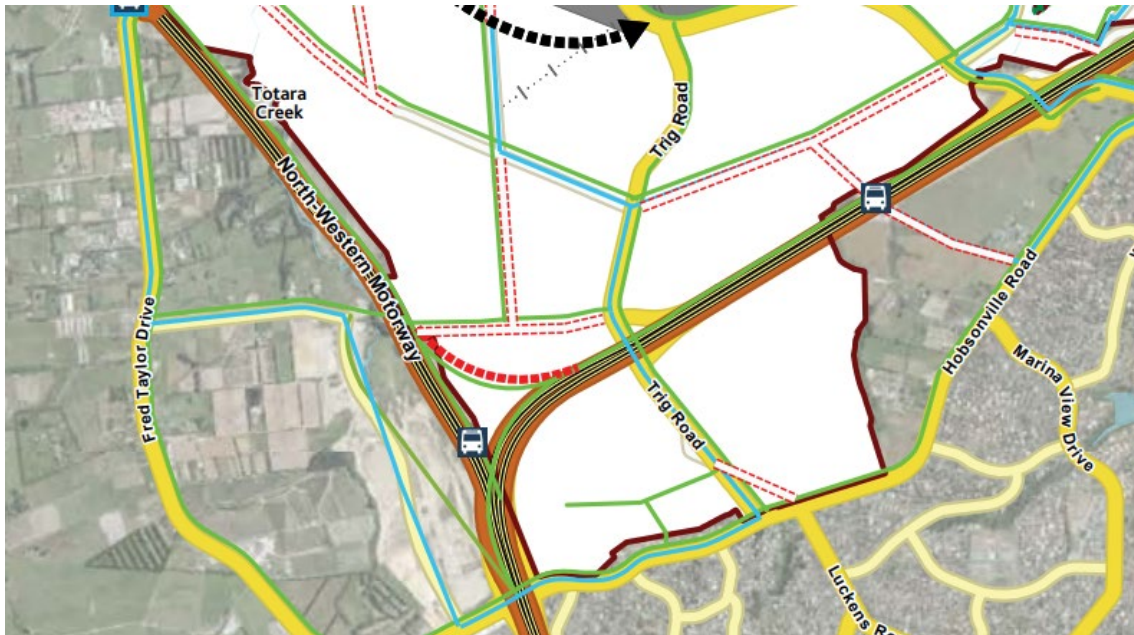
22. This site has very limited frontage to Hobsonville Road, comprising an access strip of approximately 3.5m. In the vicinity of this site, the NoR W5 general arrangement plans do not appear to show any work, with cut batter, proposed footpath and cycleway being interrupted for its frontage, and only a Vodafone trench and stormwater infrastructure shown. Refer Figure 2 below.

Figure 2: General Arrangement Plan relative to 22A Trig Road frontage to Hobsonville Road



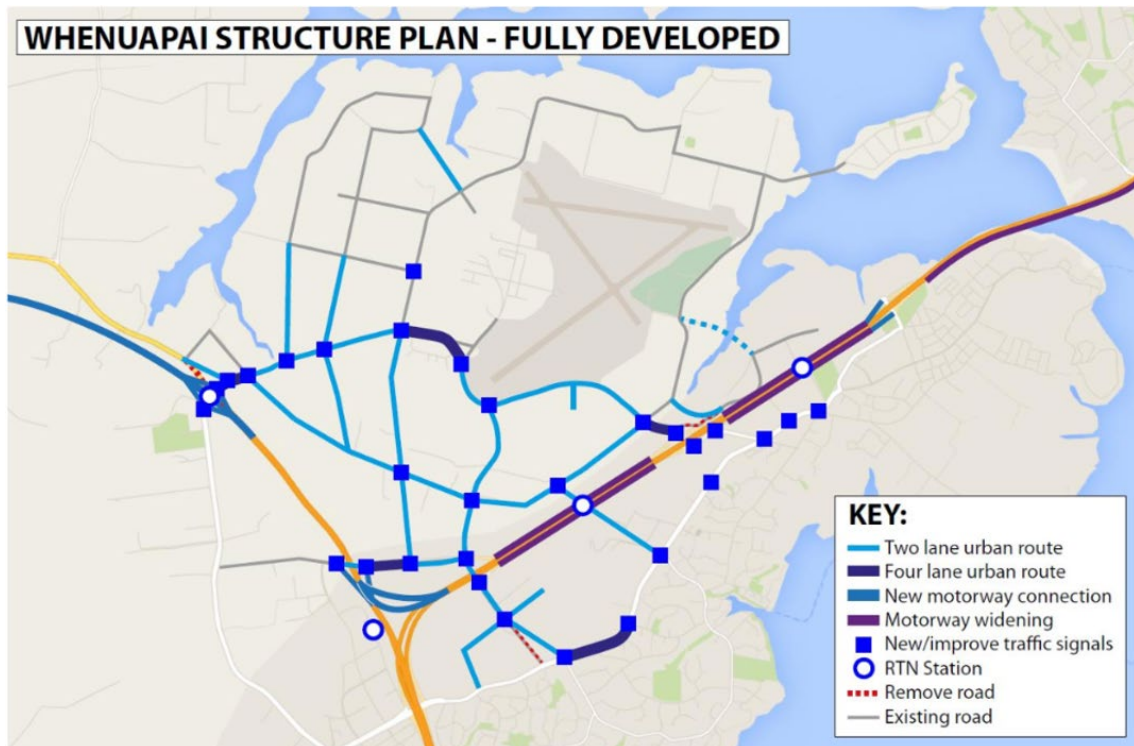
23. It would appear to be providing for a future road connection, however absent any further information on this, it is difficult to discern the design intent.
24. The Whenuapai Structure Plan, as referenced by the application, does not account for any such access, only identifying potential cycle routes into the wider block, and not in this location.

Figure 3: Whenuapai Structure Plan excerpts (cycle way in green)



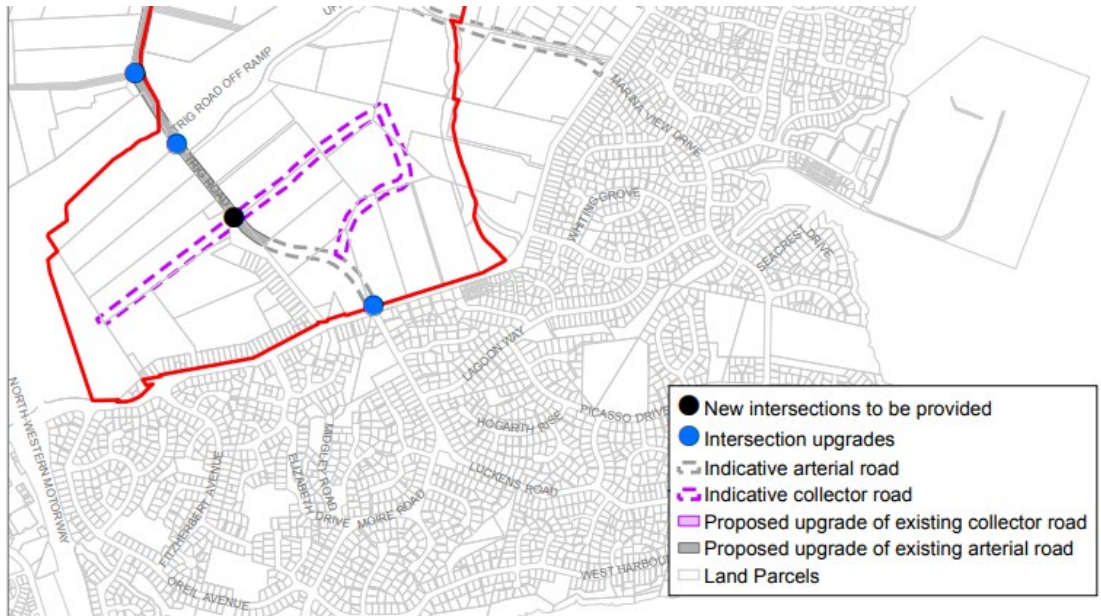
25. Notwithstanding, the Integrated Transport Assessment that informed the Whenuapai Structure Plan did identify a two-lane urban route through the block, connecting Trig Road with Hobsonville Road, as illustrated in Figure 4.

Figure 4: Whenuapai Structure Plan ITA Proposed Transport Network



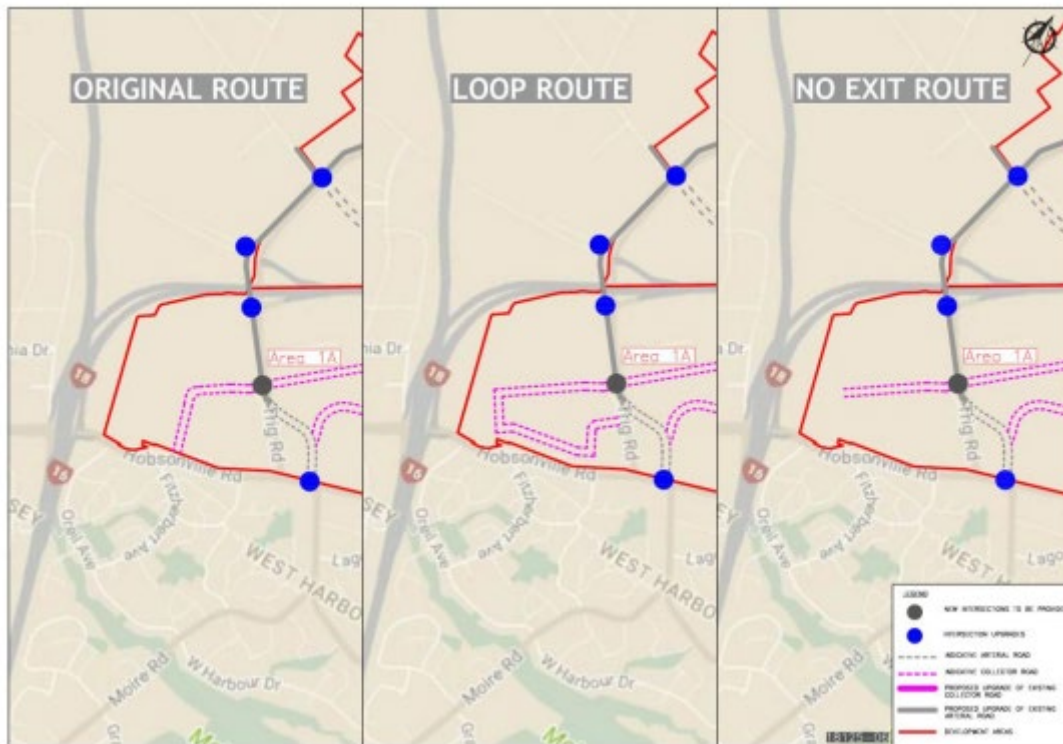
26. Through the course of PC5, Council presented precinct plans that identified an indicative collector road from Trig Road into the block (see Figure 5), with no proposal for access, even via a collector road, off Hobsonville Road. Notwithstanding, the proposed precinct plan has no statutory weight given the withdrawal of PC5.

Figure 5: Whenuapai 3 Precinct Plan 2 (30 April 2018) (not implemented)



27. Council proposed varying collector road alignments within CDL land in the PC5 proceedings. A copy of Bryce Hall’s transport evidence on behalf of CDL to that hearing is appended as **Appendix 1** to this submission. It identified alternative connections considered by Council as illustrated in Figure 6.

Figure 6: Collector Road iterations considered by Council in PC5



28. Mr Hall supported CDL's suggestion that a new intersection could be accommodated at 30 Hobsonville Road to enable access, via a collector road, from Hobsonville Road into the Future Urban zoned block accommodating CDL land, and others.
29. Again, so long as NoR W5 does not preclude that potential, it is acceptable.
30. The above is all relevant given the intended implementation date of the upgraded corridor is nominally scheduled by Auckland Transport (but we understand as yet unfunded) for 2028 – 2032 to “align with assumed North West Rapid Transit Corridor Full Implementation and SH16/SH18 connections” (Table 4-1, AEE). CDL may well seek to develop its land prior to the designation being implemented therefore, and its access will have to be taken into account in future design.
31. Finally, of relevance to all of CDL's landholdings, CDL suggests the designation needs to be clear in conditions regarding reducing the extent of land affected by the designation as soon as possible after construction or upon giving effect to the designation in detail. This is set out in the relief sought below.

Relief Sought

32. The Submitter seeks that NoR W5 be accepted provided conditions are inserted to address the following:

a) That the designation be amended and conditions imposed on the designation to ensure that:

- i. Future access to and egress from Hobsonville Road to the CDL land at 4-6 Hobsonville Road is protected.
- ii. Future access to and egress from Hobsonville Road to the CDL land at 30 Hobsonville Road is protected, including the potential for egress via a right-hand turn onto Hobsonville Road.
- iii. Future access from Hobsonville Road into the CDL land at 22A Trig Road is protected, including the possibility of access via a collector road from Trig Road and a new intersection north of Ryans Road.

b) That conditions are imposed on the designation to ensure that:

- i. Prior to the commencement of construction in the vicinity of the CDL land, a site-specific construction management plan applying to the area in the immediate vicinity of the CDL land is:
 - Prepared by the requiring authority in consultation with the Submitter;
 - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - Approved by the Council.
- ii. The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the CDL land is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.

c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

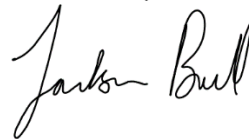
33. If the above relief is not accepted, the Submitter seeks that NoR W5 be declined.

34. The Submitter wishes to be heard in support of this submission.

35. If others make a similar submission, the Submitter would consider presenting a joint case with them at the hearing.

DATED at Auckland this 24th day of **April 2023**

Signature:

A handwritten signature in black ink that reads "Jackson Bull". The signature is written in a cursive style with a large initial 'J' and 'B'.

Jackson Bull
General Manager

Address for Service:

Forme Planning Ltd
Suite 203, Achilles House
8 Commerce Street
Auckland 1010
kay@formeplanning.co.nz

Appendix 1: Transport Evidence presented to PC5

**UNDER
IN THE MATTER**

the Resource Management Act 1991
of Proposed Plan Change 5 -
Whenuapai to the Auckland Unitary
Plan (Operative in Part).

**STATEMENT OF EVIDENCE OF BRYCE HALL ON BEHALF OF CDL LAND NEW
ZELAND LIMITED**

1. INTRODUCTION

- 1.1 My name is Bryce Hall and I am a Director of Traffic Planning Consultants Ltd (TPC) and have 25 years of traffic and transportation engineering experience including 23 years with TPC.
- 1.2 I hold the qualifications of a New Zealand Certificate in Engineering (Civil) (1991), a Bachelor of Engineering (Civil) degree from the University of Auckland (1993), a Master of Business Administration degree from Deakin University in Australia (2003), a Master of Traffic Engineering degree from Monash University in Melbourne, Australia (2004) and a Master of Transport Planning degree also from Monash University (2006). I am a Chartered Professional Engineer, a member of the Institution of Professional Engineers New Zealand (IPENZ) and a member of the Institute of Transportation Engineers (USA).
- 1.3 I have the following specific experience in relation to transportation related matters in this area:
- (a) Lead traffic engineer for the preparation of an Integrated Transport Assessment for the then Waitakere City Council for the rezoning of 500 hectares of land known as the Whenuapai Stage 2 Development area for a then shift of the Metropolitan Urban Limits. The 500 hectares included the land to which CDL has an interest.
 - (b) Lead traffic engineer for one of the large land owners in the Massey North Town Centre development including the development of an inter-connected road, cycle and pedestrian network through the area.
 - (c) Lead traffic engineer for the rezoning of the Scott Point peninsula from rural to residential accommodating up to some 3,000 dwellings.

- 1.4 I have been retained by CDL Land New Zealand Limited (**CDL**) to prepare and present this statement of evidence addressing matters raised in the company's submission on Plan Change 5: Whenuapai to the Auckland Unitary Plan ("**PC5**").
- 1.5 I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2014. I have complied with the Code of Conduct in preparing this evidence and agree to comply with it while giving evidence. Except where I state that I am relying on the evidence of another person, this 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 expressed in this evidence.
- 1.6 My evidence will address the following topics:
- (a) Current Transport Environment
 - (b) Future Transport Environment
 - (c) Trig Road Collector Road Connection to Hobsonville Road
 - (d) Linking Development to Infrastructure Provision

2. EXECUTIVE SUMMARY

- 2.1 Based on the analyses described in my evidence, the following conclusions can be made in respect of the outcomes that would arise by giving effect to the revised relief sought by CDL Land (NZ) Ltd to zone most of the block of land bounded by the North Western Motorway, Upper Harbour Motorway, Hobsonville Road and Trig Road ("**the Site**") Terraced House and Apartment Building (THAB) subject to a series of site specific refinements:
- (a) The Site's proximity to the Westgate Metropolitan Centre maximises the potential for residential development on the land to promote walking and cycling in order to access the services and facilities at Westgate.
 - (b) The location of the Site affords the opportunity to integrate with adjacent current and potential future passenger transport services and modes in such a way so as to minimise the need to travel by single occupant vehicles.
 - (c) The no exit Collector Road currently identified on the CDL submission land should be removed and be replaced with identified points of access (future intersections and future pedestrian / cycle connection points).

Hobsonville Road

- 3.4 Along the southern side of the site, Hobsonville Road provides an arterial road connection between Westgate and Hobsonville. It is classified as an arterial road in the Auckland Unitary Plan – Operative in Part (Unitary Plan).
- 3.5 In this location, Hobsonville Road provides for one traffic lane in each direction separated by a painted flush median. Unrestricted parallel parking is permitted along both sides of Hobsonville Road. The typical road cross section on Hobsonville Road is shown in Figure 2.



View looking west



View looking west

Figure 2 – Hobsonville Road Cross Section

- 3.6 The speed limit on Hobsonville Road is 50km/hr.
- 3.7 Traffic flows on Hobsonville Road are in the order of 12,000 vehicles per day with peak hour traffic flows of 1,000 to 1,200 vehicles per hour.

Trig Road

- 3.8 To the east of the site, Trig Road provides access to residential activities and rural activities along its length and also provides access to State Highway 18 at the Trig Road Interchange. Trig Road is classified as a Local Road in the Unitary Plan but will be upgraded to an arterial road connection in the future as development progresses. It provides a route north to Whenuapai and beyond and will ultimately be linked through to Northside Drive via a bridge across the North-Western Motorway.
- 3.9 In this location, Trig Road currently provides one traffic lane in each direction with a rural type cross section as shown in Figure 3.



View looking north

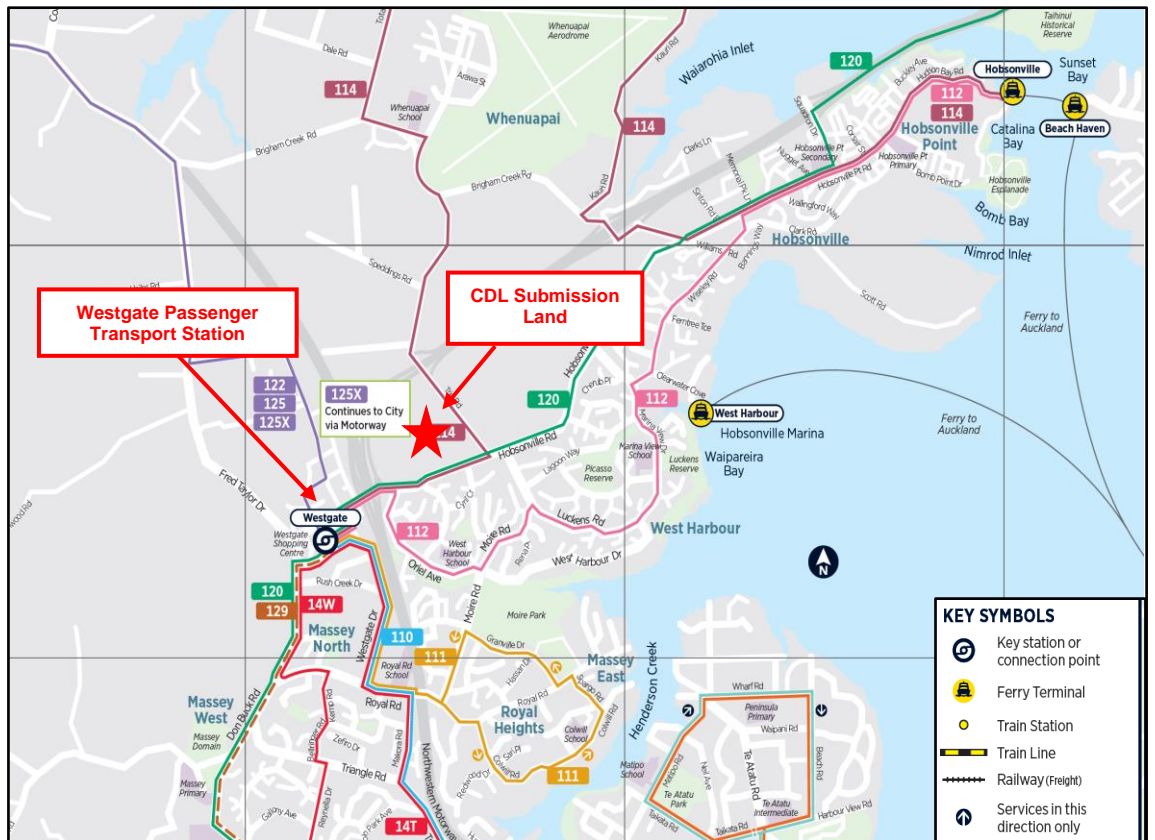
View looking south

Figure 3 – Trig Road Cross Section

3.10 Traffic flows on Trig Road are in the order of 8,500 vehicles per day with peak hour traffic flows of about 900 vehicles per hour.

Public Transport Accessibility

3.11 Information from the Auckland Transport website for public transport routes through this part of West Harbour is shown in Figure 4.



Source: www.at.govt.nz

Figure 4 – West Harbour Public Transport Routes

- 3.12 Bus services run along Hobsonville Road and the nearest bus stop is located outside of the site. The bus services provide connections to the Ferry services operating from the Westpark Marina and Hobsonville Point.
- 3.13 The Site is a short walk from the bus station at the Westgate Metropolitan Centre. The bus station allows residents connection to a large part of the Auckland region via the passenger transport network.
- 3.14 The Site itself can therefore be described as being well served by public transport given the passenger transport options available a short walk from the Site.

4. FUTURE TRANSPORT NETWORK

The Road Network

- 4.1 The Plan Change identifies an underlying future road network including a range of improvements and new road links to support future growth in the area.
- 4.2 This future road network (as amended in the Section 42A report) is shown in Figure 5.

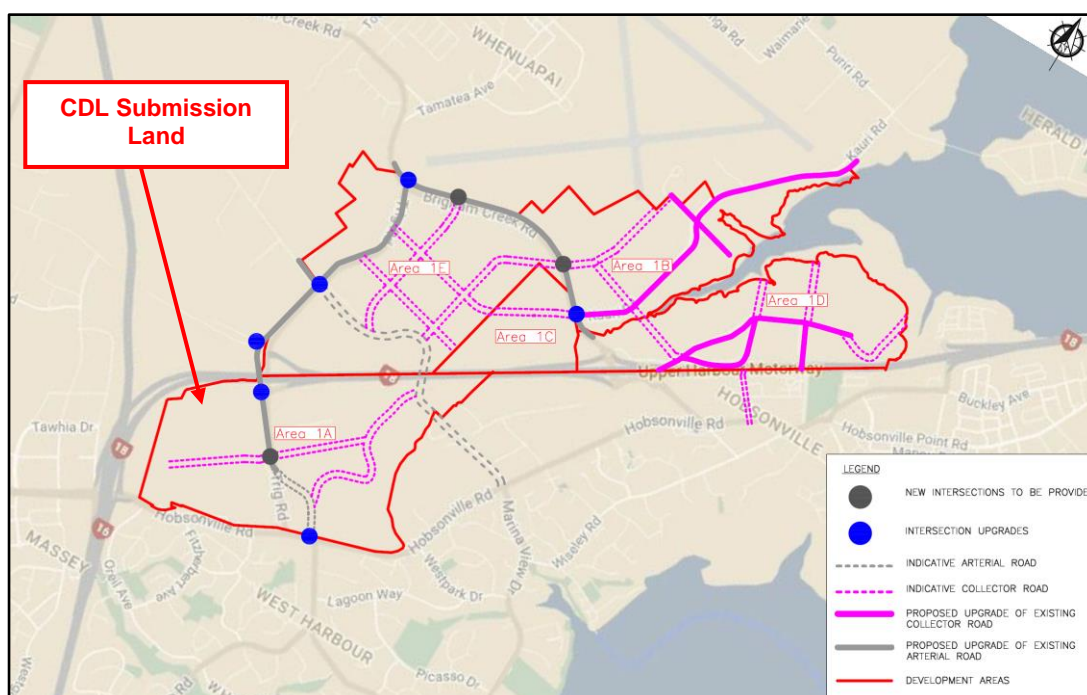


Figure 5 – Future Road Network Provision

- 4.3 The Plan Change identifies the works required and promotes a mechanism for funding these works. CDL has some reservations regarding the proposed text concerning funding, which I will discuss later.

Passenger Transport Network

- 4.4 The Government has promoted a Light Rail route between the Central Business District and the Westgate Metropolitan Centre as one of a number of measures to improve passenger transport accessibility throughout the Auckland Region.
- 4.5 I understand that the timing of the provision of the Light Rail route has yet to be determined exactly by the Government with reports of it potentially being in place within a 10-year timeframe.
- 4.6 Even if a light rail link does not occur, improvements to passenger transport are likely via bus lanes and/or a busway which have been signalled previously by Government.
- 4.7 What this means for Westgate and the land that surrounds it is that more intensive development can be supported by the transport network than is potentially currently anticipated.
- 4.8 It is evident that the area surrounding the site is well serviced by passenger transport. As additional development occurs, further passenger transport services will become increasingly viable providing more travel choice for current and future residents.
- 4.9 The Site affords an opportunity to provide an appropriate level of residential development within a 10-minute walk of an existing passenger transport node (Westgate Metropolitan Centre). In an Auckland context, this is a rare opportunity in a greenfields environment (as opposed to a brownfield setting) to develop very close to such a node.
- 4.10 In my opinion the Site is conveniently accessible to the Westgate Metropolitan Centre. It is directly across the motorway from the Metropolitan Centre zoned core which is currently being developed as a commercial centre; immediately south of that area is the original Westgate shopping centre which includes a supermarket and a full range of other retail around car parking areas; immediately west of the core of the centre is the Pak'n Save supermarket; and to the north of the core are General Business and Light Industry zoned areas set aside for LFR and employment purposes respectively.
- 4.11 In addition to the access provided at Hobsonville Road, it is anticipated that Northside Drive will be linked to Trig Road via a bridge across the North-Western

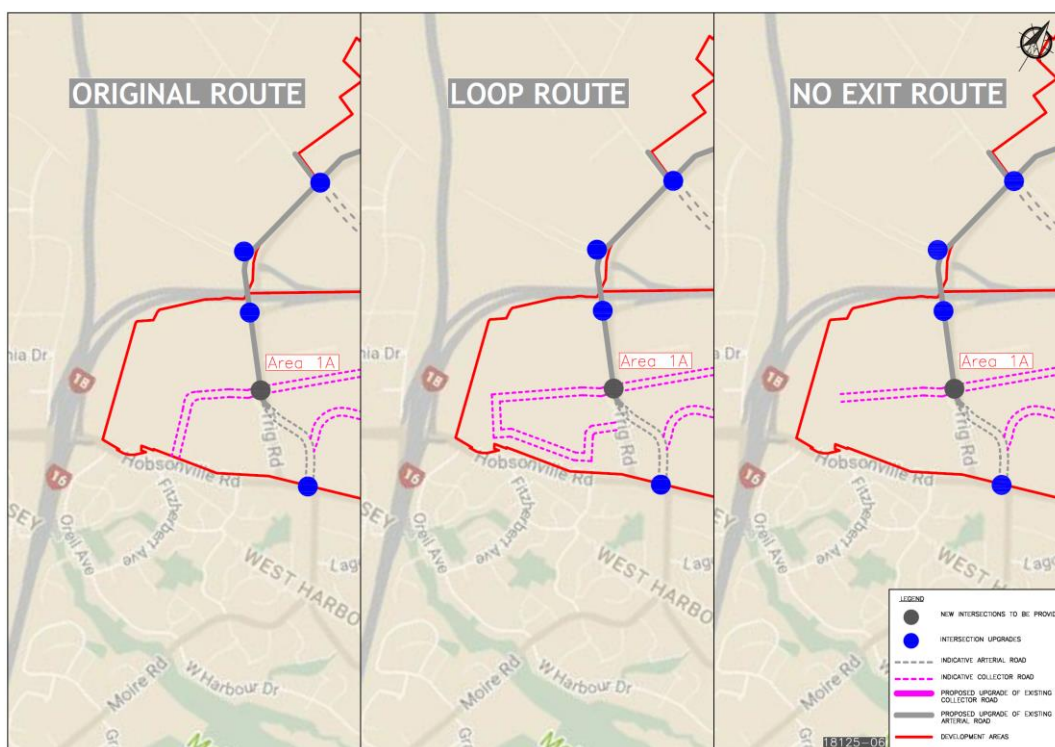
Motorway. This will provide good and convenient access from the Site to the developing employment areas in the northern part of Westgate.

4.12 As such I consider the Site to be entirely appropriate for intensive residential development.

5. TRIG ROAD COLLECTOR ROAD CONNECTION TO HOBSONVILLE ROAD

5.1 The future road network within the CDL submission land area has gone through several iterations in thinking by Council's consultants involved in preparing the Integrated Transport Assessment¹ (ITA) provided in support of the Plan Change.

5.2 These iterations are shown diagrammatically in Figure 6.



5.3 The Collector Road route as originally promulgated in the ITA, involved a Collector Road connection between Trig Road and Hobsonville Road as indicated in Figure 7. CDL lodged a submission in support of this connection. It provides convenient vehicular access into the Site from both Hobsonville Road and Trig Road.

¹ Whenuapai Structure Plan – Integrated Transport Assessment Report – July 2016 prepared by Flow Transportation Specialists Ltd

- 5.4 Subsequent to this the plan change as notified required provision of a crescent shaped loop Collector Road which has subsequently morphed through the Section 42A report into a Collector Road connection into the Site from Trig Road but no express provision for vehicular access onto Hobsonville Road.
- 5.5 The lack of the provision of a vehicle access to Hobsonville Road appears to relate to a concern of traffic “rat running” between traffic coming from the west along Hobsonville Road and Trig Road to access areas to the north such as the Trig Road motorway interchange. This concern seems to ignore the fact this traffic would have already travelled past the Motorway on-ramps at the Hobsonville Road Motorway Interchange before getting to the site and thus will have already had an opportunity to access the motorway rather than take the much longer potential route through the CDL submission land area.
- 5.6 “Rat Running” traffic is also something that CDL as the developer would seek to avoid through its development. This would be achieved through an appropriately design internal road network that provided connectivity for residents but discouraged “rat running”.
- 5.7 However, in seeking to avoid “rat running” traffic, the Collector Road route outcome currently being promoted by the Council for the land included in the CDL submission results in a very poor outcome. This is because:
- (a) the Council proposal involves identifying a Collector Road in a location where there is no need for a single road with such capacity to be identified. In my opinion it will be possible to provide sufficient access by implementing a network of local roads;
 - (b) the Collector Road effectively creates a development wide cul-de-sac which is a form of development opposed by Council and Auckland Transport at a local level and which appears particularly unwise in a greenfields development given the general acceptance that connectivity within subdivisions and beyond for both pedestrians and vehicles is desirable;
 - (c) if there is no vehicular access between the Site and Hobsonville Road then vehicles from the Site travelling south or west will need to be driven an unnecessarily long distance and through significant intersections at Trig Road and Trig Road / Hobsonville Roads which will be wasteful of fuel and time and add to traffic congestion.

- 5.8 Having a no exit Collector Road connection through the land area concerned would appear to go against all semblances of good planning where interconnected road and pedestrian networks are promoted and encouraged. Indeed, it runs counter to the Council's own proposed provisions in the precinct requiring that internal road networks be built to the site boundaries to enable future connections to be made (proposed Standard I616.6.8(2)).
- 5.9 On this basis, I consider that the potential outcomes achieved by this no exit Collector Road connection will result in a poorly designed residential development and for this reason CDL opposes the current suggested no exit Collector Road.
- 5.10 In the absence of a suitable Collector Road notation through the Site between Hobsonville Road and Trig Road (i.e. the option initially proposed in the ITA), CDL's preferred outcome would be to have no Collector Road route indicated on its property. Rather, it would be desirable to indicate future intersection locations on Trig Road and Hobsonville Road and also a future pedestrian and cycle connection leading into the Site from Hobsonville Road as close to the Westgate Metropolitan Centre as possible.
- 5.11 This desired outcome is shown in Figure 7 and on CDL's revised Whenuapai 3 Precinct Plan 2 of the information attached to the evidence of Ms Kay Panther Knight (planning witness for CDL).

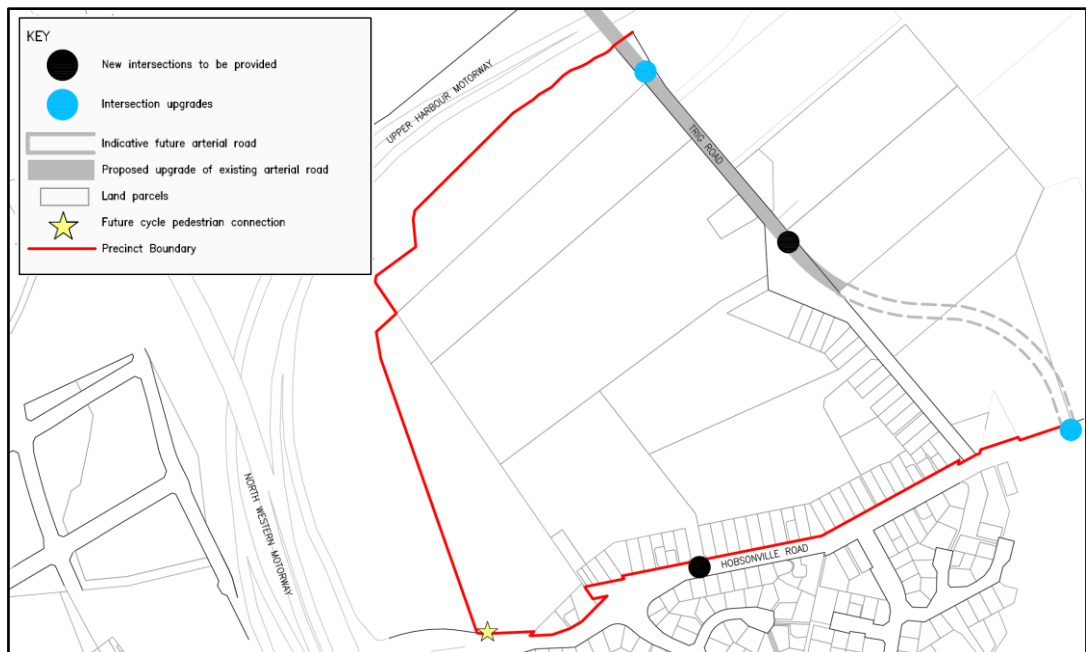


Figure 7 – CDL Preferred Outcome

- 5.12 This outcome would allow flexibility for CDL to provide an appropriate residential outcome with good levels of inter-connectivity to and from the road network.

6. LINKING DEVELOPMENT TO INFRASTRUCTURE PROVISION

- 6.1 There is an underlying theme in the Plan Change of linking development to infrastructure provision and in general I support such an outcome.
- 6.2 However, in relation to the CDL submission land, this appears to mean that no development can occur until such time as the Trig Road realignment with Luckens Road and Hobsonville Road is completed. Unfortunately, I understand that this road connection is currently not designated and with questions over funding. Outcomes throughout the Auckland Region where development has been reliant on undesignated new roads have been poor.
- 6.3 An example of this is the Fairview Road realignment to intersect with Oteha Valley Road at the Medallion Drive roundabout in Albany. Residential development was anticipated through a Plan Change for this area almost 20 years ago by the then North Shore City Council. Unfortunately, the land owner on whose property the undesignated road was proposed did not want the road to be provided, and to date, no road link has been built.
- 6.4 Linking development to an undesignated road connection is obviously problematic if a developer wants to advance a development proposition earlier than the road link can be provided, or not provided in the case of the Fairview Road example.
- 6.5 In relation to the CDL submission land, it has a readily available connection to Hobsonville Road via a previously proposed road link by the then Waitakere City Council at 30 Hobsonville Road. This link was never formed but appropriate road boundaries including road intersection splays were provided as shown in Figure 8.

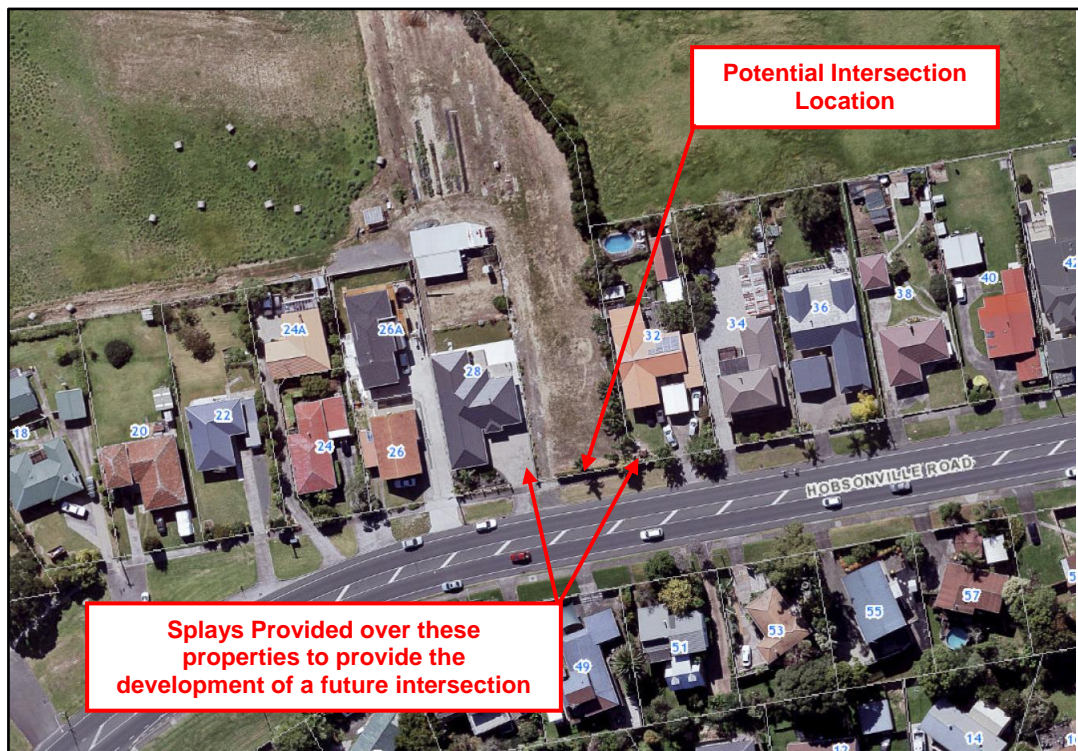


Figure 8 – Potential Intersection Location

- 6.6 In my opinion, with a viable alternative direct connection to Hobsonville Road from the CDL submission land area, there is no need for development of the CDL land to be dependent on the future provision of the undesignated Trig Road realignment promulgated as part of PC5.
- 6.7 Even if the broader roadworks envisaged by Council are necessary to cater for the increased traffic flows that will arise as a consequence of development throughout Whenuapai, they are not needed in order to cater for the relatively small proportion of that growth that will occur in the Site, particularly if (as CDL seeks) vehicular access directly from the Site onto Hobsonville Road is provided. In addition, residents on the Site will have access to the existing public transport network and will be able to walk or cycle to the Westgate Metropolitan Centre.
- 6.8 On this basis, I consider that a direct vehicular connection can be provided to the Site from Hobsonville Road that will provide for an appropriate development outcome for the CDL submission land area, and for the Plan Change area as a whole.

7. CONCLUSION

- 7.1 Based on the analyses described in my evidence, the following conclusions can be made in respect of the outcomes that would arise by giving effect to the submission from CDL Land (NZ) Ltd to zone the Site residential:

- (a) The Site's proximity to the Westgate Metropolitan Centre maximises the potential for residential development on the land to promote walking and cycling in order to access the services and facilities at Westgate.
- (b) The location of the Site affords the opportunity to integrate with adjacent current and potential future passenger transport services and modes in such a way so as to minimise the need to travel by single occupant vehicles.
- (c) The no exit Collector Road currently identified on the CDL submission land should be removed and be replaced with identified points of access (future intersections and future pedestrian / cycle connection points) to the public road network.
- (d) Making future development of land dependent on the provision of undesignated new road connections is problematic for CDL when its land holdings can be readily developed without such road connections being in place. Such a requirement should be removed from the development of the CDL land.

7.2 For these reasons, and those noted in the evidence of other experts on behalf of CDL, I consider the relief sought, and as outlined in Kay Panther Knight's evidence in particular, is appropriate.



Bryce Hall

23 April 2018

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:701] Notice of Requirement online submission - Clare Covington
Date: Monday, 24 April 2023 2:01:11 pm
Attachments: [Submission-NOR-124 Hobsonville Rd-ctc- JOW.pdf](#)
[Hobson Centre 124 Hobsonville Rd NOR W5 Form 21 and Assesement.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Clare Covington

Organisation name: The Saint Johns College Trust Board

Full name of your agent: Clare Covington

Email address: c.covington@harrisingrierson.com

Contact phone number: 099175045

Postal address:

Harrison Grierson PO Box 5760

Victoria Street West

Auckland 1142

Auckland City Centre

Auckland 1142

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:
Please see attached files.

Do you support or oppose the Notice of Requirement? I or we are neutral to the Notice of Requirement.

The reason for my or our views are:
Please see attached files.

I or we seek the following recommendation or decision from Auckland Council:

The submitter seeks confirmation that the designation does not extend into the site and that the proposed maps on the council Geomaps systems show an error, so that no land from the property at 124 Hobsonville Road is taken for the designation. Additionally, the submitter seeks confirmation that the existing access and parking in front of the retail buildings off Hobsonville Road will be maintained as shown on the general arrangement plan. Additionally, the submitter seeks that not less than 6 months or more consultation is undertaken with the owner for the Construction Traffic Management Plan (CTMP) and that works are practically complete before the annual peak seasonal shopping period. Further engagement is sought concerning cycleway traffic and pedestrian flow connecting with 124 Hobsonville Road.

Submission date: 24 April 2023

Supporting documents

[Submission-NOR-124 Hobsonville Rd-ctc- JOW.pdf](#)

[Hobson Centre 124 Hobsonville Rd NOR W5 Form 21 and Assesement.pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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SUBMISSION ON A REQUIREMENT FOR DESIGNATION OR ALTERATION OF DESIGNATION



Form 21

To Auckland Transport

Name of submitter The Saint John's College Trust Board

This is a submission on a notice of requirement from Auckland Transport for a designation or an alteration to a designation (the **notice of requirement**).

Auckland Transport has lodged a Notice of Requirement (NoR) for a new designation to widen Hobsonville Road between Oriel Avenue and Memorial Lane Park, including provisions of separate active mode facilities. This NoR, referenced as NoR W5, is being sought as part of the North West Local Network package, which consists of eight upgrades of roads in Whenuapai and Red Hills, lodged by Te Tupu Ngātahi Supporting Growth Alliance.

Key features of the proposal include:

- Upgrade of the section between SH16 and Luckens Road to a 30m wide four lane arterial and a 24m wide two-lane arterial route from Luckens Road to Brigham Creek Road. Widening of 30m between Brigham Creek Road and Memorial Park Lane.
- Active mode facilities provided on both sides along the entire length of the corridor.
- Upgrade of several intersections
- Stormwater pond and culverts
- Batter slopes to enable widening of corridor and associated cut and fill activities.
- Vegetation removal along the existing road corridor
- Other construction related activities including regrading of driveways, construction traffic maneuvering and construction laydown areas.

The submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

The specific provisions of the notice of requirement that this submission relates to are:

The location of the Designation in relation to the site at 124 Hobsonville Road, owned by The Saint John's College Trust Board and managed by Trust Investments Management Limited, as shown in the maps provided within the Auckland Council Geomaps online software (which may be an error), will result in an ingress of the designation into the site.

This will significantly affect access around the building and, if the provided maps are correct, will impact the building itself as the designation extends into its footprint. This will have significant effects on the day-to-day operation of the site, especially the effects from the construction period which is likely to last several years. The submitter seeks conditions to ensure the construction effects are minimised for the site occupants.

Alongside the proposed effects of the designation from the maps (which appears to be drawn in error) the designation will interfere with the current pedestrian crossing and access ramp used to gain access to the complex and to cross Hobsonville Road. It may also potentially impact vehicle ingress and egress along the slip road and associated accessways, due to the additional vehicle lanes and pedestrian and cycling facilities, which will require a new retaining wall along the road frontage.

1. This submission is:

The submitter wishes to have the Designation maps (on Council's Geomaps) amended to correct what appears to be an error that shows the designation extending into the building footprint of the landholdings at 124 Hobsonville Road.

The General Arrangement Plans indicate that the proposed designation (as shown in **Figure 1** below) will extend Hobsonville Road by a further two vehicle lanes and add a separated cycleway along the northern side of the roadway. As Figure 1 indicates, the right of way outside the 124 Hobsonville Road site will remain as part of the designation, with the existing landscaping separating the right of way and the roadway to be removed to accommodate the additional vehicle lanes and cycleway.

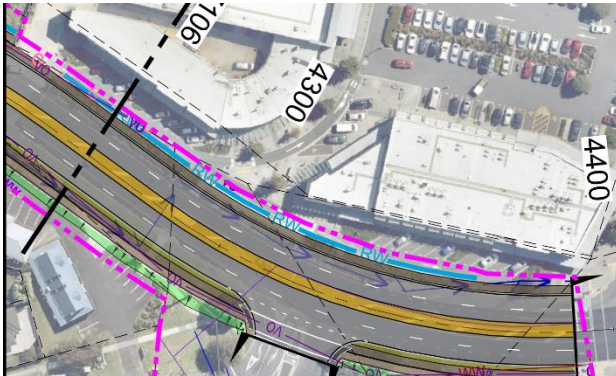


Figure 1: Proposed Designation Plan

As shown in **Figures 2** and 3, there are differences in how the proposed designation is mapped in respect to the boundary of the site at 124 Hobsonville Road. The submitter seeks confirmation that the designation mapping within Form 18 of the NoR is the correct mapping used, and that the mapping within the council Geomaps system is incorrect.

The submitter seeks in the first instance that the proposed designation is amended so that no land is taken from the site (as identified in the NoR Form 18). If the designation in the application is incorrect and this proposed land take into the site is correct, the submitter seeks direct consultation on this significant effect on the development at their site.

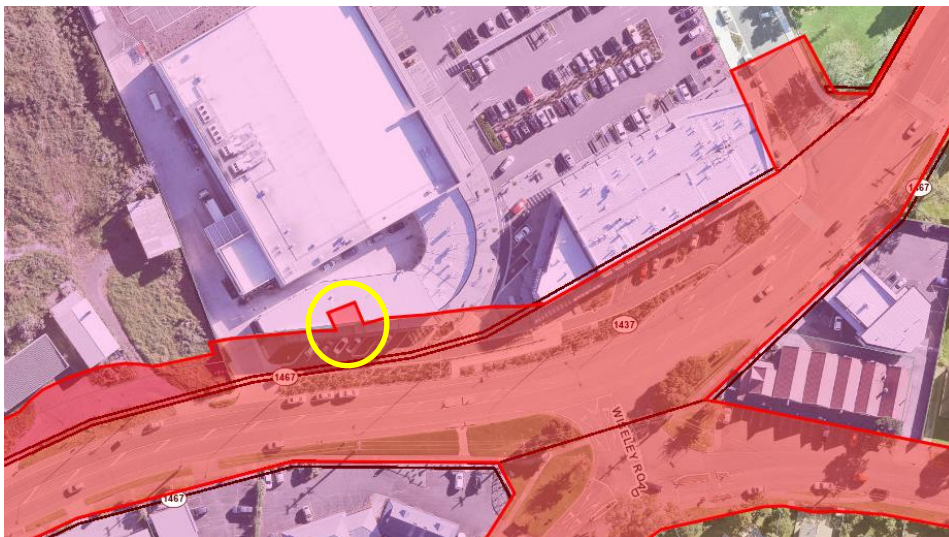


Figure 2: Proposed Designation as shown on Geomaps, with the stated error showing ingress into the site circled in yellow

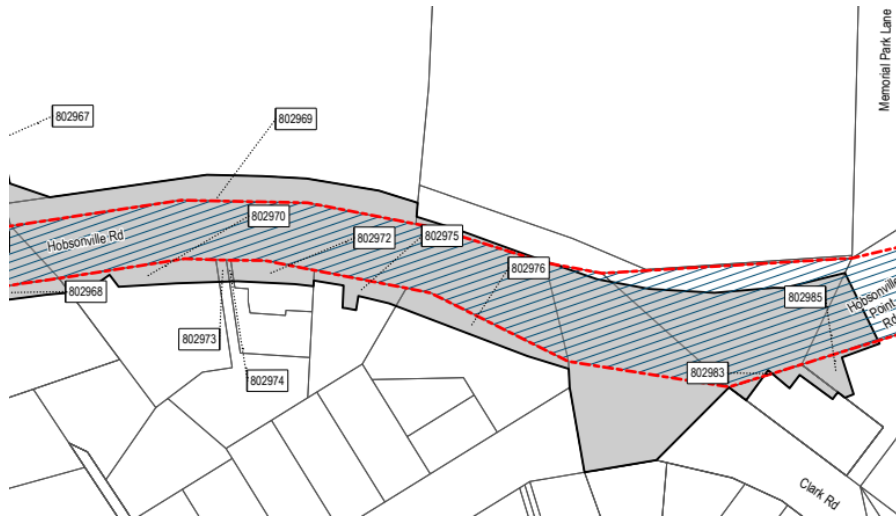


Figure 3: Proposed designation (shown in Grey) as shown within Form 18 of the NoR, showing the Designation following a similar route to the current Hobsonville Road, just widened slightly

In addition, while the Hobsonville Road entrance and parking areas in front of 124 Hobsonville Road are not within the ownership of the Trust and fall within the road corridor, they provide important access into the site and the units facing the road rely on this access and the provision of car parking spaces.

The current land use of the site is as a supermarket and shopping centre, including the supermarket building operated by Woolworths New Zealand under the Countdown supermarket brand, alongside a mix of food retail, personal services and professional offices and a carpark area with associated public spaces. A total of twenty-seven tenancies currently occupy the site. Entry and egress are controlled from three entrances; directly off Hobsonville Road, off Memorial Park Lane to the east and off Settlers avenue to the north.

The Notice of Requirement (NoR) will impact maintaining safe vehicle and pedestrian access to the shopping centre, specifically those businesses located off Hobsonville Road (shown in **Figure 4** below).



Figure 4: Hobsonville Rd frontage and

The submitter seeks that the existing access and parking provided to the site frontage on Hobsonville Road is maintained through this designation. This will allow the site to continue to operate as it currently does and maintain access and parking availability for businesses along this frontage.

The submitter also requests that early engagement is undertaken concerning the Construction Traffic Management Plan (CTMP), with the objective of completing engagement at least six months prior to staged construction.

2. The submitter seeks the following recommendation or decision from the local authority:

The submitter seeks confirmation that the designation does not extend into the site and that the proposed maps on the council Geomaps systems show an error (**Figure 2**), so that no land from the property at 124 Hobsonville Road is taken for the designation. Additionally, the submitter seeks confirmation that the existing access and parking in front of the retail buildings off Hobsonville Road will be maintained as shown on the general arrangement plan (as shown in **Figures 2** and 3).

Additionally, the submitter seeks that not less than 6 months or more consultation is undertaken with the owner for the Construction Traffic Management Plan (CTMP) and that works are practically complete before the annual peak seasonal shopping period. Further engagement is sought concerning cycleway traffic and pedestrian flow connecting with 124 Hobsonville Road.

3. The submitter wishes to be heard in support of their submission.

4. If others make a similar submission the submitter will consider presenting a joint case with them at a hearing.

Signature of Submitter:



Clare Covington

Date:

21 April 2023

Electronic Address for Service of Submitter: c.covington@harrisingrierson.com

Telephone: (09) 917 5045

Postal address (or alternative method of service under section 352 of the Act):

The Saint Johns College Trust Board

c/- Harrison Grierson Consultants Limited

PO Box 5760, Victoria Street West

AUCKLAND 1142

Contact Person: Clare Covington – Harrison Grierson



PUBLIC WORKS ADVISORY

Helping landowners and occupants affected by public works

19 April 2023

Planning Technicians
Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Email unitaryplan@aucklandcouncil.govt.nz

Dear Sir/Madam,

**Hobson Centre 124 Hobsonville Road - Notice of Requirement (NOR W5) Alteration to designation
1437 Hobsonville Road (Auckland Transport)**

On behalf of the landowners of the Hobson Centre, 124 Hobsonville Road we attach: -

- a. Submission under Form 21
- b. Impact Assessment for 124 Hobsonville Road
- c. Recommendations

We confirm we wish to be heard in support of this submission.

Yours faithfully

Ian Campbell

Director

Email ian@publicworksadvisory.co.nz

Mobile 0274 770 486

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Ian Campbell Public Works Advisory

Organisation Name (if submission is made on behalf of Organisation)

On behalf of Saint Johns College Trust Board c/- Trust Investments Management Limited

Address for service of Submitter

Level 26 HSBC Building 188 Quay Street Auckland

Telephone:

274770486

Fax/Email:

ian@publicworksadvisory.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific parts of the above notice of requirement that my submission relates to are: (give details):

Hobson Centre 124 Hobsonville Road, Hobsonville

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

The proposed four vehicle lanes, new pedestrian and cycleway and retaining wall works and access ramp will disrupt the Hobson Centre retailers, customers and public visiting the centre.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

That not less than 6 months or more, consultation is concluded with the Owner for the Construction Traffic Management Plan (CTMP) and that works are practically complete before the annual peak seasonal shopping period. Further engagement is recommended concerning cycleway traffic and pedestrian flow connecting with Hobson Centre.

I wish to be heard in support of my submission



I do not wish to be heard in support of my submission



If others make a similar submission, I will consider presenting a joint case with them at a hearing



19 April 2023

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Notice of Requirement (NoR W5) Alteration to designation 1437 Hobsonville Road - Impact Assessment at 124 Hobsonville Road (Hobson Centre)



Hobson Centre 124 Hobsonville Road

The Hobson Centre is a busy community shopping precinct operating 7 days per week accessible mainly from Hobsonville Road, Memorial Park Lane and Settlers Ave. The property is owned by the Saint Johns College Trust Board and managed by Trust Investments Management Limited.

The Centre has approximately 27 tenancies, comprising a balanced mix of food retail, personal services and professional offices and parking. Countdown Supermarket (Progressive) is the main anchor tenant at Hobson Centre. Tenancy details are attached.

Existing vehicular access for the front retail tenancies and into Hobson Centre is provided by a slip road accessed from Hobsonville Road. There are short-term carparks provided for retailers along the Hobsonville Road frontage.



Vehicle driveway entrance into the Hobsonville Road slip road and short-term parking

Property Details

Property ID:	11173461
Address:	124 Hobsonville Road, Hobsonville
Legal:	Lot 1 DP 477437 on NA 661797 (Fee Simple)
Owner:	Saint Johns College Trust Board
Main Tenant:	Progressive Enterprises (Countdown)
Land Area:	1.9563 hectares (more or less)
CV (2022):	\$48,150,000
Zone:	AUP Operative – Business Local Centre Zone
Requirement:	NOR W5 condition to engage on the CTMP

Impact Assessment

The NOR W5 alteration to the designation 1437 Hobsonville Road will impact frontage along Hobsonville Road as this will be upgraded to include four vehicle lanes outside the Centre with pedestrian and cycling facilities. A new retaining wall is proposed along the frontage.

The NOR W5 (Form 18 – Condition 15) states that construction will be managed by way of a Construction Traffic Management Plan (CTMP). As a condition, the Hobson Centre must be engaged as part of developing the detailed design so to ensure construction effects are considered. We record that works will affect the entire Hobson Centre and the Owner will seek to minimise disturbances to occupants.

The proposed work will interfere with the current pedestrian crossing and access ramp used to cross Hobsonville Road. NOR W5 has the potential of impacting vehicle ingress and egress along the slip road. There may be further impacts that will be identified at the allocated time.

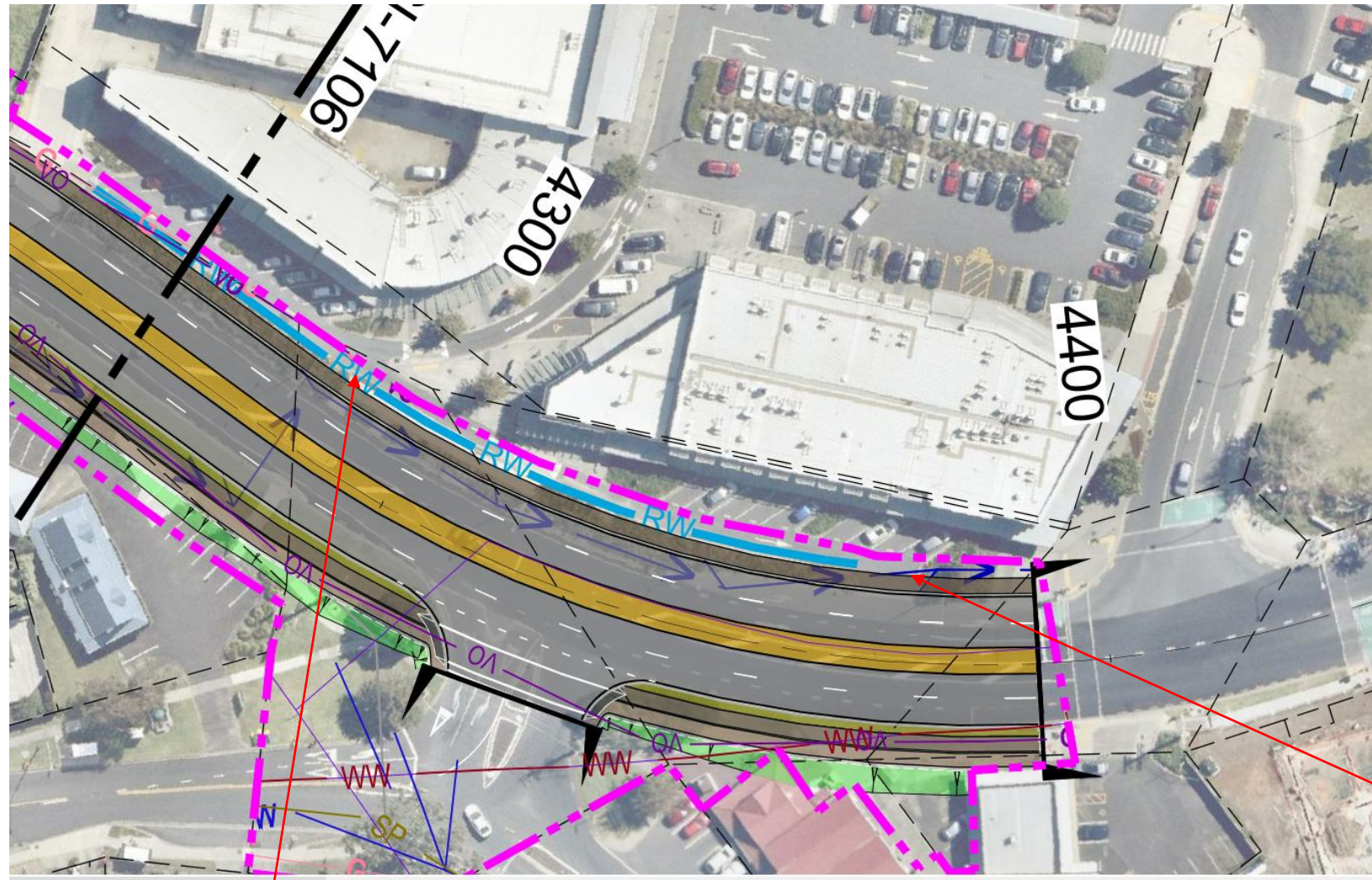
Early engagement with the Owner

The NOR W5 provides for four vehicle lanes outside the Hobson Centre with pedestrian and cycling facilities. A new retaining wall will be constructed that will need to integrate with current pedestrian flows.

The start and end of the cycleway is located near the corner of Hobsonville Road and Memorial Park Lane. There are currently no details available on how the cycle traffic will integrate with the busy Hobson Centre corner.

We recommend early engagement is made concerning the Construction Traffic Management Plan (CMTP), with the objective of completing engagement at least 6 months prior to staged construction.

To minimise disruption to retailers, customers and the public, all civil and construction works must be practically completed before the start of the annual peak seasonal shopping period. Such timing can be discussed with the Hobson Centre managers when the project commences.



Hobsonville Road slip road entrance (one way) with pedestrian link and access ramp with safety barrier.




Vehicle entrance following into main shopping and car park area.



Slip way vehicle egress out to Hobsonville Road.


124 Hobsonville Road, Hobsonville

Hobson Centre Tenancy Layout Plan (subject to periodic changes in tenancy)

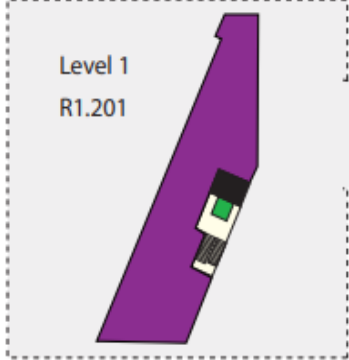



Monday	9am-6pm	Saturday	9am-5pm
Tuesday	9am-6pm	Sunday	10am-5pm
Wednesday	9am-6pm		
Thursday	9am-8pm	Countdown	
Friday	9am-6pm	Open 7 days -	7am -10pm

15 02 18



Level 1
R1.201

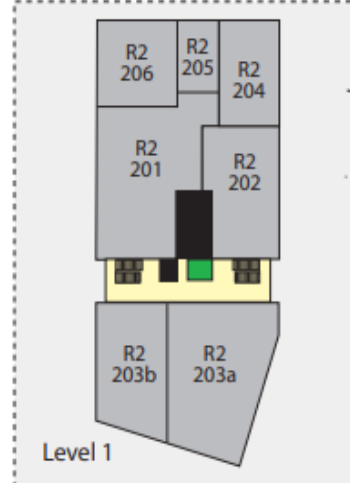




Countdown

- R1.101 EDO Sushi
- R1.102 Helloworld
- R1.103 Hobson Roast
- R1.104 Kofte Kofte
- R1.105 Tank
- R1.106 Cilantro (Indian)
- R1.107 Raw Essentials
- R1.108 Jasmine Nails Spa
- R1.109 LJ Hooker
- R1.201 Anytime Fitness
- R2.101 The Coffee Club
- R2.102 West Liquor
- R2.103 Dominos
- R2.104 Golden Silk Thai
- R2.105 Mane Hair Design
- R2.106 Senses Massage
- R2.107 Unichem Hobsonville Pharmacy
- R2.108 Hobsonville Kitchen
- R2.109 Vacant
- R2.201 Jalcon
- R2.202 Hobsonville Dental Centre
- R2.203a Hobsonville Family Doctors
- R2.203b Hobsonville Physio
- R2.204 The Mortgage Supply Co
- R2.205 Denturetech
- R2.206 Blomfield Investments

Level 1



Hobson Centre, 124 Hobsonville Road, Hobsonville, Auckland, New Zealand - Phone: 09 550 4040 - email: info@hobsoncentre.co.nz - www.hobsoncentre.co.nz

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:699] Notice of Requirement online submission - Michele Moana Going and Stephen Andrsen
Date: Monday, 24 April 2023 2:01:20 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Michele Moana Going and Stephen Andrsen

Organisation name:

Full name of your agent: Michele Moana Going

Email address: michele.going@xtra.co.nz

Contact phone number: 0272994155

Postal address:
299 and 301 Hobsonville Road
Hobsonville
Auckland
0618,
Auckland
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

North West Local Network: Alteration to designation 1437 Hobsonville Road I think this is correct - there is a proposal to widen outside 299, 301 and 303 Hobsonville Road and put in a bustop.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

We understand that Auckland Transport is proposing to widen the road, directly outside our homes at 299 and 301 Hobsonville Road. We are perplexed at why residential homes along the length of Hobsonville Road are being asked to relinquish their front yards when the land on the opposite side of the road has basically been vacant for 10 years (with the exception of the Gull Service station which has possibly been in place for 5 - 6 years although we are not sure of the dates). We would have thought that surely Auckland Transport with its access to substantial resources would be in a position to plan more effectively and in a way that does less harm to the ratepayers who own property along Hobsonville Road. We understand that the current plans also propose to widen the road even further outside our properties in order to accommodate a bus-stop. We oppose this for the following three reasons: 1. Excessive congestion and the health and safety issues surrounding that. - there is a roundabout within 10-20 metres of the entrance to our properties. - Cars often line about outside our properties as they try to negotiate the roundabout which causes visibility issues when we try to leave our properties, especially if trying to turn right from our properties. - since the arrival of the Gull Service station there is even further congestion on the days that specials are offered by the station. Cars in both directions cause issues both at the roundabout and on the median trip outside our properties as they try to turn into the petrol station, or alternatively are waiting to be able to turn into the station. - There have been a number of car accidents at the roundabout where the vehicles involved in the accidents end up in the driveways of both our properties caused by the current congestion levels. - A bus-stop at the proposed point will add to these congestion levels and will compound the already large visibility issues. 2. Evidence of the need for a bus-stop at this part of Hobsonville Road. - As stipulated above there is a roundabout

within 20 metres of 299 Hobsonville Road. Neither us nor our neighbours on either side of us have the need to use the public bus services. The businesses who are likely to be erected directly across the road from us will also be less likely to use the bus services. - While we have used bus services in a very limited way over the 27 years of living in Hobsonville Road the buses have not stopped near our property in probably over 20 years and there appears to be little use of the public transport. We have NOT been inconvenienced by walking further up the road and generally have been one of very few on the bus (in some instances there has been no-one else on the bus for Westgate. 3. Loss of parking space at the residences. - Michele Going built the house in 1996 and specifically set the house off the road so that there would be sufficient parking for various vehicles at the house since the whanau live out of Auckland and Michele's house is often used as the hub for various gatherings in Auckland. Currently we can fit comfortably seven cars off the road (two on the grassed area) without encroaching on either our neighbours or the general public by parking on the road. - the proposed bus-stop will take away at least four and possibly five of the current parking facilities (when garden and street appeal is taken into account.). We currently on a daily basis have 4 - 5 vehicles parked outside our premises. - we currently play musical chairs to allow the vehicle to be parked but we do manage without being a menace to either of our neighbours or the public using the road - this is because we enter our property and turn around in our property basically within the driveways of 299 and 301 Hobsonville Road. A bus-stop will prevent this. - Further to this - not only does the proposal take away our ability to park our vehicles on our own property, it further compounds our personal situation since the ability to park on the street outside our home has also been removed because a bus-stop is proposed to be designated, directly outside our properties. We wish to speak directly to our submission when the opportunity arises with the relevant evidence concerning congestion, traffic accidents etc will be presented (theoretically Auckland Transport may already have evidence of the relevant traffic accidents at the roundabout.)

I or we seek the following recommendation or decision from Auckland Council:

- Condition to not allow for a bus stop outside 299 and 301 Hobsonville Road - Widen the road using the other side of the street where fewer buildings are affected.

Submission date: 24 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



THE PLANNING
COLLECTIVE

Form 21

Submission on requirement for designation NOR W5 that is subject to notification

Sections 168A, 169, 181, 189A, 190, and 195A, Resource Management Act 1991

To: Auckland Council

SUBMITTER DETAILS

Name of Submitter: GR & CC McCullough Trustee Limited (“**MTL**”)

1. GR & CC McCullough Trustee Limited makes this submission on North West Local Network: Alteration to Designation 1437 Hobsonville Road Notice of Requirement W5 (“**NOR W5**”) lodged by Auckland Transport to the Auckland Unitary Plan - Operative in Part in accordance with Section 169 of the Resource Management Act 1991 (**RMA**) as follows.
2. MTL could not gain advantage in trade competition through this submission.
3. MTL **wishes to be heard** in support of their submission.
4. If any other submitters make a similar submission, MTL will consider presenting a joint case with them at the hearing.

OVERVIEW

5. MTL has an interest in NOR W5 that is greater than the interest of the public generally as they own land at 403 and 403A Hobsonville Road, Auckland which will be directly affected by the proposed designation NOR W5.
6. MTL is also the tenant of 103A Hobsonville Road and operates the Hobsonville Veterinary Clinic (**The Vets**) out of the premises at 403A Hobsonville Road. 403A Hobsonville Road also includes several on-site carparks for customers.
7. 403 Hobsonville Road is located to the rear of 403A Hobsonville Road and is a residential address, consisting of a dwelling which MTL own. The dwelling is currently tenanted, with MTL being the landlord. The access to 403 Hobsonville Road is from Hobsonville Road, via a right of way (**RoW**) over 403A Hobsonville Road. This is the sole access to 403 Hobsonville Road.
8. An aerial image showing 403 and 403A Hobsonville Road is **Attachment A**. Photographs of 403 and 403A Hobsonville Road detailing carparking and access are included as **Attachment B**.

9. MTL as the owners of 403 and 403A Hobsonville Road, the owners and operators of the Vets and the landlord for the residential property at 403 Hobsonville Road, has an interest in the land at 403A Hobsonville Road, particularly the area of the land proposed to be designated for NOR W5. The area to be designated is shown in **Attachment C**.

SCOPE OF SUBMISSION

10. This submission relates to NOR W5 as a whole, but specifically the portion of the Notice of Requirement (**NOR**) showing a proposed designation over the front portion of the MTL Land.
11. NOR W5 seeks to alter the existing designation applying to Hobsonville Road to allow for upgrades to Hobsonville Road. Key features, of particular relevance to this submission, of the upgrade include:
 - The upgrade of the section of road between State Highway 16 (SH16) and Luckens Road to a 30m wide four lane arterial road;
 - Active mode facilities along the entire length of the corridor; and
 - Other construction related activities outside the permanent corridor.
12. MTL **opposes** NOR W5, in terms of the impacts on its land and activities which are not considered justified.
13. The proposed designation extends a significant distance onto the property at 403A Hobsonville Road, and right up to the building occupied by The Vets, extending beyond the front of the building and up the eastern boundary (refer **Attachment C**). This extent of the proposed designation effectively removes all customer and staff parking for the business - The Vets as well as its street front signage.
14. The loss of carparking will result in significant adverse effects on MTL and its ability to operate The Vets. By nature, The Vets requires sufficient on-site carparking to meet the needs of its customers, who may have sick or injured animals that require veterinary care. Those who require veterinary services will not easily be able to utilise public transport or walk from off-site parking, particularly if they have sick or injured animals in need of veterinary care, especially if such care was required urgently. On-site parking also provides safe access to The Vets for those customers with animals.
15. Staff of The Vets also require on-site parking due to their frequent carrying of animals and equipment and to ensure staff safety for those working after hours and who choose to, or need to, travel by car.
16. The loss of carparks will make it unviable for The Vets to continue to operate at this location.
17. The reduction in the size of the site will further exacerbate the non-viability of any operation on the site, present or future as there is insufficient land area left around the building to enable alternative uses, provide alternative car parks or maintain some degree of flexibility for land uses to change.

18. The pole sign for The Vets, located on the street front of Hobsonville Road will need to be removed and relocated under the proposed designation, reducing the visibility and business profile.
19. As 403 Hobsonville Road shares an access with 403A Hobsonville Road, its access will also be restricted by the proposed designation, particularly as a result of the decreased manoeuvrability on 403A Hobsonville Road and the loss of carparks.
20. The loss of land, including carparks and sufficient access to both 403 and 403A Hobsonville Road will result in the properties becoming less desirable for those wishing to tenant them in the future, should either tenant move out.
21. There is insufficient information or detail provided in the NOR to demonstrate that the proposal represents an outcome with an acceptable level of impact on the local environment.
22. MTL considers there are alternative options that would better achieve the outcomes sought and have lesser impacts on the site and business operations, noting the significant area of bare land directly across the road from 403 and 403A Hobsonville Road.
23. The NOR as it impacts the MTL (and The Vets and residential property at 403A and 403 Hobsonville Road respectively), is not in keeping with the relevant objectives and policies in the Unitary Plan relating to infrastructure namely the proposed infrastructure is adversely impacting on established businesses in a manner that will render the businesses unviable, contrary to policies B3.3.2(4) and B3.3.2(7) in particular. This part of the infrastructure will not contribute to the economy of Auckland in a positive manner.
24. There is insufficient information, and evaluation of alternatives to make an informed decision that the NOR represents the best, or only solution for this location and that it achieves a quality compact urban form consistent with objectives B.2.2.1.

RELIEF SOUGHT

25. MTL seek that Auckland Council recommend NOR W5 be **refused**;
 - a) in relation to the significant adverse effects on established activities on the site at 403 and 403A Hobsonville Road, including whether the proposed NoR avoids, remedies or mitigates those adverse effects associated with the construction and operation of the transport infrastructure on the environment and on community health and safety (Policy B3.3.2(7); and
 - b) unless it can be demonstrated the indicated design is the best design to achieve integration with adjacent land uses, taking into account their current and planned use, intensity, scale, character and amenity (Policy B3.3.2(4)(a)); and
 - c) unless it can be demonstrated that the indicated design is the best design to achieve a well-functioning urban environment that includes achieving a quality compact urban form which includes:
 - a higher quality urban environment (B2.2.1 (1) (a));
 - enabling better use of existing infrastructure and efficient provision of new infrastructure(B2.2.1 (1) (c)); ;

- greater social and cultural vitality (B2.2.1 (1) (e));
- reduced environmental effects (B2.2.1 (1) (g)).

26. MTL further seek any other relief required to achieve the outcomes sought in this submission.

Yours sincerely



Burnette O'Connor
Director | Planner
The Planning Collective Limited

Address for Service:

The Planning Collective Limited
Attn: Burnette O'Connor
PO Box 591
Warkworth
0941
Ph: 021422346
Email: burnette@thepc.co.nz

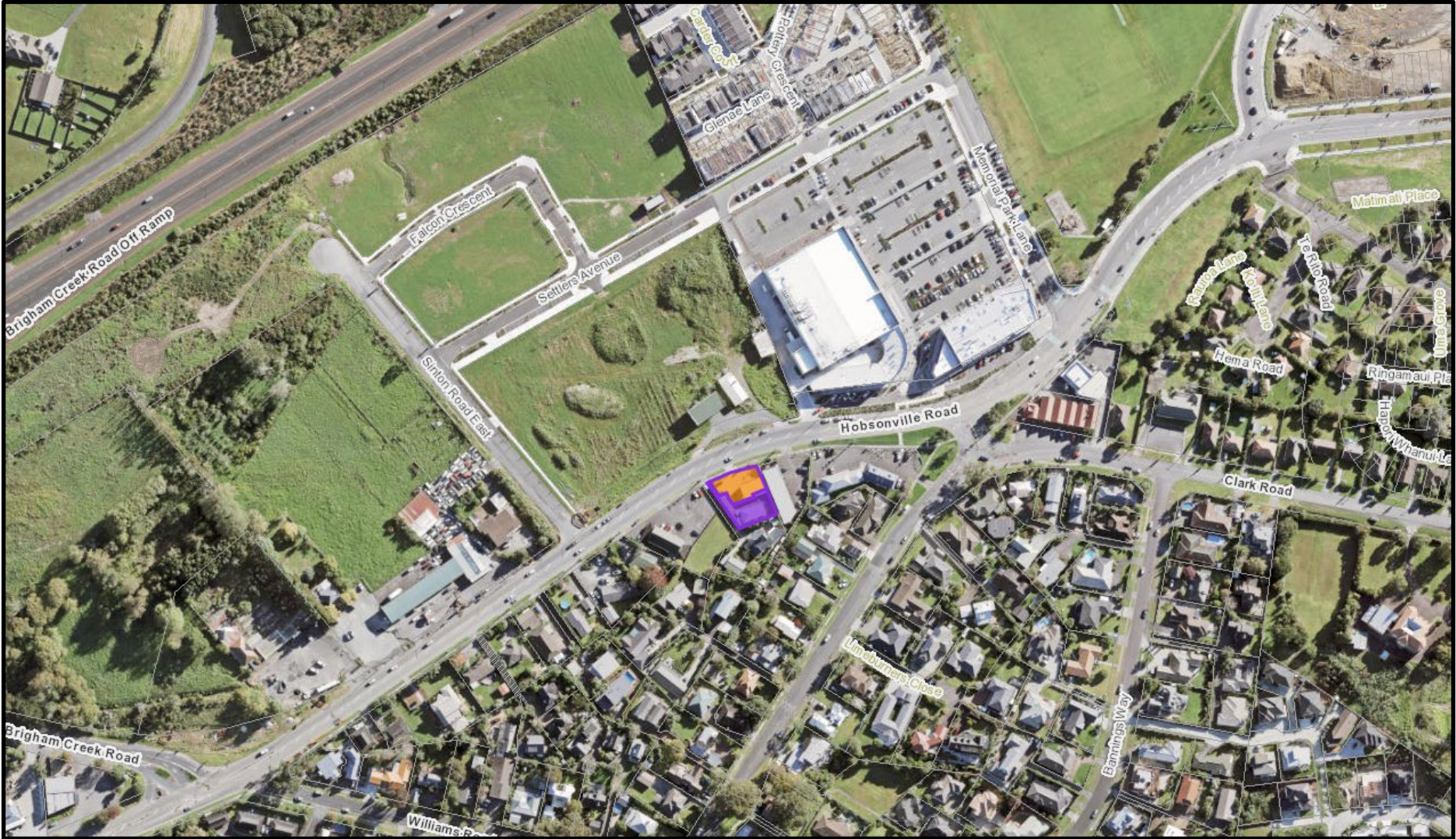
Attachments

- A – Aerial Image 403 and 403A Hobsonville Road
- B – Photos of 403 and 403A Hobsonville Road
- C – Proposed Designation

Attachment A – Aerial Image 403 and 403A Hobsonville Road

403 Hobsonville Road indicated by purple polygon and 403A Hobsonville Road indicated by orange polygon.





Attachment B – Photos of 403 and 403A Hobsonville Road



West side of parking 403A Hobsonville Road



Side parking and access to 403 Hobsonville Road (looking south west from Hobsonville Road)



Road access from Hobsonville Road (taken from the Vets carpark)



403 Hobsonville Road access



The Vets clinic, carparking and access, with ramp access to the Vets



Vehicle Access



The Vets carparking



Carparking in front of the Vets

Attachment C – Proposed Designation



Diagram showing extent of proposed Designation affecting 403 and 403A Hobsonville Road.

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LEGEND GENERAL

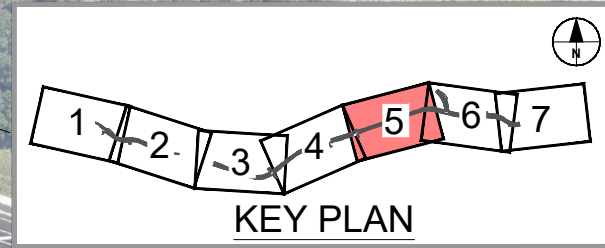
- +— CONTROL LINE AND CHAINAGE
- - - EXISTING PROPERTY BOUNDARY
- - - PROPOSED DESIGNATION BOUNDARY
- ▭ PROPOSED ROAD CORRIDOR
- ▭ PROPOSED FOOTPATH
- ▭ PROPOSED CYCLEWAY
- ▭ PROPOSED BERM
- ▭ PROPOSED FLUSH MEDIAN, RAISED MEDIAN OR TRAFFIC ISLAND
- ▭ FILL BATTER
- ▭ CUT BATTER
- ▭ PROPOSED CROSSING OVER STREAM OR ROAD
- RW— PROPOSED RETAINING WALL
- ▲ NOTABLE TREES

LEGEND STORMWATER

- ▭ PROPOSED WETLAND
- ▭ PROPOSED CULVERT (SUBJECT TO RESOURCE CONSENT)
- > PROPOSED SW PIPE INDICATIVE FLOW DIRECTION
- > PROPOSED SWALE
- > PROPOSED DIVERSION DRAIN
- ▭ EXISTING CULVERT
- EXISTING OVERLAND FLOW PATH
- SW— EXISTING STORMWATER (MAIN)

LEGEND EXISTING UTILITIES

- G— GAS
- W— WATERCARE (MAIN)
- WW— WASTE WATER (MAIN)
- P— VECTOR ELECTRICITY
- FO— FIBRE OPTIC
- OH— TRANSPOWER OVERHEAD LINES
- ▭ TRANSPOWER PYLON



ORIGINAL SIZE A1
100mm
90
80
70
60
50
40
30
20
10
0

ORIGINAL IN COLOUR

"AERIAL IMAGERY SUPPLIED BY NEARMAP AUSTRALIA PTY LTD" NOT FOR CONSTRUCTION

REV	DATE	APPROVED	BY
B	DEC 2022	JDT	ISSUED FOR NOTICE OF REQUIREMENT LODGEMENT
A	MAY 2021	VDLT	DRAFT ISSUE FOR REVIEW

SURVEYED	N/A	30.04.2021
DRAWN	V. DELA TORRE	30.04.2021
DRAWING CHECK	J. DELA TORRE	30.04.2021
DESIGN	P. HADWIN	30.04.2021
DESIGN REVIEW	D. ZIMMERLE	30.04.2021
APPROVED	B. BUSNARDO	07.12.2022



649

SUPPORTING GROWTH PROGRAMME
WHENUAPAI - HOBSONVILLE RD FTN UPGRADE (NoR W5)
 Drawing Title: GENERAL ARRANGEMENT LAYOUT PLAN
 SHEET 5 OF 7

Drawing Date: 07.12.2022		FOR LODGEMENT	
A1 Scale: 1:1000	A3 Scale: 1:2000	Revision: B	
Discipline: CIVIL		Drawing No: SGA-DRG-NWE-002-CI-7105	

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ORIGINAL SIZE A1

LEGEND GENERAL

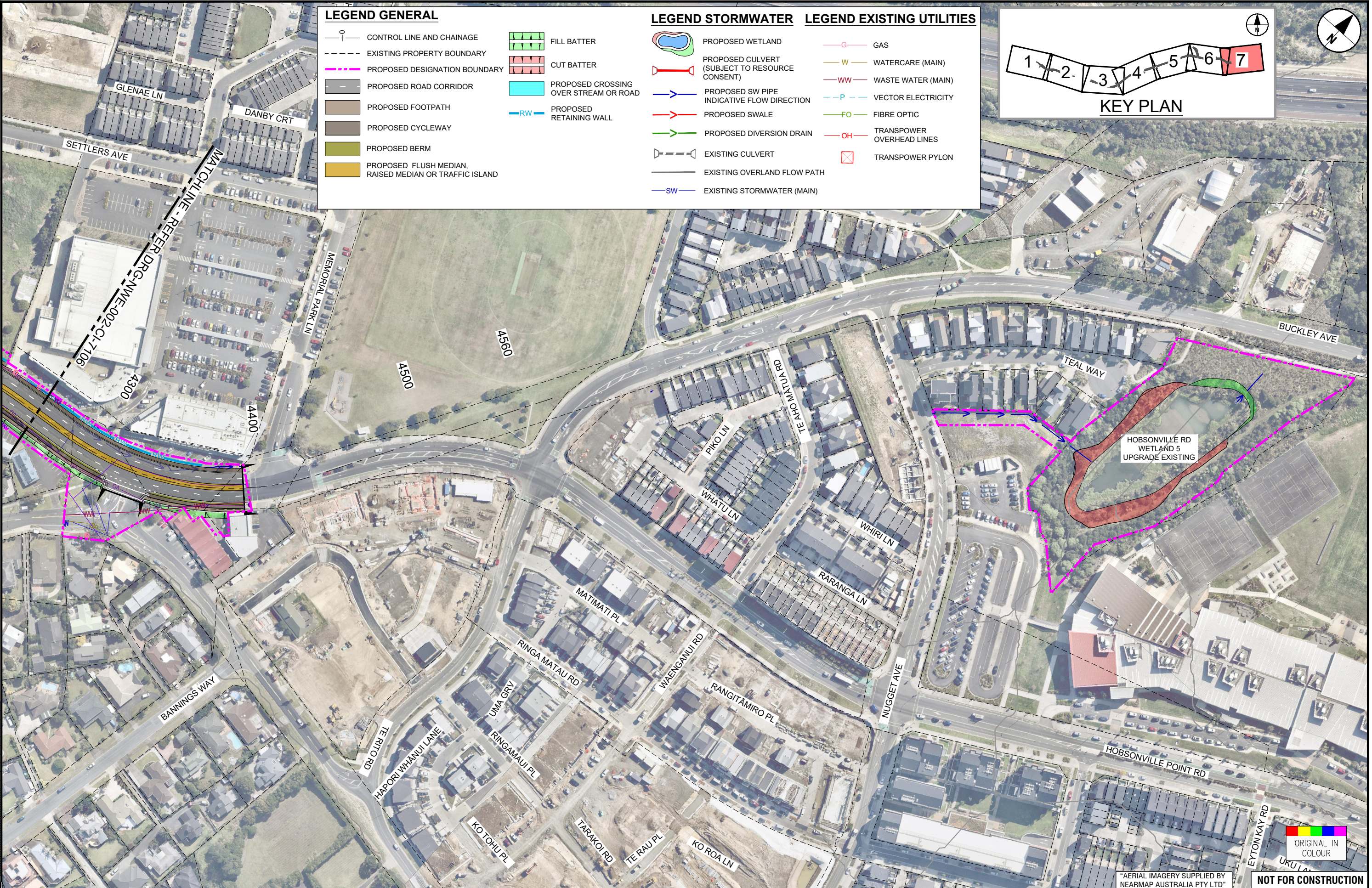
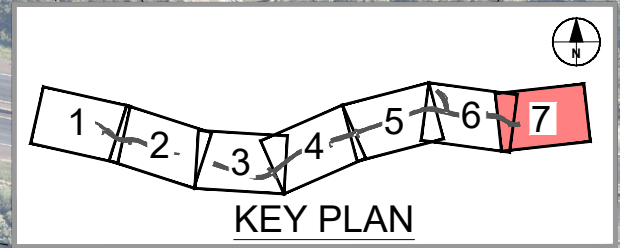
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- WATERCARE (MAIN)
- WASTE WATER (MAIN)
- VECTOR ELECTRICITY
- FIBRE OPTIC
- TRANSPOWER OVERHEAD LINES
- TRANSPOWER PYLON



ORIGINAL IN COLOUR

AERIAL IMAGERY SUPPLIED BY NEARMAP AUSTRALIA PTY LTD

NOT FOR CONSTRUCTION

REV	ISSUED FOR NOTICE OF REQUIREMENT LODGEMENT	JDT	DEC. 2022	DESIGN REVIEW	D. ZIMMERLE	30.04.2021
A	DRAFT ISSUE FOR REVIEW	VDLT	MAY 2021	APPROVED	B. BUSNARDO	07.12.2022

SURVEYED	N/A	30.04.2021
DRAWN	V. DELA TORRE	30.04.2021
DRAWING CHECK	J. DELA TORRE	30.04.2021
DESIGN	P. HADWIN	30.04.2021
DESIGN REVIEW	D. ZIMMERLE	30.04.2021
APPROVED	B. BUSNARDO	07.12.2022



651

SUPPORTING GROWTH PROGRAMME
WHENUAPAI - HOBSONVILLE RD FTN UPGRADE (NoR W5)
 Drawing Title: GENERAL ARRANGEMENT LAYOUT PLAN
 SHEET 7 OF 7

FOR LODGEMENT	
Drawing Date:	07.12.2022
A1 Scale:	1:1000
A3 Scale:	1:2000
Discipline:	CIVIL
Drawing No:	SGA-DRG-NWE-002-CI-7107
Revision:	B

End of Submission

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THE PLANNING
COLLECTIVE



From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:746] Notice of Requirement online submission - Russel Strahle
Date: Monday, 24 April 2023 3:15:38 pm
Attachments: [Submission-NOR-84 Hobsonville Rd-ctc- final.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Russel Strahle

Organisation name: Austino New Zealand Limited

Full name of your agent: Clare Covington

Email address: c.covington@harrisingrierson.com

Contact phone number: 099175045

Postal address:

Harrison Grierson PO Box 5760

Victoria Street West

Auckland 1142

Auckland City Centre

Auckland 1142

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Please refer to attached submission.

Do you support or oppose the Notice of Requirement? I or we are neutral to the Notice of Requirement.

The reason for my or our views are:

Please refer to attached submission.

I or we seek the following recommendation or decision from Auckland Council:

The submission requests the removal of the designation from 84 Hobsonville Road where it has frontage to Westpoint Drive to align with the road works now completed (by Austino) and with the General Arrangement Plan included in the NOR application. This will ensure this unfair and unreasonable hindrance to future development is removed from the land.

Submission date: 24 April 2023

Supporting documents

[Submission-NOR-84 Hobsonville Rd-ctc- final.pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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SUBMISSION ON A REQUIREMENT FOR DESIGNATION OR ALTERATION OF DESIGNATION



Form 21

To Auckland Transport

Name of submitter Austino New Zealand Limited

This is a submission on a notice of requirement from Auckland Transport for a designation or an alteration to a designation (the **notice of requirement**).

Auckland Transport has lodged a Notice of Requirement (NoR) for a new designation to widen Hobsonville Road between Oriel Avenue and Memorial Lane Park, including provisions of separate active mode facilities. This NoR, referenced as NOR W5, is being sought as part of the North West Local Network package, which consists of eight upgrades of roads in Whenuapai and Red Hills, lodged by Te Tupu Ngātahi Supporting Growth Alliance.

The submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

The specific provisions of the notice of requirement that this submission relates to are:

The location of the Designation in relation to the site at 84 Hobsonville Road (which Austino is in the process of purchasing off Auckland Council).

It appears that the designation mapped on Council's geomaps includes an error as it partially extends onto the site at 84 Hobsonville Road, which does not align with what has recently been approved by Auckland Transport and constructed as part of Austino New Zealand's resource consent for 84 Hobsonville Road.

Should the designation remain, it will result in an unreasonable hindrance on the land which does not align with any future works identified as part of the designation.

1. **This submission is:**

The submitter requests amendment to the Designation as it relates to 84 Hobsonville Road (as shown in **Figure 1** showing the AUP map extract) to remove it from the open space land and align with the road works now completed (by Austino). This will ensure no further land is taken from the site at 84 Hobsonville Road and that an unfair and unreasonable hindrance would not be placed on the land which would significantly affect future development plans for the site.

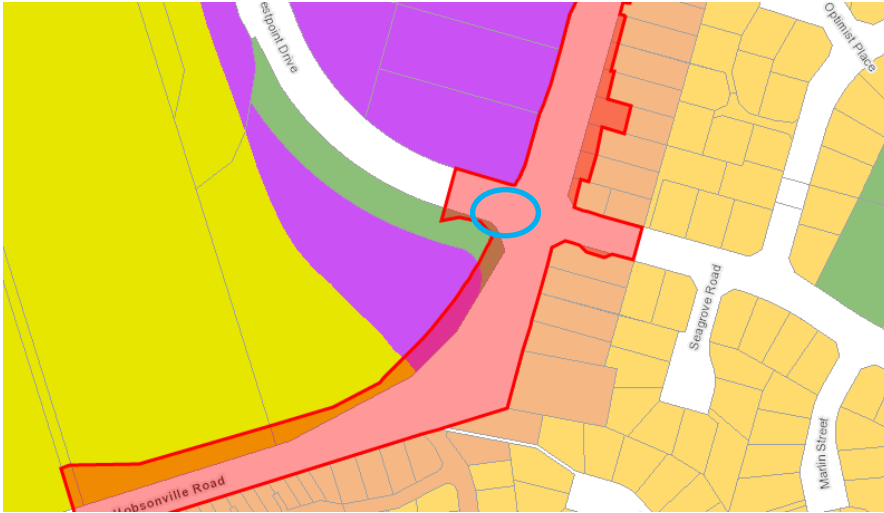


Figure 1: Extract from AUP maps showing the Hobsonville Road widening at 84 Hobsonville Rd with area in question shown with blue circle

The Notice of Requirement (NoR) to designate land includes widening and a splay into the site at 84 Hobsonville Road (purple line) which does not align with the recently constructed collector road (Westpoint Drive). This line does not relate to any road changes indicated on the General Arrangement Plan and appears to be an error (shown in **Figure 2** below). In particular, the alignment of the designation matches the east side of the current road layout while the extent on the west side of the road is not aligned.

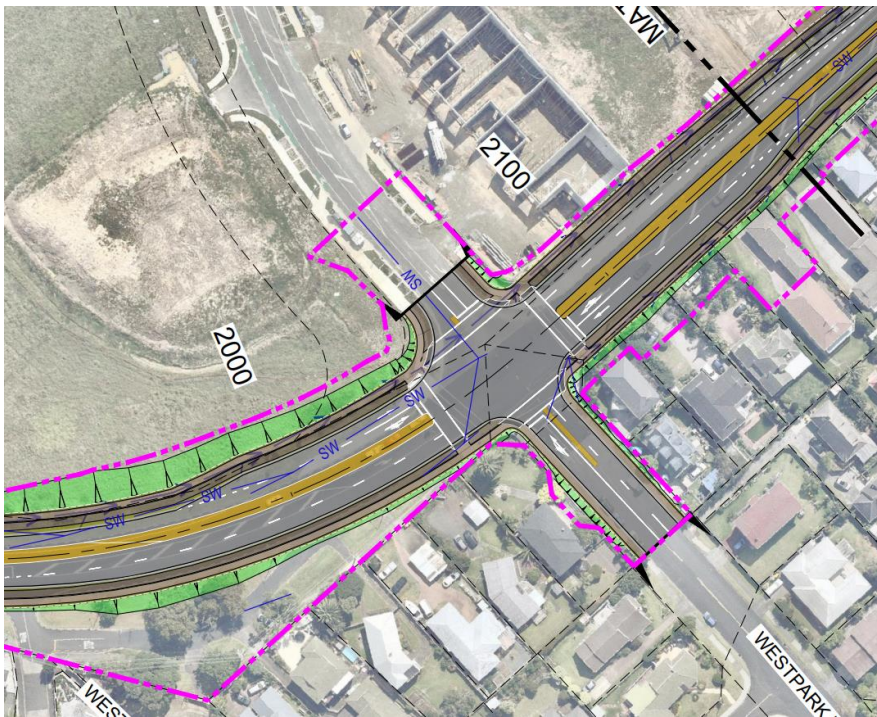


Figure 2: Extract from NOR General Arrangement Plan showing the Hobsonville Road widening at 84 Hobsonville Rd.

The recently constructed intersection outside the site at 84 Hobsonville Road was signed off by AT in March 2023 (see extract in **Figure 3** below). The submitter opposes the further designation/ acquisition of land at the site.

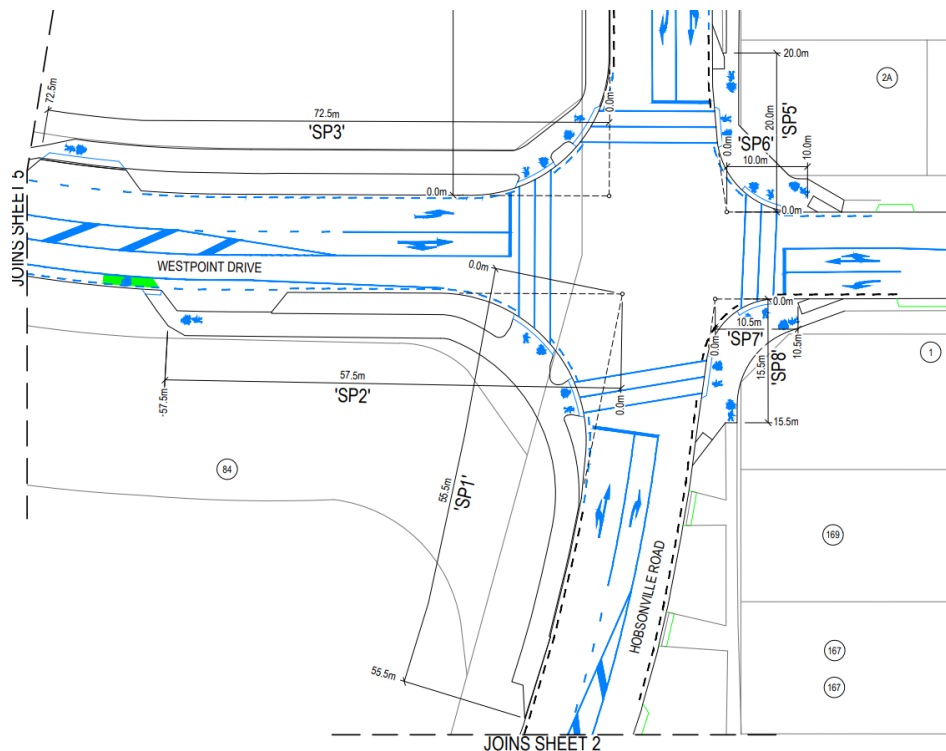


Figure 3: Auckland Transport approved plans for the recently constructed Westpoint Drive showing all works outside 84 Hobsonville Road

2. The submitter seeks the following recommendation or decision from the local authority:

The submission requests the removal of the designation from 84 Hobsonville Road where it has frontage to Westpoint Drive (as per the area on the AUP map extract in **Figure 1**) to align with the road works now completed (by Austino) and with the General Arrangement Plan included in the NOR application. This will ensure this unfair and unreasonable hindrance to future development is removed from the land.

3. The submitter wishes to be heard in support of their submission.

4. If others make a similar submission the submitter will consider presenting a joint case with them at a hearing.

Signature of Submitter:



Clare Covington

Date:

21 April 2023

Electronic Address for Service of Submitter: c.covington@harrisingrierson.com

Telephone: (09) 917 5045

Postal address (or alternative method of service under section 352 of the Act):

Austino New Zealand Limited

c/- Harrison Grierson Consultants Limited

PO Box 5760, Victoria Street West

AUCKLAND 1142

Contact Person: Clare Covington – Harrison Grierson

24 April 2023

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

via email: unitaryplan@aucklandcouncil.govt.nz

Submission on the Notice of Requirement to alter Designation 1437 Hobsonville Road (Auckland Transport)

This is a submission on the Notice of Requirement to alter Designation 1437 Hobsonville Road ("NoR") on behalf of Corinthian Properties Ltd ("Corinthian").

Background to Corinthian Properties Limited

Corinthian is the original owner and developer of 102C Hobsonville Road ("the site").

The site comprises a mixed-use 2,781m² commercial development of three separate buildings, 101 car parking spaces, signage and landscaping which was originally consented by Auckland Council in 2017 (ref. LUC60069803), with a series of s127 RMA variations approved in subsequent years.

In 2018 the site was subject to a unit title involving the creation of 21 Principal Units. Corinthian have retained ownership of PU 2, 3, 4, 5, 6, 7, 8 and 13. The remaining units are owned by other parties.

The proposed road widening designation will affect 345m² along the site's frontage.

Summary of Submission

Corinthian support the NoR and the associated widening and improvement of Hobsonville Road. However, Corinthian have concerns about the impact of the land take on the commercial development on the site, including potential non-compliance that this will cause with the existing resource consent.

As illustrated within the accompanying Site Layout Plan (**Appendix 1**), and based on the General Arrangement Layout Plans (refs. SGA-DRG-NEW-002-CI-7104 Rev. B / 7105 Rev. B) which accompanied the NoR Notice, the proposed road widening designation will affect the following existing development on the site:

- One car parking space
- A large freestanding pylon sign
- A landscaped garden along the site's frontage to Hobsonville Road

Relief Sought

Corinthian seek the following relief:

1. That the NoR is amended to avoid the removal of any parking spaces on the site
2. That, prior to any land take, Auckland Transport shall at their cost:
 - Design, provide, and install adequate development signage to replace the pylon sign
 - Obtain resource consent, if necessary, for:
 - the replacement signage
 - removal of landscaping, and
 - any yard setback infringements associated with the new front boundary location; and
 - any other matters relating to the modification of the approved commercial development associated with the land take.

In addition to the specific relief above, Corinthian seeks such other alternative or consequential relief to give effect to the matters raised in its submission.

Hearing

Corinthian wishes to be heard in support of its submission. If others wish to make a similar submission, Corinthian will consider presenting a joint case with them at the hearing.



Stuart Brooke
Planning Manager
Stellar Projects Limited
Phone: 022 601 5610
Email: stuart.b@stellarprojects.co.nz

Address for Service

Corinthian Properties Limited
PO Box 33-684
Takapuna
Auckland 0740
Attn: Zane Gifford

Email: zane@keaprop.co.nz
Ph: 021 686 030

Enclosed:

Appendix 1 – Approved Site Layout Plan and Proposed NoR Designation Boundary

LEGEND

- × 37.18 PROPOSED LEVEL
- 37.18 EXISTING LEVEL
- EXISTING CONTOUR

TOWN PLANNING

LEGAL DESCRIPTION	LOT 3 - DP 488277
SITE AREA	0.5985Ha
AUTHORITY	AUCKLAND COUNCIL
ZONE	LIGHT INDUSTRIAL
MAX HEIGHT	20m
BUILDING SETBACK	2m FRONT YARD
HIRB	6m + 35degrees from HOBSONVILLE SCHOOL FRONT YARD ONLY
LANDSCAPING REQ'D	

BUILDING AREAS & PARKING CALCULATION

	GYM	RETAIL	OFFICE
BUILDING 1	0.0	452.0	1421.0
BUILDING 2		248.0	666.0
CAFE		700.0	2087.0
TOTAL	0.0	700.0	2087.0

	25.0	25.0	45.0
PARKING RATIO	25.0	25.0	45.0
PARKING REQUIRED	0.0	28.0	46.4
TOTAL	74.4		

PARKING PROVIDED 101

GFA SUMMARY

UNIT	AREA
OFFICE UNITS	
OFFICE 1	593
OFFICE 2	138
ENTRY OFF 1-2	62
OFFICE 3	156
OFFICE 4	139
OFFICE 5	123
ENTRY OFF 5-6	20
OFFICE 6	90
OFFICE 7	90
ENTRY OFF 7-8	20
OFFICE 8	90
OFFICE 9	90
ENTRY OFF 9-10	20
OFFICE 10	123
OFFICE 11	109
OFFICE 12	109
OFFICE 13	115
RETAIL UNITS	
RETAIL 1	134
RETAIL 2	114
RETAIL 3	92
RETAIL 4	69
RETAIL 5	69
RETAIL 6	60
RETAIL 7	69
RETAIL 8	93
TOTAL GFA	2787



SITE PLAN & OVERALL GROUND FLOOR PLAN

LOT ~ 3 102 HOBSONVILLE RD. ~ HOBSONVILLE

RESOURCE CONSENT AMMENDMENT ISSUE

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:769] Notice of Requirement online submission - Pushpa Kumar Kurra
Date: Monday, 24 April 2023 5:45:59 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Pushpa Kumar Kurra

Organisation name:

Full name of your agent:

Email address: kvmpushpakster@gmail.com

Contact phone number: 02102468739

Postal address:
323A Hobsonville Road
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

If the intention is to extend and have cycle and walkways along Hobsonville road to connect to trig road then the Westpoint drive parallel road Hobsonville Road can be used by very minimal changes. Also, if there is a necessity to connect Brigham Creek road to Trig road even this can be achieved by connecting the Westpoint drive to Brigham Creek road on the North East and Westpoint drive to Trig road on South West. This way you don't have to touch the residential properties along Hobsonville Road and there is lot of bare land that can be used to connect these three roads.

I or we seek the following recommendation or decision from Auckland Council:

If the intention is to extend and have cycle and walkways along Hobsonville road to connect to trig road then the Westpoint drive parallel road Hobsonville Road can be used by very minimal changes. Also, if there is a necessity to connect Brigham Creek road to Trig road even this can be achieved by connecting the Westpoint drive to Brigham Creek road on the North East and Westpoint drive to Trig road on South West. This way you don't have to touch the residential properties along Hobsonville Road and there is lot of bare land that can be used to connect these three roads Could you consider this recommendation and let us know whether this assessment was made before making this NoR.

Submission date: 24 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:771] Notice of Requirement online submission - Ms Katherine Mary Duncan
Date: Monday, 24 April 2023 6:15:32 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Ms Katherine Mary Duncan

Organisation name:

Full name of your agent:

Email address: mjduncan@xtra.co.nz

Contact phone number: 0211488020

Postal address:
377A Hobsonville Road
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

The specific part that my submission relates to are the red lines that have been drawn on the map for Hobsonville Road and Brigham Creek Road.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

I am the home owner/occupier of 377A Hobsonville Road and I am concerned for the impact of this Notice of Requirement will have on my neighbours and the owners of domestic properties on the East side of Hobsonville Road. In summary, it will affect the value of these properties and ability to sell, right up to the time that work actually commences, which apparently may be 10 years. Then the parking availability will be affected. And the amenity value will be affected - trees, gardens, fences. Hobsonville Road Background East Side – Domestic, West Side - Commercial Hobsonville Road has been populated domestically on the east side of the road for many years, whereas the west side was originally market gardens with sporadic small commercial enterprises and wasteland. The west side is now largely commercially developed, much of this in the last 5 or so years. Map The map overlay on the website showing aerial view of the road is old (2017) and is out-of-date. I am surprised that this is acceptable for a NOR. It is therefore not clear to anyone who does not know Hobsonville Road, that the west side of the road has recently been developed commercially right up to the footpath, not leaving room for expansion of the arterial route on the west side. The travesty of this is the west side of the road was relatively vacant (see 2017 aerial view (NOR W5) and could/should have been set aside for the arterial needs without impacting the many domestic properties on the east side. The western landowners would have been compensated. Domestic impact The proposed plan appears to appropriate all open ground in the frontage of each domestic property identified on the plan. 1. Parking I am concerned for my neighbours on each side who use this area for parking vehicles, as do others up and down the road. (See Parking below) 2. Value and Saleability of Property Apparently this NOR plan may not actually be enacted for a number of years. In the meantime, anyone wanting to sell their home has this impediment to the sale of their property. It will affect the sale price and in this jittery market, may affect the ability to sell at all. 3. Amenity Value As well as appropriating the open space frontage of a property, this will affect the removal of fences, hedges, trees, all of which contribute to the amenity value of the property and

the immediate area. Trees take time to grow and Car Parking There does not appear to be any allowance for car parking on the road in the proposed plan. I request that consideration be given for car parking along Hobsonville Road in the Plan. 1. In the first instance, in the proposed plan, parking opportunity has been removed from the domestic properties, as mentioned above. 2. Parking is currently allowed in Hobsonville Road. 3. There is minimal ability to park on side rows, with narrow new side roads, and yellow lines disallowing parking. 4. Central Government legislation - Natural Policy Statement on Urban Development 2020. Although this very recent Policy Statement seems to be driving the omission of parking on the main road, Hobsonville Road is not a main arterial route in the same manner as other arterial routes in Auckland. It merely services Hobsonville and Hobsonville Point – the end of the road. Therefore the active mode of car parking should be provided for in the plan in Hobsonville Road. There remains and will remain the need for parking, for users of cars in the arterial routes. Bike lanes can never replace the need for car parking. Ideology should not subsume common sense. Brigham Creek Road Brigham Creek Road is a few houses away from our property. It runs from Hobsonville Road to the motorway and then on to Whenuapai and SH16. I am referring to the first part of the road to the motorway, a short distance, shown on the plan in red. 1. Brigham Creek Road needs to be widened immediately. It is the only entrance and exit from the motorway to West Auckland. Therefore, all traffic from Hobsonville Point (the new development area of thousands of properties), all need to drive to Brigham Creek Road. This road is clogged at peak time. Once again, the south side of the road is developed (commercial), whereas the north side has been wasteland. However, the north side is currently being developed with earthworks and drainage, leaving no room for road expansion, which is so desperately needed. How could this development proceed, without allowing for the road to be widened? And there would need be no impact on the existing properties on the other side of the road. 2. Round-a-bout The Brigham Creek intersection would be best served by a very large round-a-bout. There is plenty of room for it. And it would include Williams Road. Again, this is needed immediately, not in 10 years time.

I or we seek the following recommendation or decision from Auckland Council:

1. Review and redraw the red line demarkation on the domestic properties on the East side of Hobsonville Road, to only include what may be needed and to not encroach on some properties more than others because they have more unbuilt on space.
2. Review the lack of parking being made available in the plan and redraw the plan to ensure parking is available along Hobsonville Road.
3. Review and redraw the red line demarkation on the West side of Hobsonville Road so that most of the required land for road widening is identified on the west side of the road while there is still some land available that is not built on.
4. Review Brigham Creek Rd red line demarkation and reserve enough land for widening the road immediately on the north side of the road while it is still open land.
5. Review implementing a large round-a-bout at the intersection of Hobsonville Road and Brigham Creek Road.

Submission date: 24 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



24 April 2023

File ref: AUP WLA NOR W5

Planning Technician
Auckland Council
Private Bag 92300
Auckland 1142

unitaryplan@aucklandcouncil.govt.nz

Dear Sir/Madam

SUBMISSION ON A NOTICE OF REQUIREMENT FOR: NORTH WEST LOCAL NETWORK: HOBSONVILLE ROAD – ALTERATION TO DESIGNATION 1437 (NOR W5)

To: Auckland Council

Name of submitter: Heritage New Zealand Pouhere Taonga

1. Heritage New Zealand Pouhere Taonga (HNZPT) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead agency for heritage protection.
2. HNZPT could not gain an advantage in trade competition through this submission.
3. HNZPT submission is on the Notice of Requirement (NoR W5) in the Auckland Unitary Plan (AUP) for the:
 - Alteration of the existing Hobsonville Road designation 1437 to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane.
 - Upgrade of sections of Hobsonville Road corridor to a 30m wide four-lane cross section with separated active mode facilities on both sides of the corridor.
 - Upgrade of sections of Hobsonville Road corridor to a 24m wide two-lane cross section with separated active mode facilities on both sides of the corridor
4. HNZPT acknowledges that the proposed corridor is a significant infrastructure project for Auckland Transport. HNZPT supports the purpose of planning for a well-functioning urban environment through the improvement of transport infrastructure to support future urban growth.
5. Nevertheless, of focus for HNZPT is for the identification, protection, preservation, and conservation of historic heritage (HNZPTA) and advocate that historic heritage is fully considered in accordance with section 6(f) of the Resource Management Act 1991 (RMA). Historic heritage, being specifically identified as a national importance under Section 6(f) the RMA. The definition of historic heritage under Part 2 of the RMA includes archaeology. Therefore, effects on built heritage and archaeology, in addition to effects on Mana Whenua must be taken into account by Council when assessing the effects of the NoR.



6. The 2022 North West Whenuapai Assessment of Heritage/Archaeology Effects states that while within the 200m buffer of NoR W5 there are several historic heritage features and notable trees there is little risk of encountering archaeological sites during the construction of NoR W5. Concluding there are no significant adverse effects on historic heritage due to NoR W5. However, the assessment highlights that there is the potential for archaeological subsurface features being encountered during earthworks within the extent of NoR W5 and associated haul roads and laydown areas. To mitigate these risks, it is recommended to obtain an archaeological authority.
7. Sections 22.5 and 22.6 of the AEE addresses the effects on historic heritage and recommends obtaining a precautionary authority under HNZPTA as mitigation along with the preparation and implementation of a Historic Heritage Management Plan (HHMP). The draft conditions also provide an advice note relating to Accidental discoveries.
8. **The specific parts of the Notice of Requirement that Heritage New Zealand's submission relates to are:**
9. There has not been an adequate historic heritage assessment of the proposed alteration corridor. HNZPT supports the further information requests by Council's Built Heritage Unit "to identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer", noting the identification of historic/built heritage is a separate expertise to that of archaeological assessment.
10. HNZPT notes the existing assessment appears to conflate historic heritage, built and archaeological values, both making reference to archaeological sites and historic heritage items, where relevant assessment must be undertaken by separate and specific expertise. The archaeological assessment in particular, other than referring to pre-1900 buildings as archaeological sites under the HNZPTA and definition of archaeological site under the AUP, does not identify relevant archaeological values associated with these buildings/structures historic sites.
11. HNZPT does not support the use of the HHMP as it is presently proposed. HNZPT is concerned that while there has been a heritage assessment of the full Whenuapai - North West Local Network (NoRs W1 – W5) the mitigation of the effect of the designation and future construction of the corridor on the known and potential historic heritage will not be managed until the Outline Plan of Works stage.
12. The framework of the proposed HHMP conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological processes, where the archaeological authority provides for specific conditions relating to archaeological monitoring recording, investigation and reporting and have its own separate Archaeological Works Plan required to be adhered to direct these requirements.
13. Heritage New Zealand Pouhere Taonga **oppose** the Notice of Requirement (NoR W5).
14. **The reasons for Heritage New Zealand's position are as follows:**
15. The assessment of archaeological sites and built heritage must be undertaken by separate and specific expertise.



16. Archaeological sites need to be clearly identified (NZAA record) in particular, pre 1900 buildings and structures along with their associated historic curtilage and area of subsurface potential.
17. The 2022 North West Whenuapai Assessment of Heritage/Archaeology Effects as part of the suite of supporting documents for NoR W5 does not provide the relevant assessment of historic heritage values and effects on built heritage.
18. The consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process.
19. The HHMP duplicates HNZPTA processes, with respect to conditions of an Archaeological Authority for monitoring recording and investigation of archaeological sites that will be required to be obtained before construction; and that should be included at the Outline Plan stage.
20. Noting that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) apply where an Archaeological Authority from HNZPT is not otherwise in place.
21. **Heritage New Zealand seeks the following decision from Council:**
22. A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide for the appropriate identification, assessment and advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process.
23. The objective of the HHMP is rewritten to remove all duplication of archaeological processes provided for under the HNZPTA.
24. The purpose of the HHMP should be focussed on the provision details such as:
 - Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua with heritage matters.
 - Provision for access for Mana Whenua to carry out tikanga and cultural protocols.
 - Methods for protecting or minimising adverse effects on heritage and archaeological sites to be avoided within the designation during works (for example fencing to protect form construction works).
 - Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place.
 - Methods for interpretation and appropriate local public dissemination of knowledge gained from heritage investigations.
25. **Heritage New Zealand wishes to be heard in support of our submission.**
26. **If others make a similar submission, I will consider presenting a joint case with them at a hearing.**



HERITAGE NEW ZEALAND
POUHERE TAONGA

Yours sincerely

BHParslow

pp for Sherry Reynolds
Director Northern Region

Address for service: Alice Morris
amorris@heritage.org.nz
PO Box 105 291
Auckland City 1143

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:781] Notice of Requirement online submission - Barbara Louisa Buckler
Date: Monday, 24 April 2023 7:45:42 pm
Attachments: [Xtra Mail Fwd Te Tupu Ngātahi - 223 Hobsonville Road Printout.pdf](#)
[map_20230424193403.114.pdf](#)

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Barbara Louisa Buckler

Organisation name:

Full name of your agent:

Email address: m.buckler@xtra.co.nz

Contact phone number:

Postal address:
223 Hobsonville Road
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we are neutral to the Notice of Requirement.

The reason for my or our views are:

I understand the process for opposing such a notice is extremely difficult and a huge burden. I don't believe that what is proposed is the best option and appears to favour purely buses and cycleways, which I feel could be better accommodated by establishing these lanes along the existing motorway (as has been done in other areas). I am aware that there are many property owners who sadly will be severely affected and I feel for them having to go through the prospect of losing part or all of their family home for this reason. I am very thankful that the advice from Supporting Growth is that in my case, no permanent acquisition will be required in that AT will only need to access to a certain area of my property to reinstate my driveway when proposed works are complete. Further, Supporting Growth indicates that it has sought feed back etc from affected persons and the community in general. As I stated to Supporting Growth when I met with their reps, it was extremely disappointing that all of the correspondence and info on its website where feed back was sought was not clear; in that it referred to "Improving connections to Whenuapai" when in fact it was major proposals for the Hobsonville Area and primarily Hobsonville Road that were being considered. Therefore I feel that a lot of people did not get the chance to share their views earlier on in the piece and also some of the feed back I recall was sought at difficult times - ie soon after having come out of Covid restrictions and Christmas 2021.

I or we seek the following recommendation or decision from Auckland Council:

To please consider the many submissions that I expect will be received and to look for the best outcome that will ensure people are as least affected as is possible. The purpose of my making a submission is also to be kept in the loop about the designation and any changes to the plans and the proposals.

Submission date: 24 April 2023

Supporting documents

Xtra Mail Fwd_ Te Tupu Ngātahi - 223 Hobsonville Road Printout.pdf

map_20230424193403.114.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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Michelle Buckler <m.buckler@xtra.co.nz>

24/4/2023 18:57

Fwd: Te Tupu Ngātahi - 223 Hobsonville Road

To Michelle Buckler <m.buckler@xtra.co.nz>

Begin forwarded message:

From: Supporting Growth Team <info@supportinggrowth.nz>
Date: 28 September 2022 4:25:00 PM NZDT
To: "m.buckler@xtra.co.nz" <m.buckler@xtra.co.nz>
Subject: Te Tupu Ngātahi - 223 Hobsonville Road

Kia ora Michelle

Thanks for your time on the phone earlier today.

Please find attached a copy of the first letter you should have received from us. I have also attached a copy of the correct plan. If you would like to talk more about this plan over the phone or with the project team at Te Manawa, please let me know. The blue-hatched area indicates the extent of our proposed designation within your property boundary. In your case, no permanent acquisition will be required. AT will need to access this blue-hatched area to reinstate your driveway when works are complete.

Also attached is an information sheet from our website which talks more about what is proposed for Hobsonville Road. You can find this and all other information sheets about our projects on this page: <https://www.supportinggrowth.govt.nz/growth-areas/north-west-auckland/>

We are currently holding one-on-one in-person meetings at Te Manawa Library in Westgate or online via Microsoft Teams. Here is the link to book a meeting: <https://calendly.com/d/dvh-2rb-gzq>

As I mentioned on the phone, we are in the process of organising a community meeting in response to requests from landowners along Hobsonville Road. I have made a note to let you know when this is arranged.

Please reach out if you'd like to talk more over the phone or need help finding a time to meet that suits you.

Kind Regards
Jaclyn Chetty
The Supporting Growth team
PO Box 105218, Auckland 1143
P: 0800 GROW AKL (0800 476 9255)
E: info@supportinggrowth.nz
W: www.supportinggrowth.govt.nz

-
- NW-Whenuapai_703395_223 Hobsonville Road.pdf (895 KB)
 - image001.png (22 KB)

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:782] Notice of Requirement online submission - Radich
Date: Monday, 24 April 2023 7:45:42 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Radich

Organisation name:

Full name of your agent:

Email address: loretzpalms@gmail.com

Contact phone number: 0274794843

Postal address:
311 Hobsonville road
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:
Opposition to the new road

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
This will not allow me to enter my house safely at all with no drive

I or we seek the following recommendation or decision from Auckland Council:
Use the vacant land on other side of the road before they develop it as nothing there yet

Submission date: 24 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Monique and Colin Bowring

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

40 Hobsonville Rd, Wesy Harbour, Auckland 0618

Telephone:

94168906

Fax/Email:

moniquemicheline@yahoo.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific parts of the above notice of requirement that my submission relates to are: (give details):

The widening of Hobsonville Rd between Trigg Rd and the Westgate and unnecessary demolition of houses for no appreciable gain.

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

There is no evidence to support the need to widen Hobsonville Rd as a transport route from Westgate to Hobsonville Point.

There is a motorway that would be a better means if the on and off ramps were accessible when travelling in both directions.

Cycle lanes would be better continued along the motorway as would bus lanes.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

The undisclosed time frame with which a NOR can be placed on a property creates unnecessary restrictions, stress and anxiety on residents who have worked to create a secure future.

Use of our land would be restricted and our ability to live the remainder of our retirement in peace. Remember the Health and Wellbeing we promised by government.

If this goes ahead we deserve a rates reduction to reflect the limitations placed on us and our uncertain future.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

M Bowring

04/24/2023

Signature of Submitter

Date

(or person authorised to sign on behalf of submitter)

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:788] Notice of Requirement online submission - Ernie Jong Eon Park
Date: Monday, 24 April 2023 10:30:24 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Ernie Jong Eon Park

Organisation name:

Full name of your agent:

Email address: erniepark777@gmail.com

Contact phone number: 0210568111

Postal address:
1/255 Hobsonville road
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:
Expansion of Hobsonville road.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
Hobsonville road is directly parallel to a motorway. It makes no sense to effect so many houses and livelihoods to widen the roads when utilizing additional on and off ramps and better use of motorway could solve the issue.

I or we seek the following recommendation or decision from Auckland Council:
Remove expansion of Hobsonville road, consider off ramps at squadron drive region and on/off ramps on trig road

Submission date: 24 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

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Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

TERESA PATTINSON

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

10 HOBSONVILLE RD, WESTHARBOUR, AUCKLAND 0618

Telephone:

09 416 6799

Fax/Email:

pattinson@maxnet.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific parts of the above notice of requirement that my submission relates to are: (give details):

No. 10 Hobsonville Rd, Westharbour, Auckland 0618
When a paia - Hobsonville Rd FTN UPGRADE (NoR W5) (the general arrangement layout plan). Please note 700 on the plan

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

As indicated on the plan the access to our property and house is unavailable - the area to park our vehicles is unavailable - the requirement and ability to use the essential utility services required for our use on a 24 hour basis are negated as they are located, included within the construction zone ie specifically our power, landline phone, and internet, water services

house pipes
 • Noise and dust problematic - ground movement resulting in damage to property ground cracks in ground cracks in house structure and pipes

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought): Have guaranteed access to our property and house and an area to park our vehicles on our property on a 24 hour basis. Have the guaranteed ability to use fully functional essential utility services now currently in use on a 24 hour basis, specifically power, water, landline phone and internet as currently the copper network is the available, viable option to us as it is our preference and choice, please note my parents only have a landline phone and they don't have the internet and we do not need to use the fibre network as our internet use does not require fibre option

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

↓
 minimisation of noise, and dust problems, adherence to guidelines to minimise noise and dust problems. Timely, appropriate intervention as necessary to resolve any concerns, problems eventuating

Matthew

Signature of Submitter
 (or person authorised to sign on behalf of submitter)

18.4.2023
 Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Karl Cook

Organisation Name (if submission is made on behalf of Organisation)

CDC Data Centres NZ Limited

Address for service of Submitter

CDC Data Centres NZ Limited

c/o Barker & Associates (Attn: Karl Cook), PO Box 1986, Shortland Street, Auckland 1140

Telephone: Fax/Email:

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

For: A new designation or alteration to an existing designation

The specific parts of the above notice of requirement that my submission relates to are: (give details):

As set out in the attached submission.

My submission is:

I or we support of the Notice of Requirement I or we oppose to the Notice of Requirement
I or we are neutral to the Notice of Requirement

The reasons for my views are:

As set out in the attached submission.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

As set out in the attached submission.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



04/20/2023

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Submission on a Requirement for a Designation or an Alteration to a Designation

To: Auckland Council

SUBMITTER DETAILS

Name of Submitter: CDC Data Centres New Zealand Limited (“CDC Data Centres”)

1. CDC Data Centres makes this submission on an Alteration to Designation 1437 Hobsonville Road Upgrades (“Hobsonville Road Upgrades”) lodged by Auckland Transport to the Auckland Unitary Plan – Operative in Part (AUP) in accordance with Section 168A, 169, 181, 189A, 190 and 195A of the Resource Management Act 1991 (RMA) as follows.
2. CDC Data Centres could not gain advantage in trade competition through this submission.
3. CDC Data Centres is directly affected by the effects of the subject matters of the submission that –
 - a. Adversely affects the environment; and
 - b. Do not relate to trade competition or the effects of trade competition.
4. CDC Data Centres wishes to be heard in support of their submission.
5. If any other submitters make a similar submission, CDC Data Centres will consider presenting a joint case with them at a hearing.

OVERVIEW OF CDC DATA CENTRES

6. CDC Data Centres provides state-of-the-art, secure, modular, connected and sovereign hosting facilities to public and private sector organisations within New Zealand. Over the last 3 years, CDC Data Centres has developed two campuses in Auckland, with a total capacity of 28MW and to a government security accreditation. CDC Data Centres continues to develop and expand within New Zealand to provide for national critical infrastructure providers and other organisations requiring the highest level of security.
7. CDC are currently underway with the enabling works for the development of the subject site and it would be preferred if the stormwater pipe can be relocated off the site, or if required, be constructed as part of the CDC development and future proofed to minimise disruption of the data centre operation. There are subsurface electrical utilities proposed within the designation boundary which would prove detrimental to the operation of the data centre if these were affected as part of the stormwater works.

SCOPE OF SUBMISSION

8. The submission relates to the Hobsonville Road Upgrades in particular aspects.
9. CDC Data Centres generally supports the purpose and intent of the Hobsonville Road Upgrades as they understand the requirements to provide for a more safe and sustainable transport network in the Hobsonville area. However, CDC Data Centres opposes the Hobsonville Road Upgrades for the reasons below which include but are not limited to:
 - a. The extent to which the designation boundary appears to extend significantly wider than what would be required for the installation of a stormwater pipe and for road upgrades along the frontage;

- b. Timing of the construction of the stormwater pipe along the northern boundary, due to the proposed data centre development requiring a level of security when operational and the complex sub-soil arrangement of onsite services. During operation the facility is required to maintain a level of operational security compliance this includes the establishment of a secure fence line and access control, the delayed installation of the civil services poses risk to the facilities ability to maintain security standards and operational protocols.
- c. Detailed design of the proposed stormwater pipe located within the subject site has not been provided including the timing of construction. CDC are currently underway with the enabling works for the development of the subject site and any stormwater pipe should be constructed as part of the CDC development or at least future proofed to minimise disruption of the future data centre operation. There are subsurface electrical utilities proposed within the designation boundary;
- d. An absence of adequate consideration of alternative sites, routes or methods for the proposed wetland and stormwater pipe along Hobsonville Road; and
- e. Further design of the proposed wetland at 92 Hobsonville Road and satisfaction that any flooding and stormwater adverse effects will be avoided or mitigated.

RELIEF SOUGHT

10. CDC Data Centres seeks the following relief on the Hobsonville Road Upgrades:
 - a. That the designation for the Hobsonville Road Upgrades be removed from the site at 92 and 92D Hobsonville Road; or
 - b. Prioritising the installation of the stormwater pipe along the northern boundary and either installing it as part of the CDC Data Centre development or providing future proofing to avoid disruption of the future data centre operation; and
 - c. That information is provided to confirmation that flood risks to the proposed development from the wetland and associated stormwater infrastructure will be avoided and/or mitigated.

Address for Service:

Barker & Associates Limited
Attn: Karl Cook / Pamela Santos

PO Box 1986

Shortland Street

Auckland 1140

Contact Number:

Email: karlc@barker.co.nz / pamelas@barker.co.nz

Copied to:

CDC Data Centres New Zealand Limited

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Napier | Wellington | Christchurch | Queenstown | Wānaka

c/- Andrew Rodda/Alistair Taylor

Email: arodda@cdcdc.com & ataylor@cdcdc.com

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:634] Notice of Requirement online submission - Tae Kim
Date: Saturday, 22 April 2023 8:15:52 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Tae Kim

Organisation name:

Full name of your agent:

Email address: room4kim@gmail.com

Contact phone number:

Postal address:
45 Suncrest Drive
West harbour
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Reduced number of entrances to our property. Decrease in property value. My property will lose potential of subdivision (will be have land area of less than 600 square meter. Construction will reduce access and considerable foot traffic to my business, barbor shop. dust and construction pollution will reduce our quality of life

I or we seek the following recommendation or decision from Auckland Council:
we would like to see exact dates on the constructions and exact answers. We have asked questions but all the answers have been airy fairy. We need to know how much land will be taken and/or borrowed.

Submission date: 22 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

Submission on the Nineteen Notices of Requirement for the North-West Strategic Package and Local Arterials lodged by Waka Kotahi NZ Transport Agency and Auckland Transport as requiring authorities under the Resource Management Act 1991

TO: Attn: Planning Technician Auckland Council Level 24, 135 Albert Street Private Bag 92300 Auckland 1142

SUBMISSION ON: Notices of Requirement ("**NoRs**") for the North-West Strategic and Local Network projects – refer to list in **Appendix 1**

FROM: Watercare Services Limited ("**Watercare**")

ADDRESS FOR SERVICE: Mark Bishop
Regulatory & Policy Manager
Watercare Services Ltd
Private Bag 92 521
Wellesley Street
AUCKLAND 1141
Phone:022 010 6301
Email: Mark.Bishop@water.co.nz

DATE: 24 April 2023

1. INTRODUCTION

- 1.1 Watercare is pleased to have the opportunity to make a submission on the nineteen NoRs for the North-West Strategic and Local Network projects lodged by either Waka Kotahi NZ Transport Agency ("**Waka Kotahi**") or Auckland Transport as requiring authorities under the Resource Management Act 1991 ("**RMA**").
- 1.2 Watercare recognises the aim of the various NoRs is to protect land for future implementation of strategic transport corridors / infrastructure. As a form of route protection, the proposed designations will identify and protect the land necessary to enable the future construction and operation of those transport corridors.
- 1.3 Watercare neither supports nor opposes the NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made to confirm the NoRs responds to the issues raised in this submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

1.4 Watercare could not gain an advantage in trade competition through this submission.

2. WATERCARE – OUR PURPOSE AND MISSION

2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("**LGA**") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Auckland Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.

2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, this could increase by another 720,000 people, potentially requiring another 313,000 dwellings along with associated three waters infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.

2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.¹

2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan and the Auckland Future Urban Land Supply Strategy.

2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.²

3. SUBMISSION POINTS AND RELIEF SOUGHT

3.1 This is a submission on all the NoRs that were publicly notified on 23 March 2023, as listed in **Appendix 1**.

3.2 As noted previously, Watercare neither supports or opposes these NoRs (ie it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

3.3 Watercare acknowledges the proactive process to engagement from Waka Kotahi and Auckland Transport during the development of these NoRs including through discussions with the Supporting Growth Alliance.

¹ LGA, s 59.

² Local Government (Auckland Council) Act 2009, s 57.

- 3.4 Watercare would like to ensure that in the future there is an active and continual process set up by the requiring authorities to recognise that third party infrastructure providers, including Watercare, have asset management and construction plans that are constantly updating and changing, and that these updates and changes should be taken into account by the requiring authorities when the projects subject to the NoRs are developed further.
- 3.5 To that end, Watercare seeks to be engaged before detailed design and during the ongoing design phases to identify opportunities to enable, or otherwise not preclude, the development of new infrastructure within the NoR areas. For example, this could involve the development of an "Infrastructure Integration Plan" prior to detailed design with third party infrastructure providers like Watercare (which can also be updated throughout construction of the projects) to ensure that the projects take into account and appropriately integrates with potential future infrastructure like wastewater and water services.
- 3.6 It is expected that such an "Infrastructure Integration Plan" could include details of engagement undertaken (including any feedback from infrastructure providers), identify other potential infrastructure that may be developed within the NoR areas and how the requiring authorities have enabled or otherwise not precluded the development of such infrastructure within the NoR areas.
- 3.7 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as the projects subject to the NoRs are developed.
- 3.8 As noted, Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, "Works Over" Approvals, in compliance with Watercare's "*Water Supply and Wastewater Network Bylaw 2015*" (updated 2021).
- 3.9 In addition, several of the NoRs interact with existing water and wastewater services. Watercare seeks to ensure the NoRs do not impact its wastewater and water services in the NoR areas now and into the future. Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authorities that may impact Watercare's services.

4. RECOMMENDATION SOUGHT

- 4.1 Watercare seeks that Auckland Council recommends:
- (a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and
 - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

4.2 Watercare wishes to be heard in support of this submission.

4.3 If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

A handwritten signature in blue ink, appearing to read 'Mark Bourne', with a long, sweeping line extending upwards and to the right.

Mark Bourne
Chief Operations Officer
Watercare Services Limited

Appendix 1

- (a) NoR North West Strategic Network: Access Road (Auckland Transport) for a new designation to provide for the upgrade of Access Road with separated active mode facilities.
- (b) NoR North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA) for a new designation to provide for a new Rapid Transit Corridor and active mode corridor.
- (c) NoR North West Strategic Network: Alteration to Designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA) for an alteration to Designation 6766 to provide for the upgrade of the corridor, including provision of active mode facilities and realignment of the Station Road intersection with SH16.
- (d) NoR North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA) for a new designation to provide a new dual carriageway highway and the upgrade of the Brigham Creek Interchange.
- (e) NoR North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA) for a new designation to provide a new rapid transit station, including transport interchange facilities and accessway.
- (f) NoR North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA) for a new designation to provide a new rapid transit station, including transport interchange facilities, park and ride and accessway.
- (g) NoR North West Local Network: Alteration to Designation 1437 Hobsonville Road (Auckland Transport) for an alteration of the existing Hobsonville Road (Designation 1437) to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including provision of separated active mode facilities.
- (h) NoR North West Local Network: Spedding Road (Auckland Transport) for a new designation to provide an upgrade of the existing Spedding Road corridor and new east and west extensions with separated active mode facilities.
- (i) NoR North West Local Network: Brigham Creek Road (Auckland Transport) for a new designation to provide for the upgrade of the Brigham Creek Road corridor with separated active mode facilities.
- (j) NoR North West Local Network: Māmari Road (Auckland Transport) for a new designation to provide for an extension and upgrade of the Māmari Road corridor to an urban arterial corridor, including the provision of bus priority lanes and separated active mode facilities.
- (k) NoR North West Local Network: Trig Road (Auckland Transport) for a new designation to provide for the upgrade of the Trig Road corridor to an urban arterial with separated active mode facilities.
- (l) NoR North West Local Network: Alteration to Designation 1433 Fred Taylor Drive (Auckland Transport) for an alteration of the existing Fred Taylor Drive

(Designation 1433) to provide for the upgrade of the Fred Taylor Drive corridor, including provision for bus priority lanes and separated active mode facilities.

- (m) NoR North West Local Network: Don Buck Road (Auckland Transport) for a new designation to provide for the upgrade of Don Buck Road corridor including provision for bus priority lanes and separated active mode facilities.
- (n) NoR North West Local Network: Coatesville – Riverhead Highway (Auckland Transport). Lodged by Auckland Transport for a new designation, upgrading the southern section of the Coatesville – Riverhead Highway corridor to a rural arterial with active mode facilities, and upgrading the northern section of the corridor to an urban arterial with active mode facilities.
- (o) NoR North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport) for an upgrade of Trig Road, Whenuapai, to an urban arterial corridor. This includes the upgrade of the existing Hobsonville Road/Trig Road and Hobsonville Road/Luckens Road intersections.
- (p) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport) for a new urban arterial transport corridor that intersects with the Redhills East West Arterial Corridor – Dunlop Road.
- (q) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport) for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road (NoR2a).
- (r) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport) for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the remaining East-West connection (NoR2c) at the intersection with the Redhills North-South arterial corridor.
- (s) NoR North West HIF Redhills Network: Redhills North - South Arterial Transport Corridor (Auckland Transport) for a new urban arterial transport corridor and upgrade of the Don Buck and Royal Road intersections.

Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Aotearoa Towers Group (ATG)
Private Bag 92161
Auckland 1142

Chorus New Zealand Limited (Chorus)
PO Box 632
Wellington

Connexa Limited (Connexa)
167 Victoria St West
Auckland

One New Zealand (One NZ) (formally Vodafone New Zealand Ltd)
Private Bag 92161
Auckland 1142

Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland 1010

Two Degrees Mobile Limited (2degrees)
PO Box 8355
Symonds Street
Auckland 1150

These parties are making a joint submission and for the purposes of this submission are referred to collectively as the **Telecommunications Submitters**.

The Proposal:

This is a submission on the following notices of requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North West Auckland:

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Access Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)
- North West Local Network: Spedding Road (Auckland Transport)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1433 Fred Taylor Drive (Auckland Transport)
- North West Local Network: Don Buck Road (Auckland Transport)
- North West Local Network: Coatesville – Riverhead Highway (Auckland Transport)
- North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport)
- North West HIF Redhills Network: Redhills North -South Arterial Transport Corridor (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport)

The Telecommunications Submitters are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to the Southern Cross international cable system.

The Telecommunications Submitters' submission is that:

The Telecommunications Submitters have no position on the overall North West package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. Spark, in particular, seek to ensure the protection of the existing Southern Cross international cable system which is located within or adjacent the road reserves of the following NoRs:

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

Spark is lodging a separate submission seeking more specific protective measures for the Southern Cross international cable system.

The Telecommunications Submitters oppose the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The companies collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also critical for supporting social and economic wellbeing and provides opportunities for work from home/remote work solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy by supporting measures to reduce travel demand.

This equipment is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. Reasonable access for maintenance and access for emergency works at all times will need to be maintained. In addition, the design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable to trying to retrofit necessary telecommunications/broadband infrastructure later due to disruptions and/or incompatibility with project design.

Existing Infrastructure

A summary of existing infrastructure located in the project footprints is as follows:

- Southern Cross International Cable (as per specific Notices of Requirement outlined above)
- Copper and Fibre cables
- Mobile operators are progressively rolling out roadside equipment in Auckland roads which may be within project corridors when works proceed.

Future Infrastructure Requirements

Network utility operators need to integrate necessary services into infrastructure projects such as transport projects. It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. This process does not always run smoothly. To provide a recent example, Spark has had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully project in the Wellington Region to install services to provide telecommunications coverage along that length of road. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting it has proved to be

very challenging to try to retrofit necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators as part of the detailed design phase of the project to identify opportunities to enable, or to not preclude, the development of new network utility including telecommunications infrastructure where practicable to do so. There was an associated obligation in that condition to report on opportunities considered and whether or not they had been incorporated into the design in the outline plan(s)¹.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, a provision to ensure the matter is properly considered during the design phase through consultation with network utility operators, which sets appropriate expectations and ensures these opportunities are properly explored, is reasonable. In the case of telecommunications, this enables proper consideration of making provision for communications that support the function of the road. This should be a consideration distinct from protecting or relocating existing network utilities affected by the project which is the focus of the current proposed conditions.

The Telecommunications Submitters seek an equivalent condition to that included in the W2W designation conditions to address this.

Consultation with Telecommunications Network Utility Operators

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the requiring authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design. The following notices of requirement mention a Network Utility Management Plan (NUMP) in the Outline Plan of Works (OP) condition, but do not include a separate condition for a NUMP (despite other management plans such as Construction Traffic Management Plan, Tree Management Plan etc included as separate conditions), and it does not specify who the relevant entities are to be consulted regarding the development of that plan.

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)

¹ East West Link Condition NU2, W2W Condition 24A

- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)
- North West Local Network: Spedding Road (Auckland Transport)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1433 Fred Taylor Drive (Auckland Transport)
- North West Local Network: Don Buck Road (Auckland Transport)
- North West Local Network: Coatesville – Riverhead Highway (Auckland Transport)

The following notices of requirement do not mention a NUMP in their OP condition but refer to other management plans:

- North West Strategic Network: Access Road (Auckland Transport)
- North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport)
- North West HIF Redhills Network: Redhills North -South Arterial Transport Corridor (Auckland Transport)

- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport)

The Assessment of Environmental Effects for each notice sets out the relevant utility providers who have assets within and around the proposed designations. This specifically includes Spark (in regard to the Southern Cross Cable Network, in four of the NoRs). However, the other companies party to this submission are not mentioned and therefore there is a concern they will not be consulted as part of the NUMP development for each stage.

Spark, One NZ and 2degrees operate mobile phone/wireless broadband networks which often include facilities located in roads while Chorus operate fixed line assets in roads including fibre. In addition, Spark has sold its fixed mobile asset infrastructure (e.g. their poles) to Connexa, and similarly One NZ has sold its fixed mobile assets to ATG (trading as FortySouth). Accordingly, the operating landscape for telecommunications companies and who may be affected by these projects has become quite complex. Given this complexity, an advice note to the NUMP condition is proposed to provide more clarity on which telecommunications/broadband operators may be affected.

The Telecommunications Submitters seeks the following decision from the Requiring Authority:

Add a new NUMP condition for each notice of requirement, which is based on the wording in the 5 Notices of Requirement for the Airport to Botany package of transport projects (with an advice note added), is as follows:

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) 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; and

(iii) 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; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.

(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).

(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.

Advice Note:

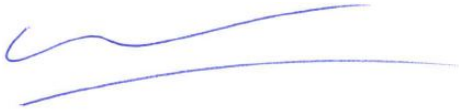
For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

Add a new condition to each notice of requirement as follows:

XX: The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.

The Telecommunications Submitters do wish to be heard in support of its submission.

If others make a similar submission, the Telecommunications Submitters will consider making a joint case with them at the hearing.

A handwritten signature in blue ink, consisting of a cursive 'C' followed by a series of loops and a long horizontal stroke.

**Signature of submitter
(Chris Horne, authorised agent for the Telecommunications Submitters)**

Date: 24 April 2023

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

Supplementary information on existing mobile infrastructure in north-west projects package of Notices of Requirement

To: Auckland Council
 Private Bag 92300
 Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Auckland Transport
 Level 5, 203 Queen Street
 Auckland 1010

Waka Kotahi
 Level 5, 203 Queen Street
 Auckland 1010

Further to the previous joint submission of telecommunications companies submitted on 24/4/2023, the telecommunications submitters listed in that joint submission wish to provide further information on their existing mobile infrastructure sites that are affected due to the Notices of Requirement for North-West transport projects.

Connexa and 2degrees affected sites

The table below identifies the impact to Connexa and 2degrees sites by the NoR project footprints, as well as locations where future sites are required.

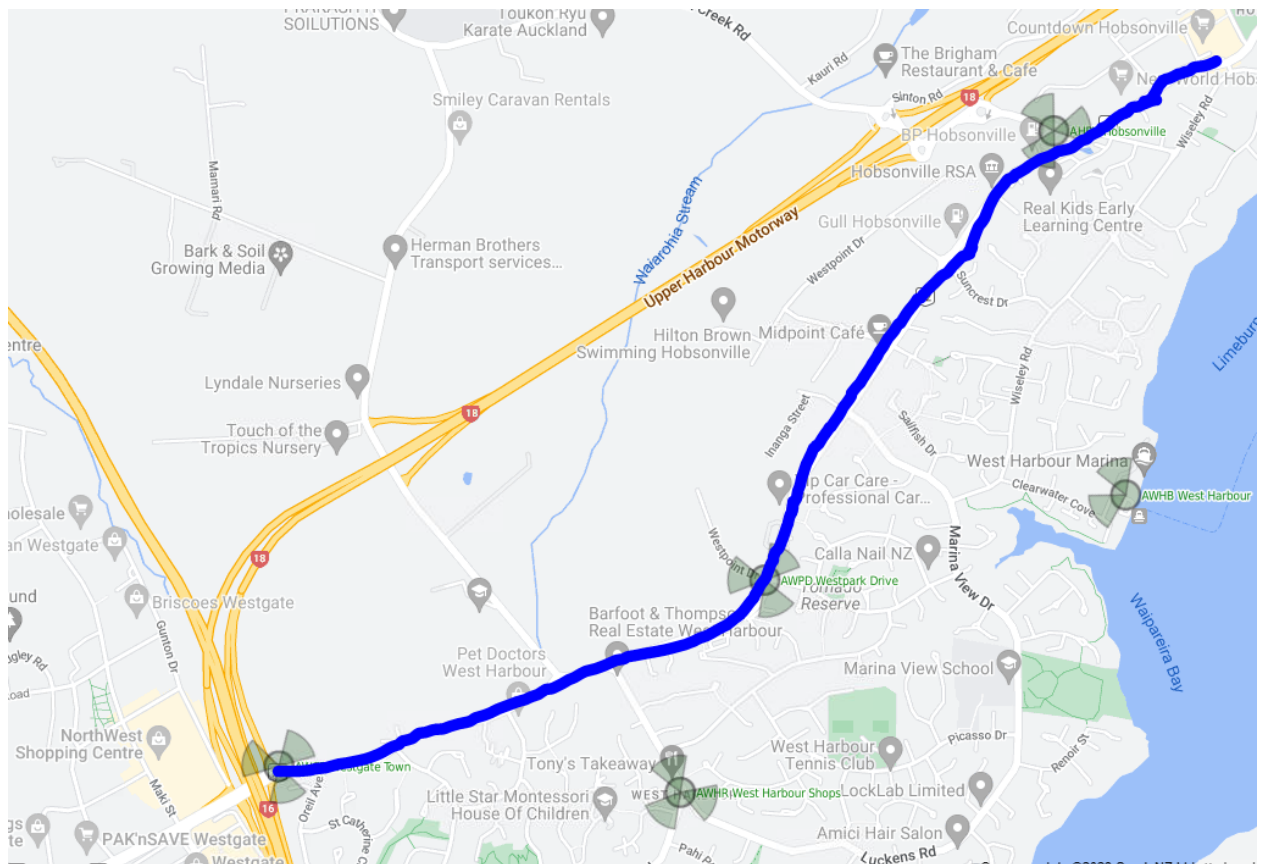
Route	Impact to Connexa Sites	Impact to 2D Sites	Recommended new sites
Access Rd Upgrade	None	None	Kumeu SW
Rapid Transit Corridor	None	None	Whenuapai West
SH 16 Main Rd	None	None	Huapai
Alternative SH Corridor	None	None	Huapai , Kumeu SW , Whenuapai West
Kumeu Station	None	None	None
Huapai Station	None	None	Huapai
Hobsonville Rd	Westgate town, West Park Dr, Hobsonville	Hobsonville	None

Spedding Road	None	None	Whenuapai West, Spedding Rd East
Brigham Creek Rd	None	None	None
Mamari Rd	None	None	Westgate Centre
Trig Rd Upgrade	None	None	Westgate Centre
Fred Taylor Drive	None	None	Whenuapai West
Don Buck Rd	None	None	None
Coatesville- Riverhead	None	None	Riverhead South
Trig Rd Corridor	None	None	None
Red Hills	None	None	Red Hills, West Hills

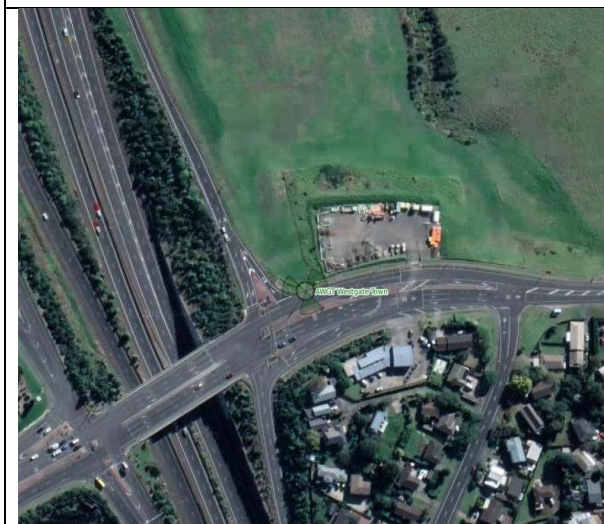
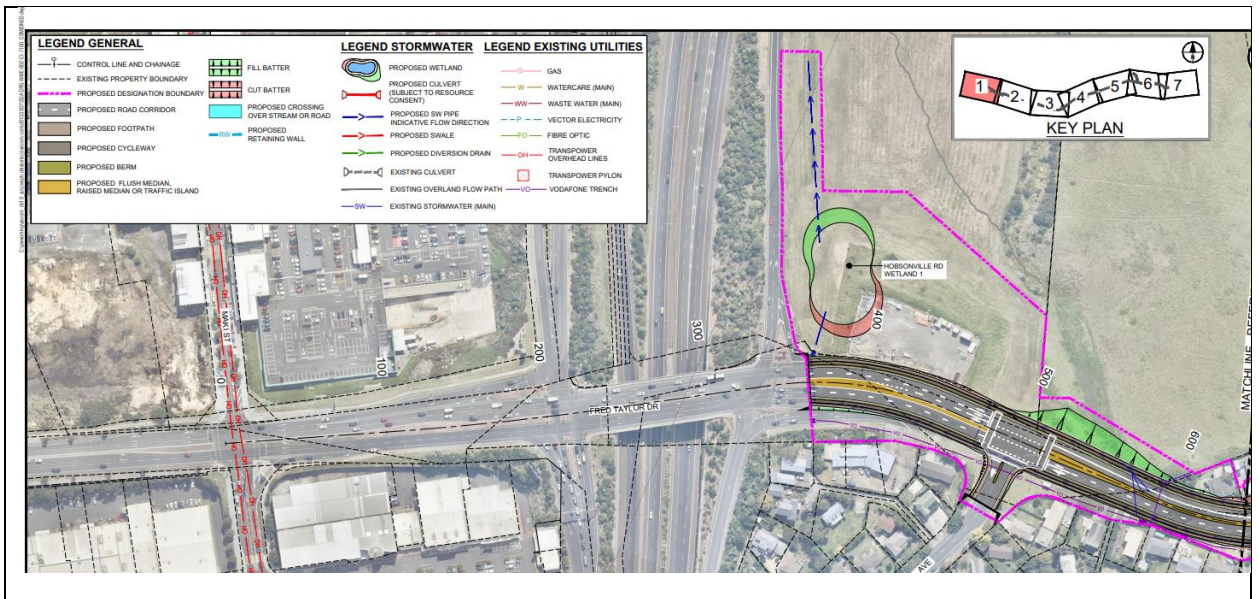
The Hobsonville Road designation (North West Local Network: Alteration to designation 1437 Hobsonville Road) impacts three existing Connexa sites that are within the designated boundary:

- Westgate Town
- West Park Dr
- Hobsonville.

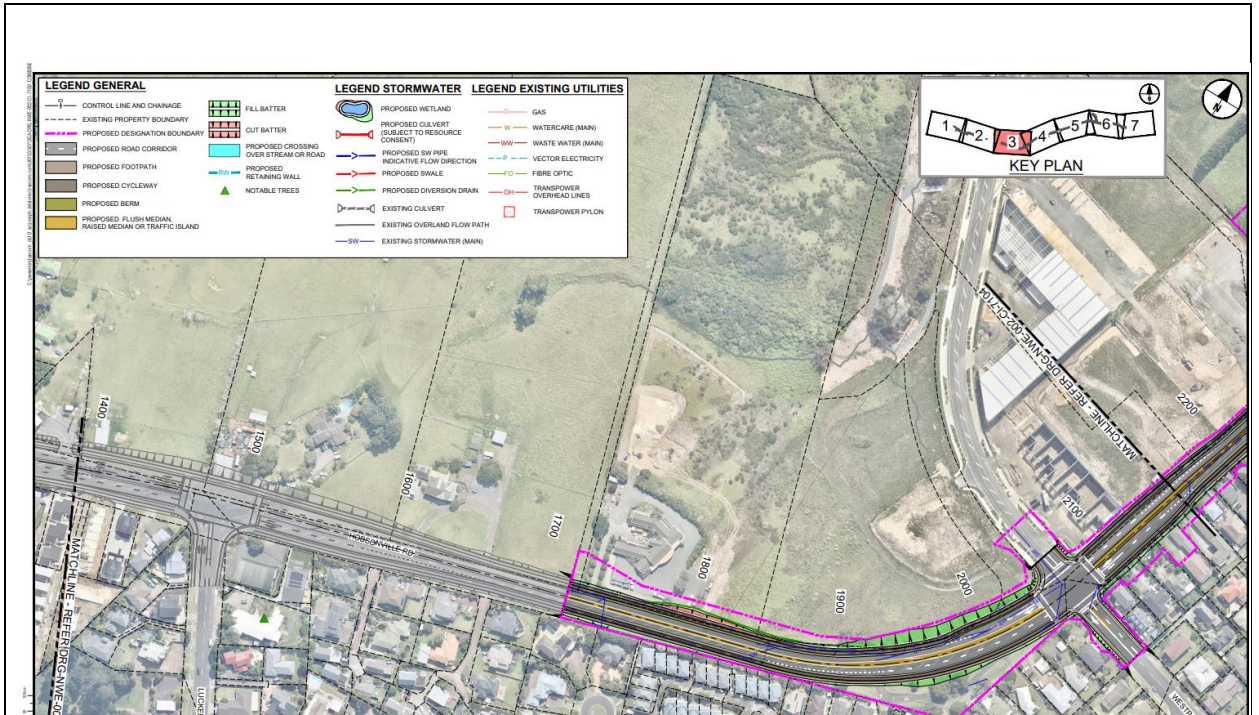
Impacted Connexa Sites Overview



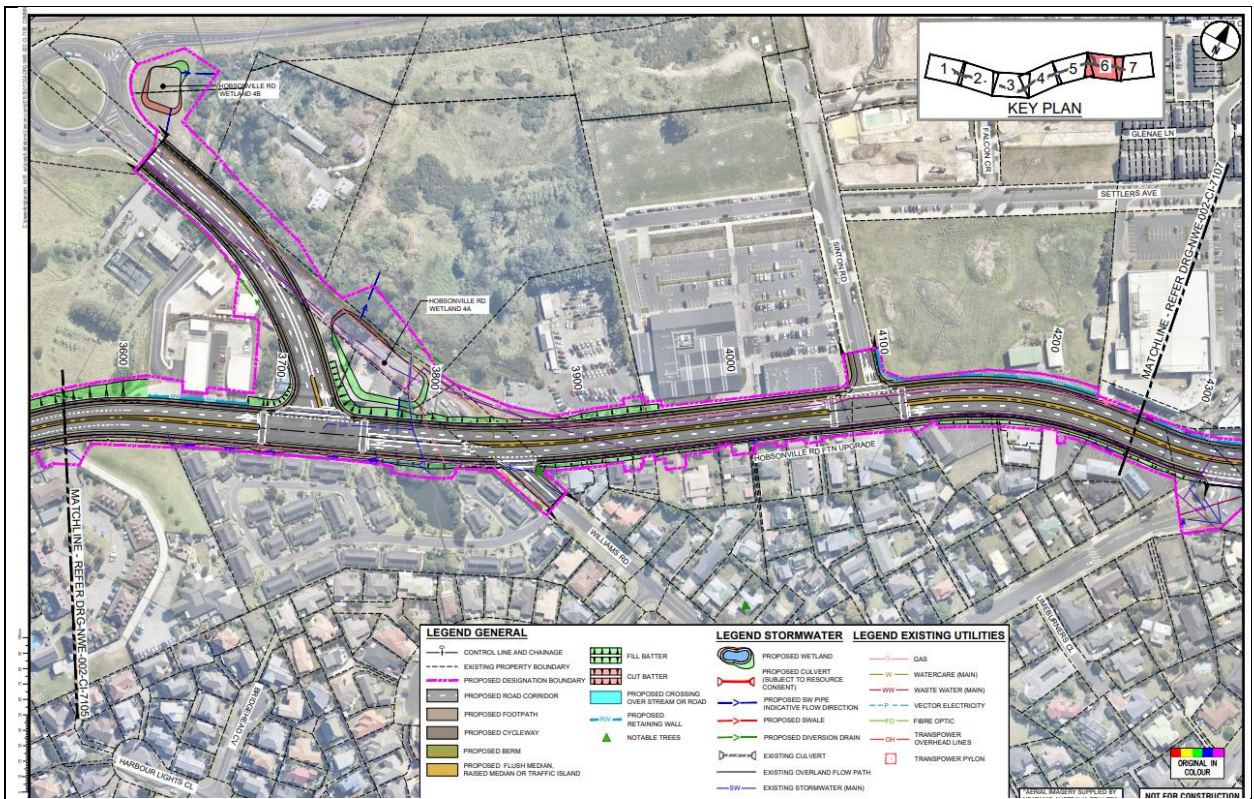
Connexa Westgate Town Site Details



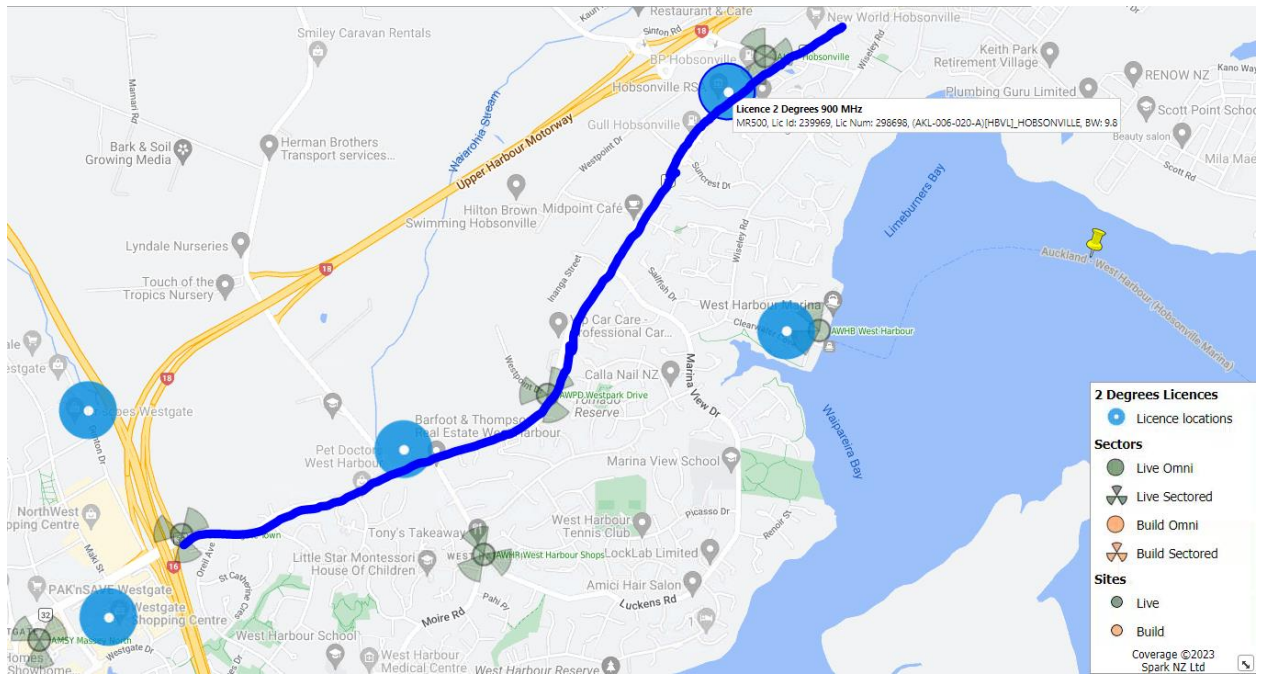
Connexa Westpark Drive Site Details



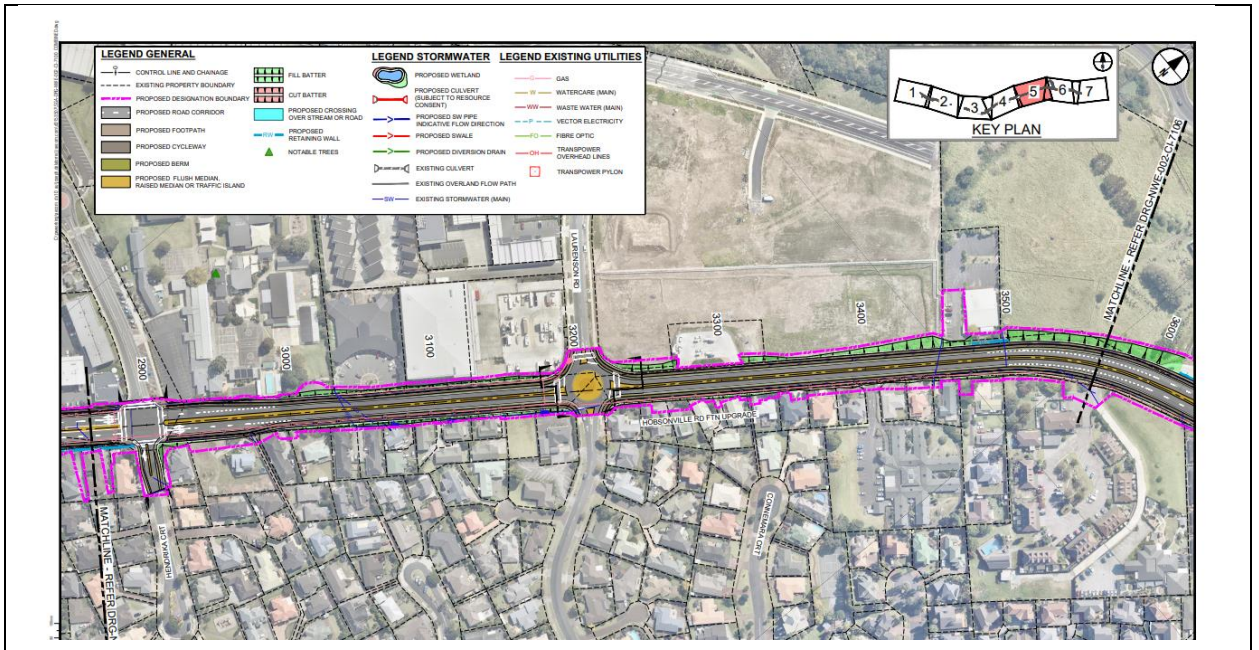
Connexa Hobsonville Site Details



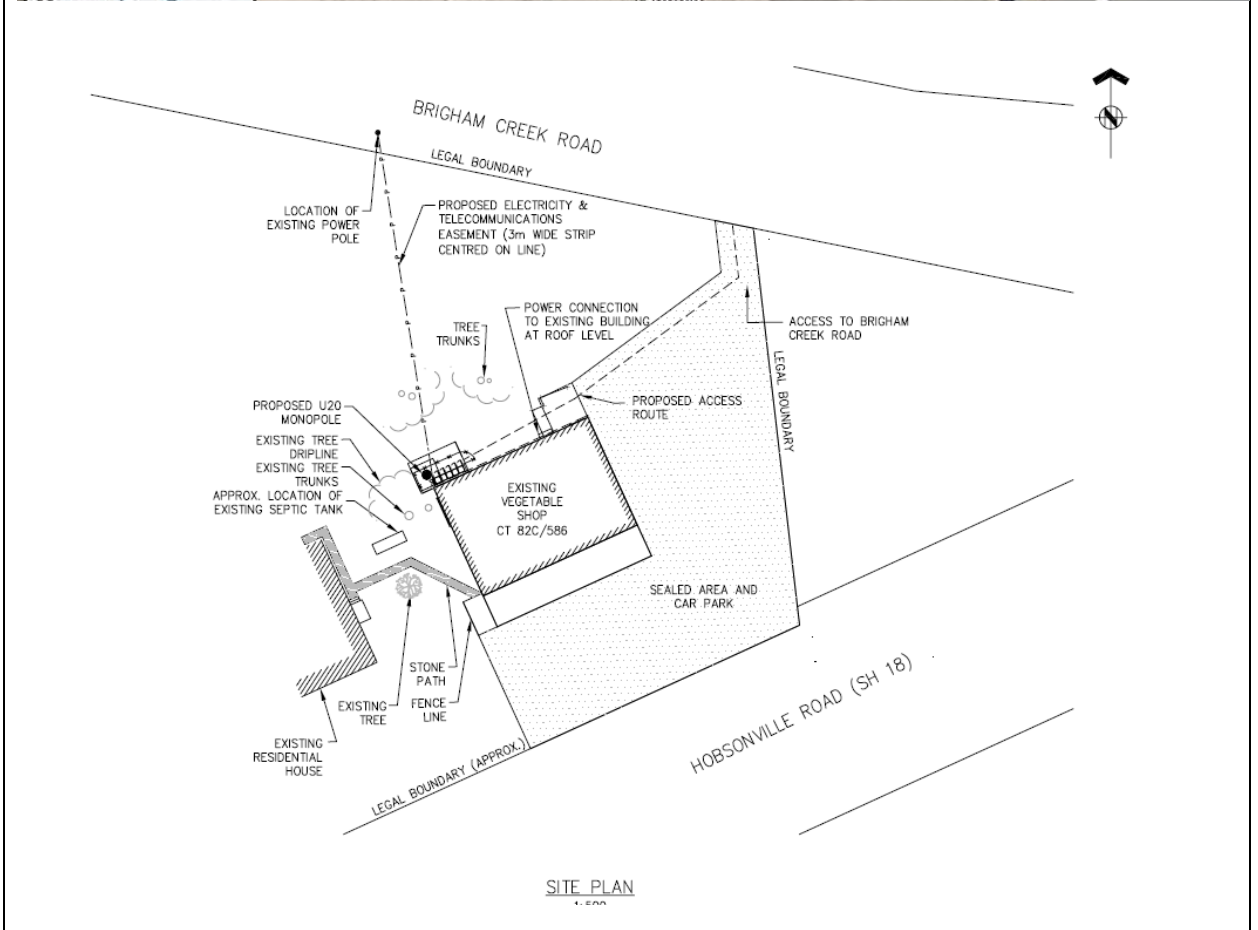
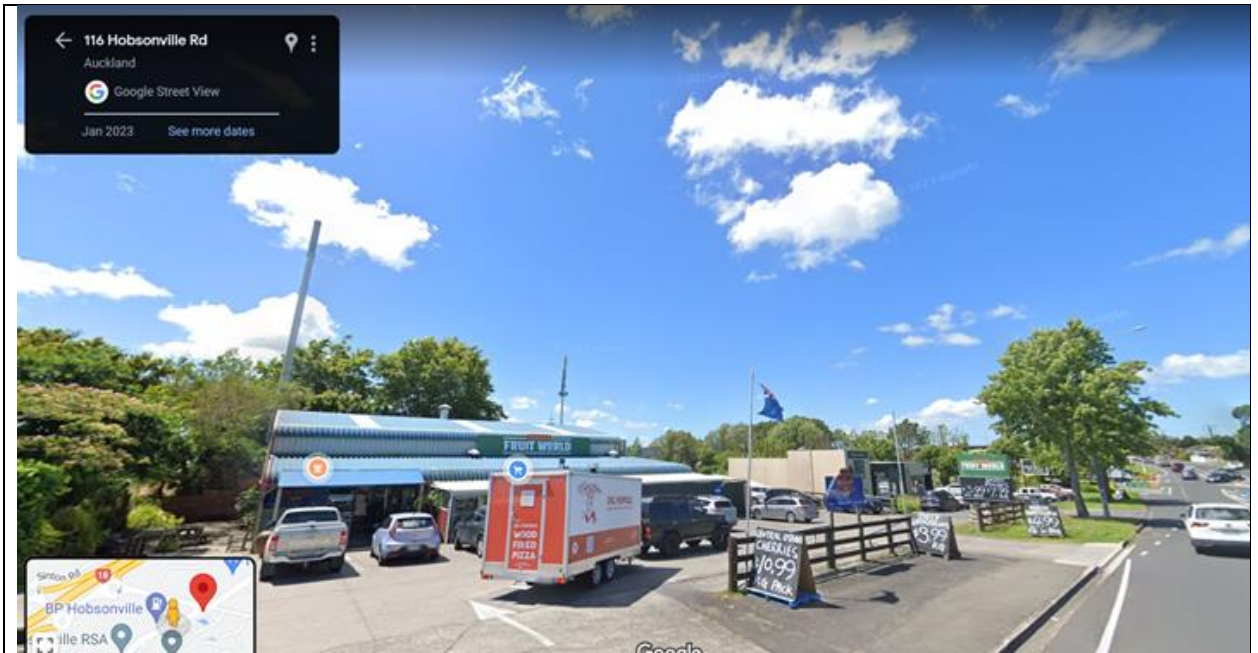
Impacted 2degrees Hobsonville Site

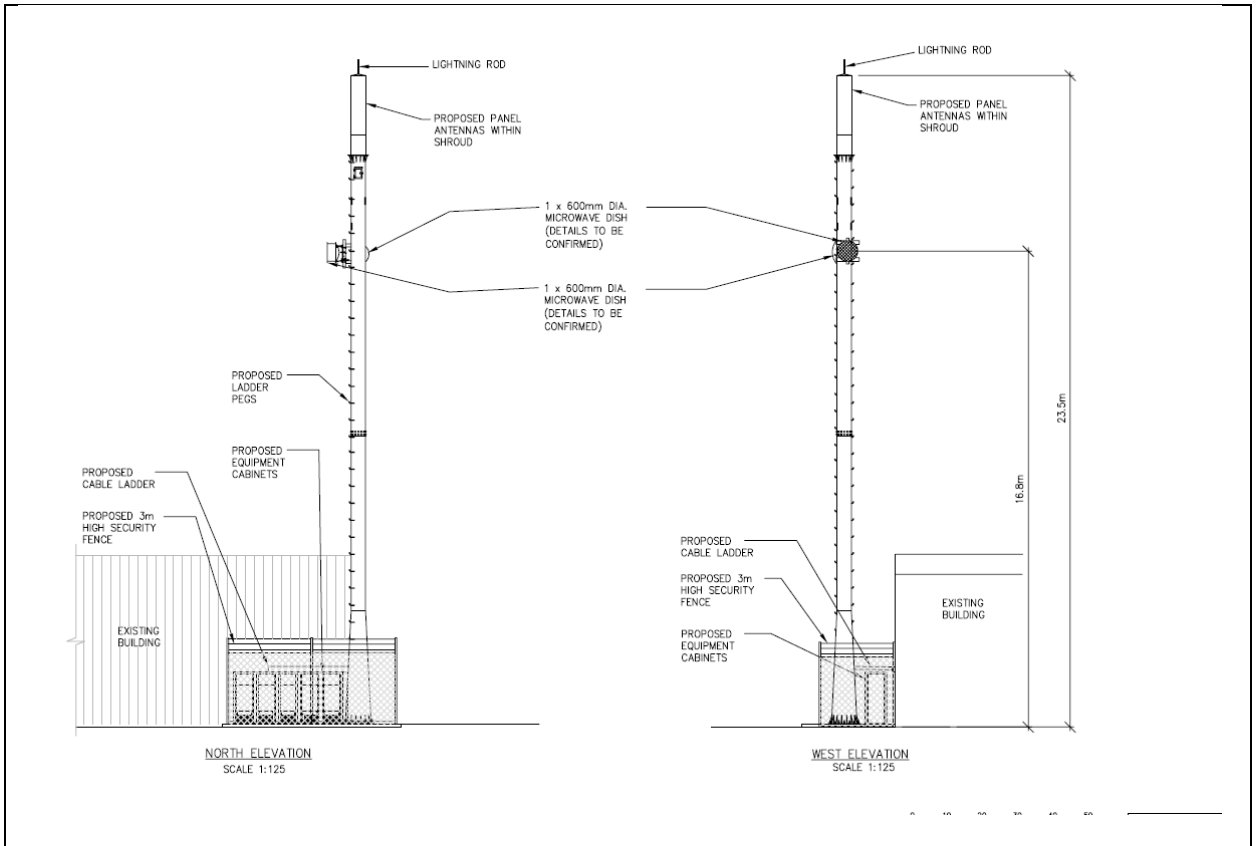


2degrees Hobsonville site details









**SUBMISSION ON REQUIREMENT FOR DESIGNATION UNDER CLAUSE 6 OF
THE FIRST SCHEDULE TO THE RESOURCE MANAGEMENT ACT 1991**

To: Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Stride Property Limited

Address: c/- MinterEllisonRuddWatts
PO Box 105249
AUCKLAND 1143
Attention: Bianca Tree / Amy Dresser

Scope of submission

1. This is a submission on behalf of Stride Property Limited (**Stride**) on notices of requirement from Auckland Transport (**AT**) for designations as part of the North West Local Network package lodged by Te Tupu Ngātahi Supporting Growth Alliance (a collaboration between AT and Waka Kotahi NZ Transport Agency (**Waka Kotahi**)). The submission addresses the following notices of requirement (**NWLN Notices of Requirement**):
 - (a) North West Local Network: Trig Road (W1);
 - (b) North West Local Network: Māmari Road (W2);
 - (c) North West Local Network: Brigham Creek Road (W3);
 - (d) North West Local Network: Spedding Road (W4);
 - (e) North West Local Network: Alteration to designation 1437 Hobsonville Road (W5);
 - (f) North West Local Network: Don Buck Road (RE1); and
 - (g) North West Local Network: Alteration to designation 1433 Fred Taylor Drive (RE2).
2. To provide a summary of the submission below:
 - (a) Stride supports the NWLN Notices of Requirement to the extent that they enable transport connections in north west Auckland; however

- (b) Stride seeks that the NWLN Notices of Requirement and Waka Kotahi and AT's investment in infrastructure provide appropriate connections to the Westgate Metropolitan Centre, including by completing Northside Drive and providing connections to SH 16.

Trade competition

3. Stride is not a trade competitor of AT for the purposes of section 308B of the Resource Management 1991 (**RMA**).
4. In any event, Stride's submission does not relate to trade competition or the effects of trade competition.

Background

5. Stride is a commercial property ownership company which manages one of New Zealand's largest diversified investment property portfolios, with a range of commercial office, retail and industrial properties.
6. Stride's investment strategy is to invest in a portfolio of places with 'enduring demand'. These are places that attract the highest demand in all market conditions because they meet the needs of tenants, their staff, their visitors and their customers. The attributes of properties that have enduring demand vary depending on the sector and the market but are a combination of accessibility, amenity, functionality and a value proposition that is compelling.
7. Stride's property portfolio includes properties across Auckland, the majority of which are located in Metropolitan Centres, Town Centres and Local Centres. Stride's investment in centre locations supports the desire to create developments that have high accessibility, amenity and functionality. Centres form an important part of the commercial infrastructure of a society, and are critically important to the economic prosperity and vitality of the city. Centres are also key nodes in our existing transport network.
8. One of Stride's flagship Auckland properties is the NorthWest Shopping Centre, which is located in the Westgate Metropolitan Centre zone under the Auckland Unitary Plan (**AUP**) and is the key node for north west Auckland. Stride owns and operates the NorthWest Shopping Centre on the parcel of land bounded by Maki Street, Rua Road and Gunton Drive, as well as NorthWest 2, the retail and commercial development on the opposite side of Maki Street which frames the town square.
9. The continued development of the Westgate Metropolitan Centre has been further supported by the development at Hobsonville, the live residential zoning provided to the Redhills Precinct in the AUP, and now the notices of requirement lodged by Te Tupu Ngātahi Supporting Growth Alliance.

Stride supports the NWLN Notices of Requirement to the extent that they enable transport connections in north west Auckland

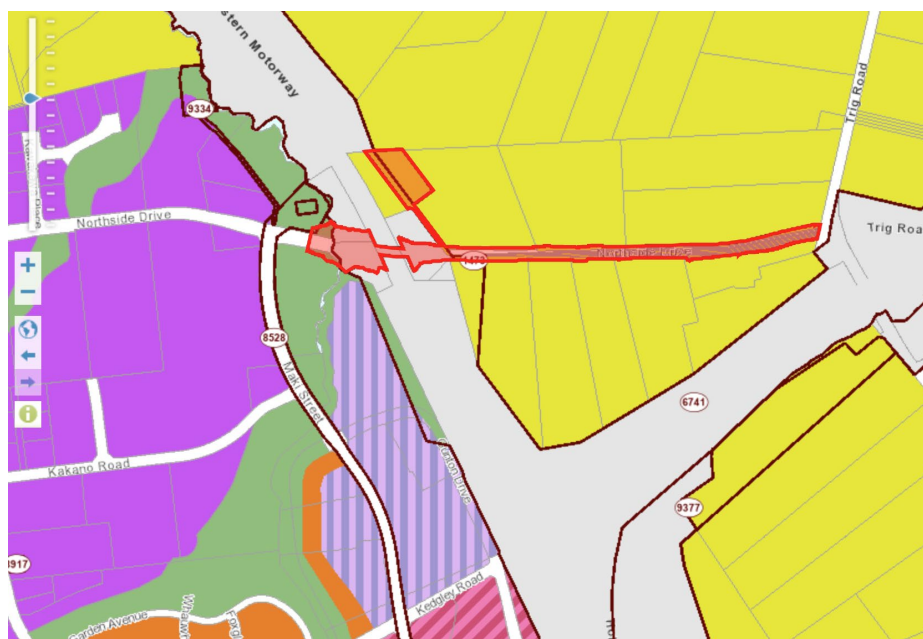
10. The project objectives of the NWLN Notices of Requirement include to enable the provision of a transport corridor that:¹
 - (a) integrates with and supports planned urban growth and the future transport network in Whenuapai; and
 - (b) improves connectivity along the corridor to Whenuapai and to Westgate.
11. As Auckland's population continues to increase and the form of the city intensifies, it is critical that the investment in transport infrastructure supports a quality compact urban form. Providing for transport infrastructure that supports alternative modes, enables residential intensification in proximity to centres and the rapid transit network, and provides efficient access to the centres, will provide for growth in the right locations and optimise infrastructure investment.
12. Investment in infrastructure is particularly important in north west Auckland. The Auckland Plan has identified Westgate as one of three main nodes (as well as Albany and Manukau) that are critical to growth across the Auckland Region, and form the foundation for Auckland's future growth.
13. The NWLN Notices of Requirement assessment of effects on the environment (**AEE**) identifies that transport demand will grow in these areas, and therefore the implementation of the new network is proposed to be staged over 30 years. However, there is already high transport demand in and around Westgate Metropolitan Centre. In addition to the amenities provided by Westgate Mall, NorthWest Shopping Centre, the recently opened Costco Wholesale puts significant pressure on the surrounding transport network, and in particular connections between Westgate Metropolitan Centre and State Highways 16 and 18.
14. Therefore, Stride supports the NWLN Notices of Requirement to the extent that they support the continued development of north west Auckland in and around Westgate Metropolitan Centre.
15. However, Stride considers that a robust assessment is needed of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term.

¹ North West Local Arterials: Assessment of Effects on the Environment (Volume 2, December 2022) (**AEE**) at 26.

Stride seeks that the NWLN Notices of Requirement and Waka Kotahi and AT's investment in infrastructure provide appropriate connections to the Westgate Metropolitan Centre, including by completing Northside Drive and connections to SH 16

16. Westgate Metropolitan Centre is proposed to support an area of significant future growth. Therefore, it is important that appropriate transport connections are planned and implemented to enable connections to this centre.
17. A key opportunity for improved connections to Westgate Metropolitan Centre that has already been identified by AT is the extension to Northside Drive.
18. AT is the requiring authority for designation 1473: Northside Drive (**Northside Drive Designation**). The Northside Drive Designation proposes to extend Northside Drive West over State Highway 16 (in line with the existing bridge pier) and east toward the existing State Highway 18, as shown in Figure 1 below, and include south-facing ramps only on State Highway 16.

Figure 1 – Northside Drive Designation (red)



19. The Northside Drive Designation has connections to Notices of Requirement Trig Road (W1) and Māmari Road (W2), and alteration to designation 1433 Fred Taylor Drive (RE2). In particular, a project objective for the Māmari Road (W2) Notice of Requirement is “to “enable the provision of a transport corridor that: ... improves connectivity within Whenuapai and by connecting Whenuapai to Westgate, via the future Northside Drive extension.”
20. However, there is no certainty as to implementation of the Northside Drive extension. The AEE for the NMLN Notices of Requirement states that the Northside Drive overbridge will be constructed either under the Northside Drive Designation or Waka Kotahi SH16/18 connections project, and that the

delivery date is TBC.² The most recent update from Te Tupu Ngātahi Supporting Growth recommends that the Northside Drive development is ‘considered’ as part of the Regional Land Transport Plan process.³

21. This is not sufficient for a critical transport connection between the state highway network and a Metropolitan Centre that is needed now, let alone for the significant growth that continues to occur in north west Auckland.
22. First, Stride seeks that in considering the NWLN Notices of Requirement, the Council prioritises connections between the state highway network and Westgate Metropolitan Centre.
23. Second, Stride seeks that a full interchange connection to SH 16 is provided at Northside Drive. As noted above, the Northside Drive Designation currently only includes south-facing ramps on SH 16. However, the SH 16 connection at Northside Drive needs to be a full diamond interchange to provide both north and south access to the Westgate Centre (and rapid transit station) and also the industrial land at Whenuapai (and avoid heavy vehicles to these areas traveling along residential arterials) and to enable a fully connected and functioning network. It would be appropriate for AT to seek an alteration to the existing Northside Drive Designation to provide this full interchange concurrently with considering the NWLN Notices of Requirement, so a whole of network approach can be considered.
24. Third, Stride seeks that AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and interchange. It is critical that this infrastructure is delivered to respond to existing pressures and in advance of future urban growth in north west Auckland.

Reasons for submission

25. In addition to the reasons set out above, the reasons for Stride’s support in part of the Notices of Requirement and wish to have them amended include to ensure that the Notices of Requirement:
 - (a) are consistent with the relevant objectives and policies of the AUP;
 - (b) provide for a well-functioning urban environment;
 - (c) are consistent with the sustainable management of natural and physical resources and are otherwise consistent with the purpose and principles of the RMA;
 - (d) will meet the reasonably foreseeable needs of future generations;

² AEE at 44.

³ Te Tupu Ngātahi Supporting Growth: North West Auckland <https://findoutmore-supportinggrowth.nz/north-west-auckland> accessed 24 April 2023.

- (e) will enable people and communities to provide for their social, economic and cultural well-being; and
- (f) are consistent with sound resource management practice.

Decision sought

26. The following recommendation or decision sought by Stride is:
- (a) a robust assessment is undertaken of how the future transport network can support existing urban areas and future urban growth in north west Auckland in the short, medium and long term;
 - (b) the NWLN Notices of Requirement are amended to prioritise connections between the state highway network and Westgate Metropolitan Centre;
 - (c) AT and / or Waka Kotahi review the need for a full diamond interchange at Northside Drive, and include this scenario in the wider transport upgrade programme; and
 - (d) AT and / or Waka Kotahi prioritise delivery of the Northside Drive extension and connections to SH 16; or
 - (e) any additional or consequential relief to give effect to the matters raised in this submission.
27. Stride wishes to be heard in support of its submission.
28. If others make a similar submission, Stride will consider presenting a joint case with them at a hearing.

DATED this 24th day of April 2023

Stride Property Limited by its solicitors and
duly authorised agents
MinterEllisonRuddWatts



Bianca Tree

Address for service of submitter:

Stride Property Limited

c/- MinterEllisonRuddWatts

PO Box 105249

AUCKLAND 1143

Attention: Bianca Tree / Amy Dresser

Telephone No: (09) 353 9700

Fax No. (09) 353 9701

Email: bianca.tree@minterellison.co.nz
amy.dresser@minterellison.co.nz

**SUBMISSION ON A NOTIFIED NOTICE OF REQUIREMENT FOR DESIGNATION
OF LAND BY AUCKLAND TRANSPORT**

Section 168(2) of the Resource Management Act 1991

To: Auckland Council, Plans and Places
Private Bag 92300
Auckland 1142
Attention: Planning Technician

THE NATIONAL TRADING COMPANY OF NEW ZEALAND LIMITED c/- Ellis Gould, Solicitors at the address for service set out below (“**the Submitter**”) makes the following submission in relation to the notices of requirement lodged by **Auckland Transport** in respect of North West Local Network: Alteration to designation 1437 Hobsonville Road: an alteration of the existing Hobsonville Road designation 1437 to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including provision of separated active mode facilities (the “**NoR**”).

1. The NoR comes within the North West Local Network package of the broader North West Transport Network project (the “**Project**”) under the Te Tupu Ngātahi Supporting Growth Programme.
2. The Submitter will be directly affected by the NoR as it owns property at 120 Hobsonville Road, Hobsonville comprising the New World Hobsonville (the “**Site**”), parts of which come within the designation boundaries.
3. The Submitter is not a trade competitor of the Requiring Authority for the NoR and could not gain any advantage in trade competition through this submission.
4. The Submitter is not opposed in principle to the NoR, and supports the Project, but seeks to ensure that:
 - (a) Land take for the purpose of the designation is avoided to the greatest extent possible.
 - (b) Where land take cannot be avoided, the adverse effects of land take on the operation of the Site are remedied or minimised.

- (c) There be no long-term (i.e.: post-construction) adverse effects on access to and egress from the Site or on activities that are undertaken on the Site.
- (d) Adverse effects on the operation of the Site during the construction phase of the Project are avoided or minimised to the greatest extent possible.

Reasons for submission:

5. The reasons for the submission are as follows:

- (a) Unless the relief sought in this submission is granted, the NoR will:
 - (i) Not promote the sustainable management of natural and physical resources;
 - (ii) Not amount to and promote the efficient use and development of resources;
 - (iii) Be inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 (“**RMA**”);
 - (iv) Generate significant adverse effects on the environment, and in particular, on the Site; and
 - (v) Not warrant being confirmed by Council under section 171 RMA.

In particular, but without derogating from the generality of the above:

Boundary encroachment

- (b) The Submitter is concerned that the designation, as shown in the General Arrangement Plan, encroaches significantly into the Site.
- (c) The Hobsonville Road boundary of the Site comprises a number of street-facing shops, that act to activate the edges of Hobsonville Road. As proposed, the designation may require demolition, or modification, of these shop fronts.
- (d) To address these concerns, the Submitter seeks confirmation that the NoR does not, and will not cover, parts of the Site where there are existing buildings.
- (e) In the event that the Requiring Authority concludes that there is no way to avoid including existing buildings within the designation boundary, the Submitter considers that it should be the Requiring Authority’s responsibility to modify or

replace any affected buildings to ensure that the road frontage along Hobsonville Road continues to be appropriately activated.

Footpath widths

- (f) The paved footpath along the Hobsonville Road boundary of the Site is currently 3.8 metres wide, with a further 3.8 – 7 metres of grassed berm.
- (g) The cross-section provided with the NoR Assessment of Environmental Effects (Fig 10-4) shows a significant reduction in the width of the footpath along the Hobsonville Road edge of the Site, while it illustrates significant space being set aside for a dedicated cycleway, planted berms, median and four traffic lanes (two in each direction). Although no dimensions are provided on the cross section, if implemented it is unlikely that the new widths will be compliant with the Engineering Design Code for Footpaths (as set out in the Auckland Transport, Transport Design Manual).¹
- (h) This reduction in width of the footpath and associated berm will result in significant adverse effects on pedestrian movement and amenity at the Hobsonville Road frontage of the Site, including immediately adjacent to retail frontages. As well as having general adverse amenity outcomes, it is notable that existing and future opportunities for *al fresco* dining in this location will be precluded.

Hobsonville Road – Sinton Road Intersection

- (i) The Site is accessed via the Hobsonville Road – Sinton Road Intersection (the “**Intersection**”). When travelling west on Hobsonville Road, access to Sinton Road is via a right-hand turning lane.
- (j) The proposed roading layout, as shown in the General Arrangement Plan, appears to remove the right turn lane and replace it with a through lane. This will result in significant adverse traffic effects on the accessibility of the Site:
 - (i) The supermarket on the Site currently services a substantial population located east of the Site towards and including Hobsonville Point. The removal of right turn movements into Sinton Road South would therefore

¹ Table 1: Minimum Urban Footpath Zone Dimensions

have significant adverse effects on the local population's ability to access the site.

- (ii) Many service vehicles accessing the Site also approach the Site from the east, having exited the Upper Harbour Highway at Squadron Drive. The removal of right turn movements into Sinton Road South would therefore also have the effect of redirecting these traffic movements west towards Brigham Creek Road.

Truck egress from the Site

- (k) The Submitter understands that property effects in relation to access driveways and private access roads have not been specifically considered as part of the NoRs and will be subject to further design prior to implementation.
- (l) Notwithstanding this, the Submitter is concerned that the proposed layout of the designation, as shown in the General Arrangement Plan submitted with the NoR, may create significant adverse effects on truck egress from the Site.
- (m) Truck egress from the Site onto Hobsonville Road is currently by way of a driveway with both left and right turn capacity, at the western end of the Site (the "**Driveway**").
 - (i) The General Arrangement Plan appears to indicate that the Driveway will be closed and may not be reinstated.
 - (ii) As the Site does not have sufficient turning space for trucks, egress via the Driveway must be retained to ensure that trucks can continue to exit the Site. This is important during both the construction phase and long-term.
 - (iii) The proposed roading design includes a median along Hobsonville Road along the frontage of the Site. It is unclear whether this is to be a flush median, raised median or traffic island. The Submitter currently enjoys unrestricted egress (i.e., both left and right turn capacity from the Driveway) and seeks that a flush median be implemented to enable right turns from the Driveway.
 - (iv) Further, modelling has demonstrated that incorporating a solid median along Hobsonville Road would not provide enough space for larger trucks to undertake a left-hand turn from the Site onto Hobsonville Road

without striking the median (as tight left turns by large trucks require more area for vehicle tracking than right turns where the turn radius can be greater). Currently, such manoeuvres are possible as the flush median enables both left and right turns. The Submitter therefore requests that a flush median is retained in this location to ensure that existing truck egress manoeuvres can continue to be accommodated from the Site.

Gradient changes to access and egress points on Hobsonville Road

- (n) In addition to the more specific comments regarding truck egress, the General Arrangement Plan identifies a portion of the Driveway as coming within the designation boundary, with a fill batter indicated in this area.
- (o) The Driveway currently incorporates a flat platform that is used as a pickup/drop off zone for loading groceries under a canopy adjacent to the supermarket building. By including the section of the Driveway within the designation boundary, the distance from the road boundary to the flat platform is reduced. This, and any additional fill, is likely to result in the need to increase the gradient of the Driveway, which may have inappropriate traffic safety effects and lead to a situation that does not comply with Auckland Unitary Plan platform requirements designed to ensure appropriate visibility lines for exiting vehicles.
- (p) Similar concerns arise in relation to the direct entrance from Hobsonville Road to the Site. The inclusion of parts of this entranceway within the designation are likely to reduce the distance from the road boundary to the carpark, resulting in the need to redesign the access to incorporate a steeper and less safe gradient.

General comments on construction effects

- (q) A construction traffic management plan has not been provided with the NoR. The Submitter is concerned that the construction phase may result in significant adverse effects on the operation of its Site. Construction traffic management plans are a mechanism commonly used to manage such effects. The Submitter seeks that a site-specific construction traffic management plan be required, prior to works being undertaken in the vicinity of the Site, to demonstrate how construction traffic effects will be appropriately managed including how continued Site access by customers, staff and service vehicles will be maintained during the construction period.

- (r) In addition to the more specific conditions set out below, the Submitter is concerned that the NoR is uncertain in terms of land requirements during the construction period relative to after completion of construction and commencement of operation of the works. It would be inappropriate and inconsistent with the purpose of the RMA if the Requiring Authority were to maintain a designation over land no longer required for the purpose of the designation. The Submitter accordingly seeks inclusion of a condition which specifies that, once construction is complete, the extent of the designation will be reduced as soon as possible to include only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.

Relief sought:

6. The Submitter seeks that the NoR be accepted provided:

- (a) That the designation is amended and conditions imposed on it to ensure that:
- (i) Encroachment into the Site, both during the construction and operational phases of the Project, is avoided to the greatest extent possible.
 - (ii) The layout of the proposed works is revisited to avoid inappropriate adverse effects on pedestrian amenity, particularly along the frontage of existing retail shop fronts within the Site.
 - (iii) If encroachment into the Site is required, the Requiring Authority must reinstate the activated edges (i.e.: shop frontage) along the Hobsonville Road edge of the Site and ensure that footpaths comply with the width specified in the Engineering Design Code for Footpaths.
 - (iv) The right-hand turning lane from Hobsonville Road into Sinton Road is reinstated.
 - (v) The Driveway is clearly identified as being reinstated and retained in its current form. If retention of the Driveway in its current form is not possible, the Requiring Authority must ensure the roading design provides for appropriate truck egress from the Site by the provision of either a flush median or a break in the median adjacent to the Driveway.

- (vi) Access to and egress from the Site to Hobsonville Road retains an appropriate and safe gradient, that complies with the standards in the Auckland Unitary Plan, for all vehicle crossings.
- (b) That conditions are imposed on the designation to ensure that:
- (i) There will be no long-term (i.e.: post construction) effects on any of the existing vehicle access to and egress from the Site and that these will be retained largely in their current form following completion of construction.
- (ii) Adverse effects on access to and egress from the Sites are minimised as far as practicable during construction; with truck egress from the Site being specifically maintained throughout the construction period.
- (iii) Prior to the commencement of construction in the vicinity of the Site, a construction traffic management plan applying to the road network in the immediate vicinity of the Site is:
- Prepared by the Requiring Authority in consultation with the Submitter;
 - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - Approved by the Council.
- (iv) The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the Site is completed, so that the residual designation avoids the Site, or includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
- (c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

If the above relief is not accepted, the Submitter seeks that the NoR be declined.

7. The Submitter wishes to be heard in support of its submission.

8. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.

DATED this 24TH day of April 2023

**THE NATIONAL TRADING COMPANY
OF NEW ZEALAND LTD** by its solicitors
and duly authorised agents, Ellis Gould



D J Sadler / C S S Woodhouse

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509. Auckland 1140, DX CP22003, Auckland. Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention: Daniel Sadler: dsadler@ellisgould.co.nz

From: [Campbell Barbour](#)
To: [Unitary Plan](#)
Subject: Northwest Auckland NOR's
Date: Friday, 28 April 2023 3:54:26 pm

Re Joint notification of 19 Separate Notices of Requirement by Auckland Transport and Waka Kotahi NZ Transport Agency to protect routes in Whenuapai, Kumeu, Huapai and Redhills.

This submission is made on behalf of the NZRPG group of companies which includes as it relates to this matter, Westgate Properties 2017 limited, NZRPG management 2017 limited, Westgate Town Centre 2017 limited, Northside Land Holdings Limited, Westgate Town centre limited Apologies for this submission not being received by Monday 24 April, the person responsible for its submission has been ill and its completion was overlooked. We trust that given the short period of lateness a waiver in this instance would not unduly prejudice anyone.

This submission(s) relates to the entire “bundle of 19 NOR’s. We record our general support for the overdue provision of adequate roading infrastructure to support the Auckland’s Northwest and in particular its growth. We are concerned however about the practical delivery of some of the proposals, the expected timeframe for their delivery and the extent to which they have “future proofed” to provide intergenerational solutions. We expect to join other submitters in response to specific aspects of design and delivery.

Our primary submission at this point in the process relates to the integration of these proposals with existing infrastructure (or lack of it) in particular surrounding the Westgate Town centre. We submit that these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.

The NZRPG group is prepared to be heard in relation to this submission

Our contact is hereunder

Campbell Barbour

General Manager

www.nzrpg.co.nz | ph +64 9 831 0200 | mob 0274 755 188

Level 1, 1a / 7 Maki Street, Westgate Shopping Centre

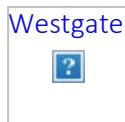
PO Box 84001, Westgate, Auckland, 0657

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Bronnie Styles

From: Kester Ko <kester@rockhopper.co.nz>
Sent: Thursday, 27 April 2023 3:44 pm
To: Unitary Plan
Subject: 82 Hobsonville Road Submission to North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Bronnie

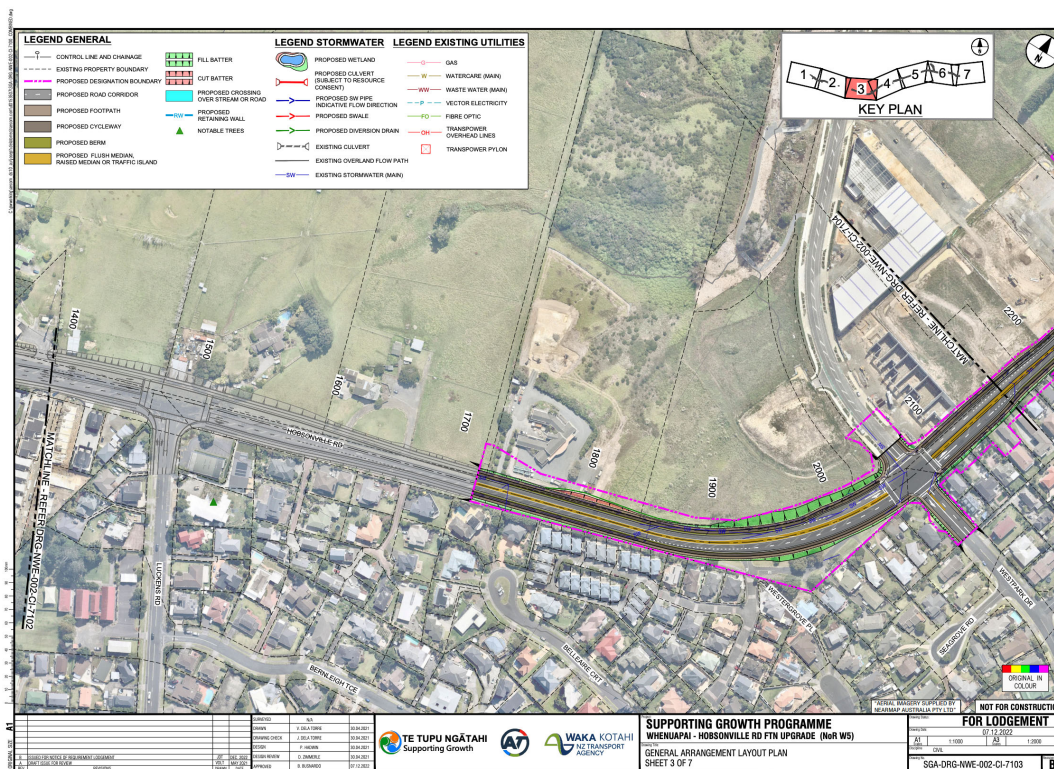
Hi Auckland Council,

Our submission has been delayed due to the school holidays and consultants being on leave.

I am submitting on behalf of Kings Height Group, the owner of 82 Hobsonville Road.

We would like to reduce the NOR land on western edge of the site (triangular shape).

Given that it is going to be leased from the landowner on a temporary basis and then returned upon completion of construction. Can this size be reduced?



We would welcome the opportunity to meet and clarify our position as well as attend hearings if required.

Thank you for the opportunity to express our views.

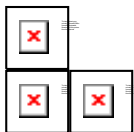
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Regards,

Kester Ko | Managing Director

M.Urb.Des, B.Arch, B.A.S, MInstD, MPIA

M 021 528 882 **E** kester@rockhopper.co.nz **W** www.rockhopper.co.nz



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From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:805] Notice of Requirement online submission - Courtney-Lee and Ravnial Singh
Date: Monday, 22 May 2023 4:00:32 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Courtney-Lee and Ravnial Singh

Organisation name:

Full name of your agent: Courtney-Lee Singh

Email address: courtneyleecroad@gmail.com

Contact phone number: 0211164522

Postal address:
42 Pohutukawa Parade
Riverhead
Riverhead 0820

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:
85a Hobsonville Road, West Harbour, Auckland

Do you support or oppose the Notice of Requirement? I or we are neutral to the Notice of Requirement.

The reason for my or our views are:

I am concerned that this puts stress on my tenant with timelines of when our house will be bought. She already has voiced concerns after receiving the nor and I'm am worried she will look elsewhere for stability. This put us out of pocket of rent till it is re-tenanted. I am concerned if there were the need to sell this house the nor has to be disclosed in the sale and this would disadvantage us immensely. I am concerned regarding timelines not being clear for consent to build then when our house will be purchased. This could be far down the track such as 15 to 20 years. This nor puts us in a difficult position if needed to sell this far in advance.

I or we seek the following recommendation or decision from Auckland Council:
As above. Read comments.

Submission date: 22 May 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:806] Notice of Requirement online submission - Mark David Roseingrave
Date: Thursday, 25 May 2023 1:00:34 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Mark David Roseingrave

Organisation name:

Full name of your agent:

Email address: markroseingrave0@gmail.com

Contact phone number: 0223239749

Postal address:
2 Fitzherbert Avenue
West Harbour
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:
It is very important to make improvements to our roads network

I or we seek the following recommendation or decision from Auckland Council:
To have 24/7 assets to the property

Submission date: 25 May 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:809] Notice of Requirement online submission - Padmaja Maruvada
Date: Thursday, 1 June 2023 7:46:19 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Padmaja Maruvada

Organisation name:

Full name of your agent:

Email address: padmaja.maruvada@gmail.com

Contact phone number: 02041690527

Postal address:
127 Hobsonville Road
West Harbour
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we are neutral to the Notice of Requirement.

The reason for my or our views are:

1. Access to our property will be more difficult as there will be no right turn from the road to our property. 2. Noise level during the process of road widening and traffic noise close to our house would be a health issue for myself as I have been diagnosed with partial deafness. 3. The vibrations because of the construction and heavy traffic would lead to a lot of house movement developing cracks into the walls and roof of the house which has happened before with lots of works being done in front of our property where in we had to bear the cost of the repairs with filling up these cracks and painting. 4. With more traffic and the traffic lights I am concerned that it will disturb our sleep even further being on the road with a lot of street lights. 5. Our privacy would be compromised as higher trucks and buses would be a lot closer to our fence line.

I or we seek the following recommendation or decision from Auckland Council:

Double glazing of our windows and front door towards the road would reduce the noise level. Increasing the height of our fence would provide some privacy for us. Division in between the fence and the new footpath with a high wall would be ideal for noise reduction and privacy for us. Better access to our property from the road turning right should be considered during and after the completion of the project.

Submission date: 1 June 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: [ID:810] Notice of Requirement online submission - Janntte Helen MacLean
Date: Thursday, 1 June 2023 8:45:59 pm

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Janntte Helen MacLean

Organisation name:

Full name of your agent: Jan Helen MacLean

Email address: janjan149b@outlook.co.nz

Contact phone number:

Postal address:
149b Hobsonville Road
Westharbour
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

My reason is, how close this will be to my house, the noise level with extra traffic day and night. Plus, all the noise and disruptions night and day this will be to my life while this is under construction. How is this going to affect the local environment

I or we seek the following recommendation or decision from Auckland Council:
The works, the disruptions, noise levels day and night.

Submission date: 1 June 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

Bronnie Styles

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
Sent: Friday, 12 May 2023 9:31 pm
To: Unitary Plan
Subject: [ID:801] Notice of Requirement online submission - Linda Cheng

Categories: Bronnie

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Linda Cheng

Organisation name:

Full name of your agent:

Email address: 2chenglan@gmail.com

Contact phone number: 0273226235

Postal address:
217 Hobsonville Road
Hobsonville
Auckland 0618

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Alteration to designation 1437 Hobsonville Road (NoR W5)

The specific provisions that my submission relates to are:
1437

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
My house will be effect

I or we seek the following recommendation or decision from Auckland Council:
1437

Submission date: 12 May 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission? Yes

Declaration

I accept and agree that:

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**SUBMISSION ON AUCKLAND TRANSPORT AND WAKA KOTAHI'S NOTICES OF
REQUIREMENT FOR THE NORTH WEST LOCAL, STRATEGIC AND HIF REDHILLS
&TRIG ROAD NETWORK BY KĀINGA ORA HOMES AND COMMUNITIES**

TO: Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1010

Submission via email: unitaryplan@aucklandcouncil.govt.nz

KĀINGA ORA HOMES AND COMMUNITIES (Kāinga Ora) at the address for service set out below makes the following submission on the Notices of Requirement (**NoR**) for the North West Local, Strategic, and HIF Redhills & Trig Road Network (**The Project**) (Requiring Authority – Auckland Transport and Waka Kotahi).

Background

1. Kāinga Ora was established in 2019 under the Kāinga Ora-Homes and Communities Act 2019. Kāinga Ora consolidates Housing New Zealand Corporation, HLC (2017) Ltd and parts of the KiwiBuild Unit. Under the Crown Entities Act 2004, Kāinga Ora is listed as a Crown entity and is required to give effect to Government policies.
2. Kāinga Ora is now the Government's delivery entity for housing and urban development. Kāinga Ora will therefore work across the entire housing spectrum to build complete, diverse communities that enable New Zealanders from all backgrounds to have similar opportunities in life. As a result, Kāinga Ora has two core roles:
 - (a) being a world class public housing landlord; and
 - (b) leading and co-ordinating urban development projects.
3. Kāinga Ora's statutory objective requires it to contribute to sustainable, inclusive, and thriving communities that:

- (a) provide people with good quality, affordable housing choices that meet diverse needs; and
 - (b) support good access to jobs, amenities and services; and
 - (c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.
4. Kāinga Ora is focused on delivering quality urban developments by accelerating the availability of build-ready land, and building a mix of housing including public housing, affordable housing, homes for first home buyers, and market housing of different types, sizes and tenures. In addition to housing, Kāinga Ora has a key interest in critical infrastructure projects to enable housing supply, build-ready land and well-functioning urban environments. Therefore, its interest is across the urban development spectrum.
 5. The public housing portfolio managed by Kāinga Ora in Auckland comprises approximately 30,100 dwellings¹. Auckland is a priority to reconfigure and grow Kāinga Ora housing stock to provide efficient and effective public and affordable housing that is aligned with current and future residential demand in the area, and the country as a whole.
 6. Kāinga Ora has a shared interest in the community as a key stakeholder, alongside local authorities. Kāinga Ora interests lie in the provision of public housing to persons who are unable to be sustainably housed in private sector accommodation, and in leading and co-ordinating residential and urban development projects. Kāinga Ora works with local authorities to ensure that appropriate services and infrastructure are delivered for its developments.
 7. In addition to its role as a public housing provider, Kāinga Ora also has a significant role as a landowner, landlord, and developer of residential housing. Strong relationships between local authorities and central government are key to delivering government's priorities on increasing housing supply.
 8. Kāinga Ora owns land within, adjacent and nearby to the proposed designation subject to this submission.
 9. Policy decisions made at both central and local government level have impacts on housing affordability and community wellbeing. The challenge of providing affordable

¹ As of December 2022; <https://kaingaora.govt.nz/publications/housing-statistics/>

housing will require close collaboration between central and local government to address planning and governance issues to reduce the cost of construction, land supply constraints, infrastructure provisions and capacity as well as an improved urban environment.

10. Kāinga Ora is interested in all issues that may affect the supply and affordability of housing, as well as the well-being of their tenants. This includes the provision of services and infrastructure, and how this may impact on Kāinga Ora existing and planned housing, community development and Community Group Housing (CGH) suppliers.

Wider Context

11. In addition to the above, Kāinga Ora will play a greater role in urban development in New Zealand. The legislative functions of Kāinga Ora, as outlined in the Kāinga Ora Act, illustrate this broad mandate and outline two key roles of Kāinga Ora in that regard:
 - a) initiating, facilitating and/or undertaking development not just for itself, but in partnership or on behalf of others; and
 - b) providing a leadership or coordination role more generally.
12. Notably, the statutory functions of Kāinga Ora in relation to urban development extend beyond the development of housing (which includes public housing, affordable housing, homes for first time buyers, and market housing) to the development and renewal of urban environments, as well as the development of related commercial, industrial, community, or other amenities, infrastructure, facilities, services or works.

The Government Policy Statement on Housing and Urban Development 2021 (“GPS-HUD”)

13. The GPS-HUD sets a direction for housing and urban development in New Zealand. Its overarching vision is that everyone in New Zealand lives in a home and a community that meets their needs and aspirations. The four main things it sets out to achieve are:
 - (a) **Thriving and resilient communities** – the places where people live are accessible and connected to employment, education, social and cultural opportunities. They grow and change well within environmental limits, support our culture and heritage and are resilient.

- (b) **Wellbeing through housing** – everyone lives in a home, whether it’s rented or owned, that is warm, dry, safe, stable and affordable, with access to the support they need to live healthy, successful lives.
- (c) **Māori housing through partnership** – Māori and the Crown work together in partnership so all whānau have safe, healthy, affordable and stable homes. Māori housing solutions are led by Māori and are delivered locally. Māori can use their own assets and whenua Māori to invest in and support housing solutions.
- (d) **An adaptive and responsive system** – Land-use change, infrastructure and housing supply is responsive to demand, well planned and well regulated.

The National Policy Statement on Urban Development (“NPS-UD”) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the “RMAA 2021”)

- 14. The NPS-UD aims to ensure councils better plan for growth and remove overly restrictive barriers to development to allow growth in locations that have good access to services, public transport networks and infrastructure. The NPS-UD’s intensification policies require councils to enable greater heights and densities in areas that are well-suited to growth, such as in and around urban centres and (existing and proposed) rapid transit stops. The RMAA 2021 introduced the Intensification Streamlined Planning Process for tier 1 councils to implement the intensification policies and additionally required these councils to introduce the Medium Density Residential Standards.
- 15. Together, the NPS-UD and RMAA 2021 are intended to ensure New Zealand’s towns and cities are well-functioning urban environments that support housing supply and affordability, accessibility to jobs and services, and emissions reduction.

Scope of Submission

16. The submission relates to the 19 NoR's for the North West Local, Strategic, and HIF Redhills & Trig Road Network Project in their entirety.

The Submission is:

17. Kāinga Ora **supports** the Project and **supports** the NoR's for the Project **in part**, which seeks to undertaken the following works to provide a Rapid Transit Corridor and stations, buses priority lanes and associated walking and cycling facilities²:
 - (a) Widening and upgrade the existing corridors on Coatesville – Riverhead Highway, Don Buck Road, Fred Taylor Drive, Māmari Road, Brigham Creek Road, Spedding Road and sections of Hobsonville Road to local arterial and include buses priority lanes and separated cycle lanes and footpaths (**NoR R1, RE1, RE2, W2, W3, W4 and W5**);
 - (b) Widening and upgrade the existing corridors on Trig Road and sections of Hobsonville to a corridor with separated active mode facilities (**NoR W1 and W5**).
 - (c) Construct a new Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations as well as an upgrade to Access Road (**NoR S1, S2, S3, S4, KS and HS**).
 - (d) Construct two arterial transport corridors in Redhills (**NoR 1, 2a, 2b and 2c**)
 - (e) Upgrade and widening the existing Trig Road corridor to an urban arterial corridor (**NoR Trig Road Corridor Upgrade**).
18. This support is subject to the relief Kāinga Ora seeks being granted and matters raised in its submission being addressed.
19. In particular, but without limiting the generality of the above:
 - a) Kāinga Ora supports the outcomes derived from the project particularly as they relate to the delivery of regionally significant transportation infrastructure, enhanced accessibility, and the overall improved rapid transport, walking and cycling provision, however support in part the proposed NoR for the Project.

² Refer Section 1 of the AEE for specific details.

Kāinga Ora considers that the Project will support urban growth and intensification objectives along its alignment, contained within the strategic planning documents, including those within the NPS-UD.

- b) Kāinga Ora considers the designation process is appropriate due to the regional significance of the infrastructure proposed and the ability of the designation process to avoid unreasonable delay.
 - c) Kāinga Ora generally supports the proposed conditions of the designation and the use of the mechanisms outlined to avoid, remedy, or mitigate potential adverse effects and to regularly communicate with the community, including but not limited to: the submission of an Outline Plan of Works (OPW), the Stakeholder Communication and Engagement Management Plan (SCEMP), Urban Landscape Design Management Plan (ULDMP), Construction Environmental Management Plan (CEMP), Cultural Monitoring Plan (CMP), Construction Traffic Management Plan (CTMP), Construction Noise and Vibration Management Plan (CNVMP), Construction Noise and Vibration Management Schedule (CNVMS), Historic Heritage Management Plan (HHMP); Ecological Management Plan (EMP), and a Tree Management Plan (TMP).
20. Notwithstanding the general support of the Project, Kāinga Ora considers that further information or details about the project are required. Depending on the outcome of these investigations, there may need to be some changes to designation conditions and/or the design of the project to address the concerns expressed in this submission.

Designation Boundary Review

21. Given the designation is proposed to be in place for 15 years (for the Local, HIF Redhills and Trig Road Network) and 20 years (for the Strategic Network), and given the boundaries are likely to impact future development along the Project alignment for some time (and may lead to unintended consequences as a result), Kāinga Ora requests that a more refined approach is adopted to determining the designation boundary. This would ensure that only the minimum amount of land required is designated (for both construction and operational needs), so that efficient and effective land use is not compromised.
22. Kāinga Ora proposes the incorporation of a periodic review condition where the extent of the designation boundary is reviewed every 12 months following the lodgement of

OPW(s) to ensure this is being refined continually, and that any land no longer required for construction and operation as a result of the refinement exercise shall be uplifted from the designation.

Flooding

23. Kāinga Ora is concerned that the proposed conditions manage flooding at the expense of neighbouring properties. In particular, Kāinga Ora notes that proposed conditions for 'Flood Hazard' would enable an increase in the level of flooding toward adjoining properties. As an example, this condition proposes that a 10% reduction in free board for existing habitable floors is permitted, and an increase in flood levels of 50mm is permitted where there is no existing dwelling (among others).
24. It is of Kāinga Ora opinion that the Project should be required to manage the flooding effects within its own boundary.
25. Kāinga Ora requests that a flood hazard condition is added so that, simply put, the Requiring Authority does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.

Noise and Vibration

Construction Noise and Vibration

26. Kāinga Ora acknowledges that compliance with construction noise and vibration standards are not always practical and supports the management of construction noise and vibration by way of a CNVMP and CNVMS, provided this is in accordance with best practical options and provided the effects of construction noise and vibration are minimised as far as is practical.
27. Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS.

Operational Noise and Vibration

28. It is acknowledged that transport infrastructure is critical to enabling a well-functioning urban environment, and that a degree of noise and vibration emissions are expected. However, it must be recognised that significant noise emissions have potential adverse

effects on surrounding residential environments and the health and well-being of people living nearby. Therefore, Operational Noise and Vibration requires careful consideration to ensure that the effects are appropriately avoided, remediated or mitigated in accordance with Section 16 and 17 of the RMA.

29. Kāinga Ora is concerned that the Project does not fully assess the health effects associated with traffic noise of the Project. While the Project assesses the traffic noise effects in the context of NZS6806, Kāinga Ora is concerned that the standard does not fully capture the potential health effects of a proposal. This was raised within the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network (which in turn took reference and guidance from the Board of Inquiry decision for the Waterview Connection)³ where it was noted that NZS 6806: potentially discounts the adverse cumulative effects of elevated noise on recipients; inadequately addresses those parts of s.5 (2)(c) of the RMA concerned with avoiding, remedying and mitigating adverse effects; does not engage those parts of Section 7 of the RMA concerned with amenities and the quality of the environment likely to be of concern to impacted persons; and inadequately addresses Section 16 of the RMA (among others).
30. Kāinga Ora notes that Auckland Transport identifies that activities subjected to an operational noise level of 55 dB LAeq require mitigation to address potential adverse health effects. Kainga Ora requests a condition requiring operational noise levels to not exceed 55 dB LAeq beyond the boundaries of the designation or, where exceeded at a sensitive receiver, mitigation is provided.
31. This operational noise level was the baseline utilised within Auckland Transport's Acoustic Expert Evidence by Claire Drewery for Private Plan Change 51 (**PPC51**)⁴, who considered that there are adverse health effects in relation to road traffic, referencing both the World Health Organisation (WHO) Environmental Noise Guidelines for the European Region (2018) and enHealth's The Health Effects of Environmental Noise (2018). The WHO's guidelines are (in part) copied below:

WHO guidelines for Community Noise 1999 states the following in relation to dwellings

³³ Refer paragraph 229 of the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network dated 20 April 2022

⁴ Paragraphs 6.7 and 6.9 of Statement of Evidence of Claire Drewery on behalf of Auckland Transport – Acoustic, dated 24 August 2021 for Private Plan Change 51 – Drury 2 Precinct.

[page xiii]

... The effects of noise in dwellings, typically, are sleep disturbance, annoyance and speech interference. For bedrooms the critical effect is sleep disturbance. Indoor guideline values for bedrooms are 30 dB LAeq for continuous noise and 45 dB L_{Amax} for single sound events. Lower noise levels may be disturbing depending on the nature of the noise source. At night-time, outside sound levels about 1 metre from facades of living spaces should not exceed 45 dB LAeq, so that people may sleep with bedroom windows open. This value was obtained by assuming that the noise reduction from outside to inside with the window open is 15 dB. To enable casual conversation indoors during daytime, the sound level of interfering noise should not exceed 35 dB LAeq. To protect the majority of people from being seriously annoyed during the daytime, the outdoor sound level from steady, continuous noise should not exceed 55 dB LAeq on balconies, terraces and in outdoor living areas. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound level should not exceed 50 dB LAeq. Where it is practical and feasible, the lower outdoor sound level should be considered the maximum desirable sound level for new development.

WHO Environmental Noise Guidelines for the European Region (2018) states the following

[page xiii]

Environmental noise is an important public health issue, featuring among the top environmental risks to health. It has negative impacts on human health and well-being and is a growing concern among both the general public and policy-makers in Europe.

[page xvi]

For average noise exposure, the Guideline Development Group (GDG) strongly recommends reducing noise levels produced by road traffic below 53 decibels (dB) L_{den}, as road traffic noise above this level is associated with adverse health effects.

Based on the above, Ms Drewery adopted 55 dB LAeq_(24 hour) as the noise level above which potential health effects could occur and made subsequent recommendations for

PPC51. Kāinga Ora considers that it is appropriate that a similar baseline is utilised for the Project.

32. Kāinga Ora considers that it is appropriate that the Requiring Authority is incentivised to ensure that such measures are undertaken to reduce noise and vibration at source, while at the same time utilising the AUP to manage those effects that cannot be controlled at source, if required.
33. Kāinga Ora submits that there would be a number of advantages with minimising noise and vibration at source that should provide benefits to future residents in surrounding urban areas, namely the ability for existing and future occupants to enjoy greater amenity outside their dwellings. While acoustic attenuation could be an appropriate response to address a health or amenity issue, any reduction of noise (or vibration) at source would enable future residents to enjoy their outdoor living areas, rather than being 'locked-up' in their homes.
34. At the same time, Kāinga Ora submits that there may be circumstances whereby existing dwellings that experience increased exposure to noise and vibration require further mitigation in the form of building modifications, including but not limited to wall insulation, double glazing, forced ventilation and temperature controls. Kāinga Ora would like to discuss this aspect with the Requiring Authority.
35. Kāinga Ora is concerned that the conditions as drafted are not user friendly, are over complicated and would be difficult to understand for adjoining landowners. Kāinga Ora requests that the conditions are simplified for the benefit of adjoining land owners.
36. Kāinga Ora supports the application of structural mitigation measures (low noise and vibration road surfaces, acoustic barriers insulation, where appropriate) to all roads within the NoR. However, it is sought that where mitigation is applicable along the alignment of the Project, that this offer for mitigation shall stay in perpetuity (i.e. not be limited to three months), until an offer has been taken up, in the interests of natural justice and mitigating adverse health effects for future occupiers.
37. Kāinga Ora requests that the condition for Low Noise Road Surface is amended to require the use of low noise and vibration road surfaces, such as an Asphaltic mix surface, for all road surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective.

Other Items

Validity of Advice Note – Designation Boundary

38. Kāinga Ora has concerns with the validity of the advice note associated with condition associated with the UDLMP, which states that a front yard setback is not required from the designation boundary as the designation is not specifically proposed for road widening purposes. It would appear to Kāinga Ora that the proposal is, at least in part, for road widening to accommodate the Project. A designation cannot modify a rule in the plan, and it is expected that the Council are likely to require the front yard to be taken from the designated boundary which would potentially result in unintended consequences along the alignment of the Project, and compromise efficient land use and development along the Projects alignment.

Designation Review

39. The proposed designation conditions include a requirement for the Requiring Authority to review the designation within 6 months of completion of construction or as soon as otherwise practicable. While Kāinga Ora generally supports this notion and the intent to do this as soon as is practical, Kāinga Ora considers that the condition should also include a requirement for the Requiring Authority to provide the land in a suitable state once the land is relinquished from the designation and surrendered, in agreement with the property owner.

Relief Sought

40. Kāinga Ora seeks the following further actions regarding the NoR:
- (a) That the Requiring Authority adopts a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing.
 - (b) That the Requiring Authority undertakes an assessment of the health and safety effects of the operational traffic noise prior to the hearing.
 - (c) That the design of the Project is updated to incorporate the full suite of recommendations contained within (a) and (b) above, or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.

41. Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR:
- (a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes required and the OPW should demonstrate how safe alternative access will be provided.
 - (b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.
 - (c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority.
 - (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up.
 - (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
 - (f) That the Designation Review condition should be amended to:
 - (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and
 - (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.
 - (g) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out herein.

- (h) Any other alternative or consequential relief to give effect to this submission.
42. In the absence of the relief sought, Kāinga Ora considers that the NoR:
- (a) is contrary to the sustainable management of natural and physical resources and is otherwise inconsistent with Part 2 of the Act;
 - (b) will compromise urban development outcomes;
 - (c) will in those circumstances impact on the ability of people and communities to provide for their social, economic and cultural wellbeing.
43. Kāinga Ora does not consider it can gain an advantage in trade competition through this submission.
44. Kāinga Ora wishes to be heard in support of its submission.
45. If others make a similar submission, Kāinga Ora would be willing to consider presenting a joint case with them at hearing.

Dated this 11th Day of May 2023



Jennifer Chivers on behalf of

Brendon Liggett

Manager – Development Planning
Kāinga Ora Homes and Communities

ADDRESSES FOR SERVICE:

Kāinga Ora – Homes and Communities

PO Box 74598

Greenlane, Auckland

Attention: Jennifer Chivers

Email:

developmentplanning@kaingaora.govt.nz

Graham and Louise Hilton Family Trust

R D 2, Kumeu Ph. (09) 412 8112

E-mail. gdhilton@actrix.co.nz

Auckland City Council
Notice of Requirement (NOR R1- Coatesville-Riverhead Highway)

22/3/2023

Submission

As affected landowners of Coatesville-Riverhead Highway , we have the following concerns

- This proposed work should not be considered until final completion of all State Highway 16 reconstruction is completed, because until this is done there will be no cohesive between the two identities
- As for increasing buses, that is totally unnecessary as there are very few persons who actually use the existing service
- Until Highway 16 works are completed there will be no safe connection with the works proposed for Coatesville-Riverhead Highway, and no safe way to walk or bike any further.
- Until these Highway 16 works are completed where do walkers and bikers using Coatesville –Riverhead Highway to SH16 end up, park up or join connecting services!!!!
- This work should be deferred until State Highway 16 works are completed.
- Please use our rate payers money on something that is totally necessary right now!! Fix the existing roads and complete Highway 16 Brighams Creek to Kumeu redevelopment immediately.
- Why is it so important for people to ride or walk to Westgate, how are they going to go shopping and return with their purchases on a bike or on foot!!

No common sense is prevailing in these proposed decisions

Regards

Graham and Louise Hilton

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Tosh Baird

Organisation name:

Full name of your agent:

Email address: toshbaird@gmail.com

Contact phone number:

Postal address:
31 Pohutukawa Parade
Riverhead
Auckland 0820

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Riverhead-Coatesville Highway traffic is already excessive. During peak hours traffic backs up all the way back to Hallertau and can take 40-50 minutes simply to get to the end of that traffic before even reaching the motorway. The infrastructure simply isn't there to support any more housing and this proposed alteration won't help at all.

I or we seek the following recommendation or decision from Auckland Council:

Deny this design and alteration. Finish the Northwestern Motorway to Kumeu 2 lanes each way development, install a roundabout where CRH16 joins that road and then look at building light rail all the way to Kumeu longterm. Just building more roads will never solve the traffic crisis in Auckland.

Submission date: 23 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Wendy frame

Organisation name:

Full name of your agent:

Email address: wendyframe@msn.com

Contact phone number:

Postal address:
21A Elliot street
Riverhead
Auckland 0820

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Two issues. First being the Coatesville-Riverhead Highway / Old railway road intersection being turned into a roundabout. This will result in the excess traffic from Kumeū/Huapai that use Old railway road as a cut through to stop traffic flow from Riverhead village. Suggest making the intersection at CRH and Old railway road a left turn only. The people of Riverhead are already seeing an increase in traffic getting out of Riverhead to SH16 due to people using Riverhead as a cut through from Kumeū and Huapai. This is a result of poor arterial routes out of the Kumeū and Huapai townships. The second issue is the road improvements will not improve the infrastructure to deal with the current volume of traffic never mind the proposed new real estate and retirement village. Recommend 3 lanes which will enable 2 for travel south towards SH16 and improve transport links for the township of Riverhead.

I or we seek the following recommendation or decision from Auckland Council:

Removal of the roundabout at the CRH / Old Railway road. Increase the road to 3 lanes south opposed to 2.

Submission date: 23 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Melissa Cubitt

Organisation name:

Full name of your agent:

Email address: melissa.cubitt@xtra.co.nz

Contact phone number:

Postal address:
3 Maude Street
Riverhead
Auckland 0820

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:
The proposed roundabout for Coatesville-Riverhead Highway/Old Railway Road

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Traffic along the Coatesville-Riverhead Highway is already backed up too far in the mornings, by adding the roundabout this will create increased queues as the Old Railway Road traffic will end up with right of way in most instances and because the queue on Coatesville-Riverhead Highway starts further back from the proposed roundabout this will not allow the traffic to flow through as there is much less traffic coming from Highway 16. The focus needs to be on getting Highway 16 more free flowing as the traffic queuing to turn from Old Railway Road is because of the delays getting onto Highway 16 and the delays at the roundabout by Taupaki Road.

I or we seek the following recommendation or decision from Auckland Council:
Do not put in the roundabout on Coatesville-Riverhead Highway/Old Railway Road intersection and focus on the queues being created because of the delays on Highway 16.

Submission date: 24 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,

- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Jie Gao

Organisation name:

Full name of your agent:

Email address: kellyjiegao@hotmail.com

Contact phone number: 0210601022

Postal address:

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:

We are one of the affected owners. We own the land at 1135 Coatesville-Riverhead Highway, 1137 Coatesville-Riverhead Highway, 1139 Coatesville-Riverhead Highway, and 2 Kaipara Portage Road. We need to understand how much land AT is going to use to widen the highway. I found the proposed designation boundary online, but there is no dimension or area shown. Can you please advise?

Thanks. Please refer to the last page of

(<https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/07-r1-general-arrangement-plans-coatesville-riverhead-highway.pdf>)

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

It makes our land in a weird irregular shape, especially at 2 Kaipara Portage Road.

I or we seek the following recommendation or decision from Auckland Council:

We need to know more information about the proposed designation boundary bearing and length. Either not affecting our land, or amend the proposed boundary to leave us a regular shaped land as practically as possible. Can we please have the proposed boundary plan in dwg format, so our designer/planner can study further on the effects?Thanks.

Submission date: 24 March 2023

Supporting documents

07-r1-general-arrangement-plans-coatesville-riverhead-highway.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

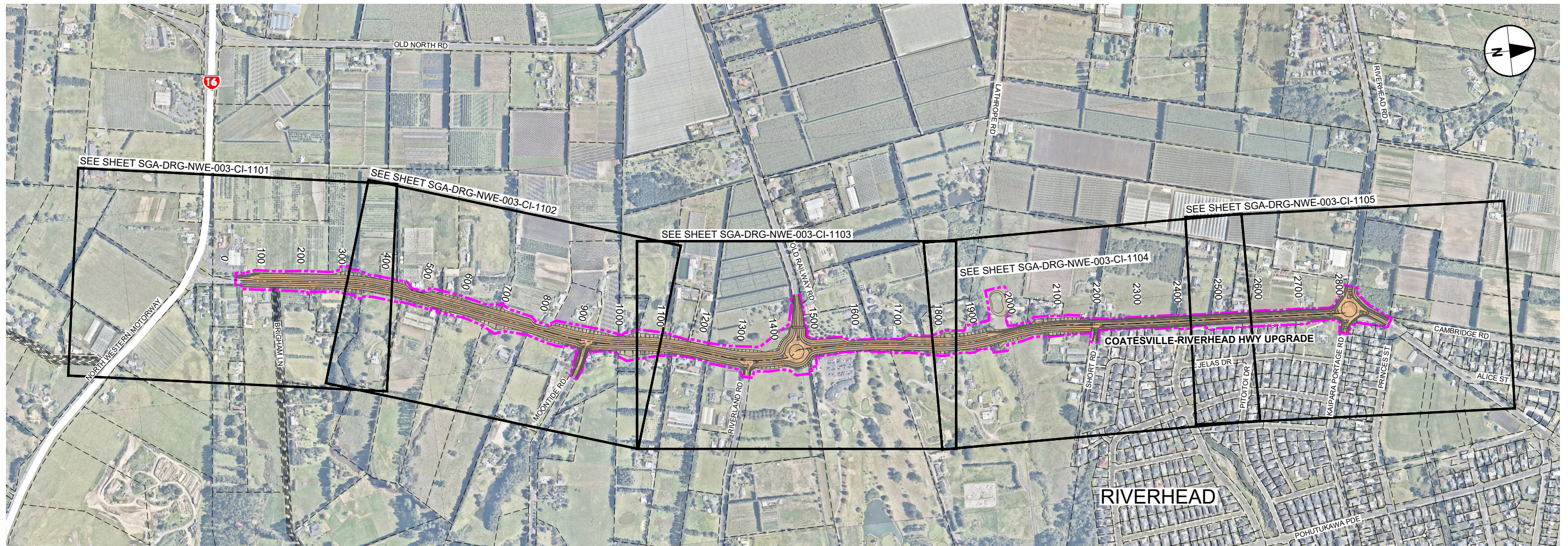
Declaration

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C:\working\paccom_4510_au\joseph.delatorre@paccom.com\01535939\SGA-DRG-NWE-003-GE-1000.dwg



RIVERHEAD - COATESVILLE - RIVERHEAD HIGHWAY UPGRADE LOCATION PLAN
Scale 1:5000

DRAWING LIST - COATESVILLE - RIVERHEAD HIGHWAY UPGRADE		
DRAWING No.	DRAWING TITLE	REVISION
SGA-DRG-NWE-003-GE-1000	LOCATION PLAN, GENERAL NOTES, DRAWING LIST	B
SGA-DRG-NWE-003-CI-1101	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 1 OF 5	B
SGA-DRG-NWE-003-CI-1102	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 2 OF 5	B
SGA-DRG-NWE-003-CI-1103	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 3 OF 5	B
SGA-DRG-NWE-003-CI-1104	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 4 OF 5	B
SGA-DRG-NWE-003-CI-1105	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 5 OF 5	B

GENERAL NOTES

- GENERAL**
- 1.1 THE GENERAL ARRANGEMENT (GA) PLANS PROVIDE PRELIMINARY / CONCEPT LEVEL DESIGN REQUIRED TO IDENTIFY THE DESIGNATION FOOTPRINT FOR THE CONSTRUCTION AND OPERATION OF THE PERMANENT WORKS.
 - 1.2 THE GA PLANS INDICATE HOW EACH CORRIDOR TIES INTO THE EXISTING AND FUTURE TRANSPORT NETWORK.
- STORMWATER**
- 2.1 THE STORMWATER DESIGN IS INDICATIVE.
 - 2.2 STORMWATER POND SIZES ARE INDICATIVE AND DESIGNED IN ACCORDANCE WITH AUCKLAND COUNCIL'S GUIDELINE DOCUMENT GD01: STORMWATER MANAGEMENT DEVICES GUIDE.

ORIGINAL SIZE A1



AERIAL IMAGERY SUPPLIED BY NEARMAP AUSTRALIA PTY LTD

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FOR LODGEMENT

Drawing Date:	07.12.2022
Drawing No.:	SGA-DRG-NWE-003-GE-1000
Discipline:	CIVIL
Scale:	1:5000
Revision:	B

REV	ISSUED FOR NOTICE OF REQUIREMENT LODGEMENT	JDT	DEC 2022	DESIGN REVIEW	D. ZIMMERLE	30.04.2021
A	DRAFT ISSUED FOR REVIEW	VOLT	MAY 2021	APPROVED	B. BUSNARDO	07.12.2022



SUPPORTING GROWTH PROGRAMME
RIVERHEAD - COATESVILLE - RIVERHEAD HIGHWAY UPGRADE (NoR R1)
Project:
Drawing Title: LOCATION PLAN, GENERAL NOTES & DRAWING LIST

C:\pwworking\sga\03-01-1100_COINED.dwg

LEGEND GENERAL

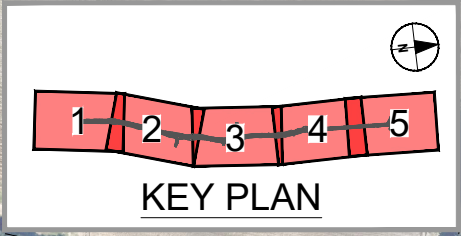
- CONTROL LINE AND CHAINAGE
- EXISTING PROPERTY BOUNDARY
- PROPOSED DESIGNATION BOUNDARY
- PROPOSED ROAD CORRIDOR
- PROPOSED FOOTPATH
- PROPOSED CYCLEWAY
- PROPOSED BERM
- PROPOSED FLUSH MEDIAN, RAISED MEDIAN OR TRAFFIC ISLAND
- FILL BATTER
- CUT BATTER
- PROPOSED CROSSING OVER STREAM OR ROAD
- PROPOSED RETAINING WALL
- NOTABLE TREES

LEGEND STORMWATER

- PROPOSED WETLAND
- PROPOSED CULVERT (SUBJECT TO RESOURCE CONSENT)
- PROPOSED SW PIPE INDICATIVE FLOW DIRECTION
- PROPOSED SWALE
- PROPOSED DIVERSION DRAIN
- EXISTING CULVERT
- EXISTING OVERLAND FLOW PATH
- EXISTING STORMWATER (MAIN)

LEGEND EXISTING UTILITIES

- GAS
- WATERCARE (MAIN)
- WASTE WATER (MAIN)
- VECTOR ELECTRICITY
- FIBRE OPTIC
- TRANSPOWER OVERHEAD LINES
- TRANSPOWER PYLON



ORIGINAL SIZE A1

REV	ISSUED FOR NOTICE OF REQUIREMENT LODGEMENT	JDT	DEC 2022		
A	DRAFT ISSUE FOR REVIEW	VDLT	MAY 2021		
	REVISIONS	DRAWN	DATE	APPROVED	

SURVEYED	N/A	30.04.2021
DRAWN	V. DELA TORRE	30.04.2021
DRAWING CHECK	J. DELA TORRE	30.04.2021
DESIGN	P. HADWIN	30.04.2021
DESIGN REVIEW	D. ZIMMERLE	30.04.2021
APPROVED	B. BUSNARDO	07.12.2022



764

SUPPORTING GROWTH PROGRAMME
RIVERHEAD - COATESVILLE - RIVERHEAD HIGHWAY UPGRADE (NoR R1)
 Project Title:
 GENERAL ARRANGEMENT LAYOUT PLAN
 SHEET 5 OF 5

FOR LODGEMENT
 Drawing Date: 07.12.2022
 Drawing Status:
 A1 Scale: 1:1000 | A3 Scale: 1:2000
 Discipline: CIVIL
 Drawing No: SGA-DRG-NWE-003-CI-1105 | Revision: B

"AERIAL IMAGERY SUPPLIED BY NEARMAP AUSTRALIA PTY LTD" **NOT FOR CONSTRUCTION**



The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Lloyd Cho

Organisation name:

Full name of your agent:

Email address: hunig@hotmail.com

Contact phone number: 021377183

Postal address:
182 Old Railway Road
Kumeu
Auckland 0892

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we are neutral to the Notice of Requirement.

The reason for my or our views are:

I welcome the new road upgrade plan, but I have doubts about the efficiency of roundabouts. Looking at the existing roundabouts in the area, it has been proven during peak times that roundabouts are inefficient. This will lead to increased traffic congestion and problems with commuting, so I think it would be more effective to create dedicated right-turn lanes and traffic signals at interchanges instead of roundabouts.

I or we seek the following recommendation or decision from Auckland Council:
Change plan roundabouts to traffic light with dedicated right turn lanes.

Submission date: 30 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,

- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Iain Richard Smart

Organisation name:

Full name of your agent:

Email address: iainsnz@gmail.com

Contact phone number: 0278073887

Postal address:
10 Munford Lane
Riverhead
Auckland 0820

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:

The provision of a traffic island at the intersection of Coatesville-Riverhead Highway and Old Railway Road, as shown on drawing SGA-DRG-NWE-003-CI-1103.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

There is no logic in putting a traffic island at this intersection, the current congestion is in the peak morning travel period, with traffic on the Coatesville-Riverhead highway usually backing up to the Hallertau from 06:00, there are two causes to the build up: 1. The principle cause is the congestion on SH16 at the intersection next to Boric. 2. People turning right from Old Railway Road onto the highway, due to the courtesy of the drivers from Riverhead. Reason 2 is, I am presuming, is why you are proposing a traffic island here to make the intersection safer for right turning drivers, which is fine. But have you evaluated the reason why there are so many drivers using Old Railway Road, particularly at peak morning traffic. Generally they are people avoiding the congestion along SH16 and Main Road in Kumeu, as the back roads from Kumeu, Huapai and Waimauku are pretty clear of traffic. By introducing a traffic island at this intersection, you will be giving the queue on Old Railway Road priority over the Riverhead traffic, as the Eastbound traffic on the Coatesville-Riverhead highway is fairly light most times of the day. To solve the issue of morning congestion, you need to resolve the SH16 congestion which I see from all the NOR currently available for review is the overall masterplan. The money for the traffic island would be better spent on initiatives that alleviate problems along SH16, rather than introduce new ones for Riverhead residents, particularly as approval has been given for a new Retirement Facility and additional high density residential buildings either side of Riverhead Road. As someone who sits and waits for 30 minutes to turn onto SH16 on a regular basis, this addition would make the commute to work and therefore my ability to work effectively for my employer nearly un-tenable, as currently my 33km commute to be at work for 08:00 starts at 06:00. Please sort the major arterial roads before you attempt to sort the secondary feeder roads.

I or we seek the following recommendation or decision from Auckland Council:

To remove the traffic island at Old Railway Road from the plan for the Coatesville-Riverhead Highway improvements.

Submission date: 7 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Tristan Prattley

Organisation name:

Full name of your agent:

Email address: tristan.prattley@gmail.com

Contact phone number:

Postal address:

13

Pitoitoe Drive

Pitoitoe Drive

Riverhead

Riverhead 0820

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:

Putting a roundabout at the end of old railway road

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

People use this road to cut traffic flowing from Kumeu. This will make the issue 10 x worse.

I or we seek the following recommendation or decision from Auckland Council:

Instead of a roundabout and the connection of old railway road & riverhead-coatsville highway, you should make it a "left turn only". This will make it a lot safer (this was done at the end of Riverhead-coatsville highway at Boric) and will stop old railway road being used as a traffic cutting option.

Submission date: 11 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

Bronnie Styles

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
Sent: Friday, 21 April 2023 10:00 am
To: Unitary Plan
Subject: [ID:562] Notice of Requirement online submission - Mahoney Topia

Categories: Bronnie

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Mahoney Topia

Organisation name:

Full name of your agent:

Email address: mahoney.topia@gmail.com

Contact phone number:

Postal address:
1308 Coatesville-Riverhead Highway
Kumeu
Auckland 0892

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:
Cycle Path Flooding in the front of my property Extend lapse period Access to my property

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Width of the proposed widening of the road could be negated if the existing paper road running adjacent to Brigams Creek was used for cyclist. The Coatesville-Riverhead Highway culvert that runs from the north between 1302 and 1308 under Coatesville-Riverhead Highway to the south, discharging into 1295 Coatesville-Riverhead Highway, is already the cause of flooding on 1302 and 1308 Coatesville-Riverhead Highway because the culvert piping is too small to accommodate the flow required during heavy rainfall. After a period of heavy rain water which is unable to flow through the existing culvert drains builds up and flows over the top of the existing Coatesville-Riverhead Highway road surface, while flooding 1302 extensively and 1308 to some extent. This has occurred at least 3 times in the last two years including on 30 / 31 Aug 2021 and on 26 / 27 Jan 2023 and on about 12/13 March 2023. Water flowing over the top of Coatesville-Riverhead Highway presents an immediate danger to motorists who if they hit the water at speed could easily lose control and crash, or be washed off the road by the cross flow of water, and the water flow could lift away the seal layer. EXTENDED LAPSE PERIOD from 5 to 20 years. The Lapse period of 5 years was put into legislation to balance the adverse effect of a NoR on a property owner with a reasonable time frame for local authorities to obtain resource consent and commence buy back of affected properties so that affected owners can adjust their lives and lifestyles to the loss of their property. The extension of the lapse period by 400% from 5 to 20 years is unreasonable for landowners who face an age where they may not live long enough to adjust or may face relocation in their 70's, 80's, or 90's. The lapse period should not be extended but remain at the standard 5 years so that owners can at least be assured of waiting no more than 5 years for the acquisition of their land to commence and them being able to adjust to that. Consideration has not been given as to how 1308 Coatesville-Riverhead Highway

will access the new road which is proposed to be 2-3m higher than the current road surface. A steep driveway from 1308 up to the new road will limit long loads and make a dangerous exit. Moving the road crossing from its current position to the boundary between 1308 and 1312, opposite Moontide Road, would be at the same level as the new road, would mean major loss of land use inside 1308 to accomodate a new driveway.

I or we seek the following recommendation or decision from Auckland Council:

To prioritize resource consent, funding, and construction of the Alternative State Highway (NoR S1) as the most important project and have this built before other projects.

Submission date: 21 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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FORM 21: SUBMISSION ON A REQUIREMENT FOR A DESIGNATION UNDER SECTIONS 168A, 169, 181, 189A AND 195 OF THE RESOURCE MANAGEMENT ACT 1991 (RMA)

AUCKLAND UNITARY PLAN

NOTICE OF REQUIREMENT: Coastesville-Riverhead Highway (NoR R1)

TO: Auckland Council (unitaryplan@aucklandcouncil.govt.nz)
Auckland Transport, C/- Te Tupu Ngatahi Supporting Growth (info@supportinggrowth.nz)

SUBMITTER DETAILS

Name of submitter: Hosin International Limited
Name of Agent: Envivo Limited Attn: James Hook, Principal Planner
Address for Service: PO Box 109 207, Newmarket, Auckland
Telephone: 09 638 2601
Email: james.hook@envivo.nz

SUBMISSION ON A NOTICE OF REQUIREMENT

By: Auckland Transport
For: Coastesville-Riverhead Highway (NoR R1), part of the North West Local Arterials Package comprising eight separate Notices of Requirement.

The specific provisions of the Notice of Requirement that this submission relates to are:

NoR R1 is a Notice of Requirement for reconstruction of the Coastesville-Riverhead Highway (C-R Highway). The submission relates to those aspects of NoR R1 that results in adverse effects of the on the property at **1302 C-R Highway** – as detailed below. A description of the property is provided in [Attachment 1](#).

The Submission is:

The submitter opposes the Notice of Requirement (NoR R1) due to the direct adverse impacts of the proposed road alignment and design on the existing dwelling and shed at 1302 C-R Highway.

The reasons for my submissions are:

The Notice of Requirement for reconstruction of the Coastesville-Riverhead Highway will result in adverse effects on the property at 1302 Coastesville Riverhead Highway, including:

- i. Direct impacts of the proposed road alignment and design on the existing dwelling and shed;
- ii. Removal of two existing vehicle crossings to the property;
- iii. Raising of the road level, resulting in the impoundment of flood waters and eliminating the existing spillway for floodwaters across the road;
- iv. Removal of flood storage capacity and diversion of floodwater;
- v. Visual and landscape impacts;
- vi. Construction effects;
- vii. Operational noise and dust effects.

In particular, the proposed road alignment, cross section, and design levels result in adverse effects due to the proposal to raise the road level by approximately 6m and to adopt a wide cross section (with internalised swales and cycle lanes). The NoR does not provide mitigation to avoid or remedy those adverse effects.

Should the NoR be confirmed, and the works proceed the buildings and improvements on the Submitters property would be within the designation corridor under the proposed 32m wide road alignment. Those existing improvements would therefore need to be removed/demolished to enable the works to proceed. The NoR would have a substantial and profound adverse effect on the usability and function of the property at 1302 C-R Highway.

The property recently experienced two significant flooding events, with flood waters being impounded by the existing formation of C-R Highway, on 31 August 2021 and 27 January 2023. During both events water from the property overtopped the existing road formation and discharged across the road towards Moontide Road (following the natural drainage pattern).

Figures 1-2 Flooding on 27 January 2023 and Figures 3-4 Flooding on 31 August 2021



Figure 1



Figure 2



Figure 3

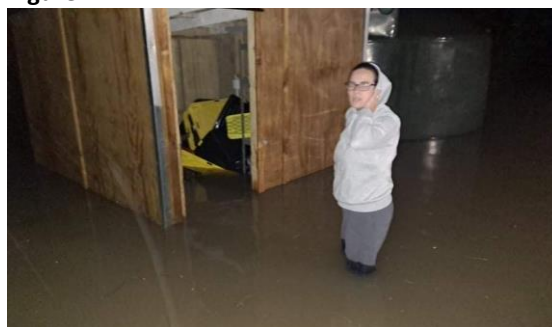


Figure 4

Part 2 of the RMA

The purpose of the Act requires the sustainable management of natural and physical resources, such that under section (2):

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 well-being 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.

The NoR relates to the substantial redevelopment of and roading improvements along that section of C-R Highway between Riverhead and SH16. There are strong road safety, service and function rationales behind the NoR which (if implemented) will result in a substantially improved standard of roading along the route.

However, those “benefits” of the NoR come at a direct and significantly adverse cost to property owners along the route – particularly to 1302 C-R Highway (as noted above).

National Policy Statement: Highly Productive Land (NPS: HPL)

The subject site contains soils that are classified as Class 2 soils under the New Zealand Land Use Capability (FARM – LUC) classification system. Adjacent properties are located in Class 1 and 2 soils, enabling highly productive horticultural land uses on those properties.

Under Section 3.9(2)(h) of the NPS: HPL the use of development of highly productive land is deemed appropriate where is for an activity relating to a designation or notice of requirement provided (under clause 3 the Territorial Authority takes measures *inter alia* to “...minimise or mitigate any actual or potential cumulative loss of the availability and productive capacity of highly productive land in their district”).

Roading Cross Section

The Corridor Form and Function (CFAF) Assessment in the Assessment of Alternatives¹ provides two 24m roading cross sections (with a change in layout occurring at Short Road – the urban boundary of Riverhead). Figure 14-2 shows the cross section assessed for that section of C-R Highway extending past the subject site at 1302 C-R Highway – contained within a 24m cross section. That cross section would require acquisition of only 3.9m of additional land from adjoining properties (where gradients are flat) to extend the existing road corridor from 20.12m width.



Figure 14-2: Coatesville-Riverhead Highway CFAF cross section outcome S1:SH16 to Short Road Indicative 24m cross section

However, the NoR proposes an expanded 33m wide “rural cross section” as illustrated in the AEE², which is described as “...a 33m two-lane low speed rural arterial cross-section with active mode facilities on the western side”:

¹ North West Local Arterials – Assessment of Alternatives, Appendix A, December 2022, Version 1

² West Local Arterials – Assessment of Effects on the Environment, Volume 2, December 2022, Version 1

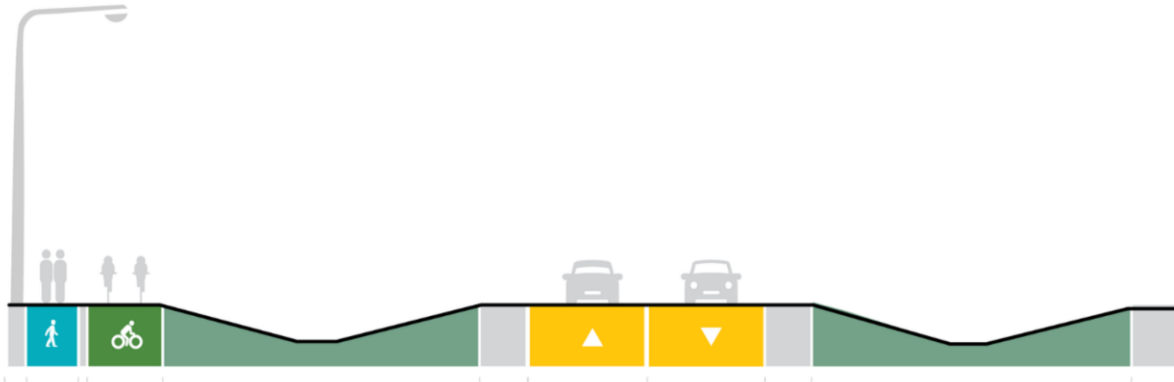


Figure 11-10: Coatesville-Riverhead Highway typical 33 m rural cross section

The rationale and justification of the change to an expanded 33m cross section is not clear from the information submitted in the AEE. Similarly, the suitability of the 33m cross section for those sections of road that are elevated above adjacent land levels is not explained.

The 33m cross section extends the road corridor substantially into adjoining properties, and is the primary reason why the existing improvements (dwelling, shed and water bore) would need to be demolished/removed from within the roading corridor (which consequential adverse effects).

In terms of stormwater management, the incorporation of two wide drainage swales within the road corridor could only operate functionally where the road level is at a similar level and the swales are below the level of adjacent land and thereby able to accept sheet flow and overland flowpaths from the adjoining land.

Where adjacent land is below the level of the road surface, an alternative design would be required to avoid impounding stormwater flow from adjacent properties.

The Submitter seeks the following decisions from the local authority:

- a. Withdrawal of the Notice of Requirement

Or

- b. Require the roading design and alignment to be modified to eliminate any direct adverse effects on the existing features and improvements in Submitters' property, including:
 - the need to take land from the submitters' property
 - removal or relocation of the existing dwelling;
 - removal and replacement of the existing shed;
 - removal and replacement of the existing water bore (water supply to the site);
 - removal and re-establishment of 2 x vehicle crossings.

by adopting a roading cross section that either fits within the existing legal road corridor or by adopting the 23m standard cross section between SH16 and Riverhead.

and

- c. Require the roading design and alignment to be modified to eliminate any potential adverse stormwater effects on the Submitter's property, including by making provision for stormwater

flows from the property and the associated sub-catchment across C-R Highway for peak storm event flows. For example include provision for overflow stormwater run-off across the surface of C-R Highway (either by suspending the carriageway or by making provision for an overflow spillway).

and

- d. Apply conditions to the NoR requiring specific mitigation for the submitters' property, including the requirement for:
- Retention of two vehicle access points to the property, capable of accommodating all classes of vehicle movements necessary for the function and operation of horticulture and other productive activities on the site and a dwelling;
 - Replacement or relocation of the existing dwelling and sheds;
 - Replacement/reinstatement of internal access and services (water bore, on-site wastewater treatment system, power and telecommunications) to the replacement/relocated dwelling and sheds;
 - Effective stormwater management to eliminate flood risk;
 - Comprehensive landscaping alongside the highway including of any batter slope;

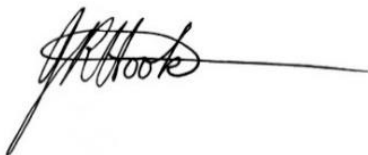
and

- e. Such alternative or consequential relief that is necessary to satisfy the concerns of the Submitter.

The Submitter wishes to be heard in support of its submission.

If others make a similar submission the Submitter would be prepared to consider presenting a joint case with them at any hearing.

Signature of Submitter (or person authorised to sign on behalf of submitter):



Signature:

Date: 21 April 2023

Address for Service:

Hosin International Limited
c/- James Hook, Planning Consultant, Envivo Limited
PO Box 109 207, Newmarket, Auckland
E: james.hook@envivo.nz
Ph: +64 9 638 2601/ +64 21 444313

Attachment 1: Property Description and Photographs

The rural property at 1302 Coatesville Riverhead Highway is an irregular shaped rural property of 3.9633ha. The site has two existing vehicle crossings (refer to Figures 1, 3 and 4).

The property contains a circa 1940s single level weatherboard and iron clad dwelling providing two bedroom accommodation, bathroom, laundry cupboard, storage room, formal lounge, separate dining room leading through to a study, and a full kitchen, together with a large utility shed.

The dwelling and buildings are located within the front north-eastern portion of the site, serviced by two gravel driveways; the remainder of the site is predominantly in grass with a scattering of trees including shelter belts to the rear and northern boundaries, and a pond located within the mid portion of the site.

The approximate floor area is as follows:

Dwelling 106 m²
Decking 22 m²
Utility shed 120 m²

Independent Valuation (January 2023)

Improvements Value	\$442,000
Land Value	\$1,550,000

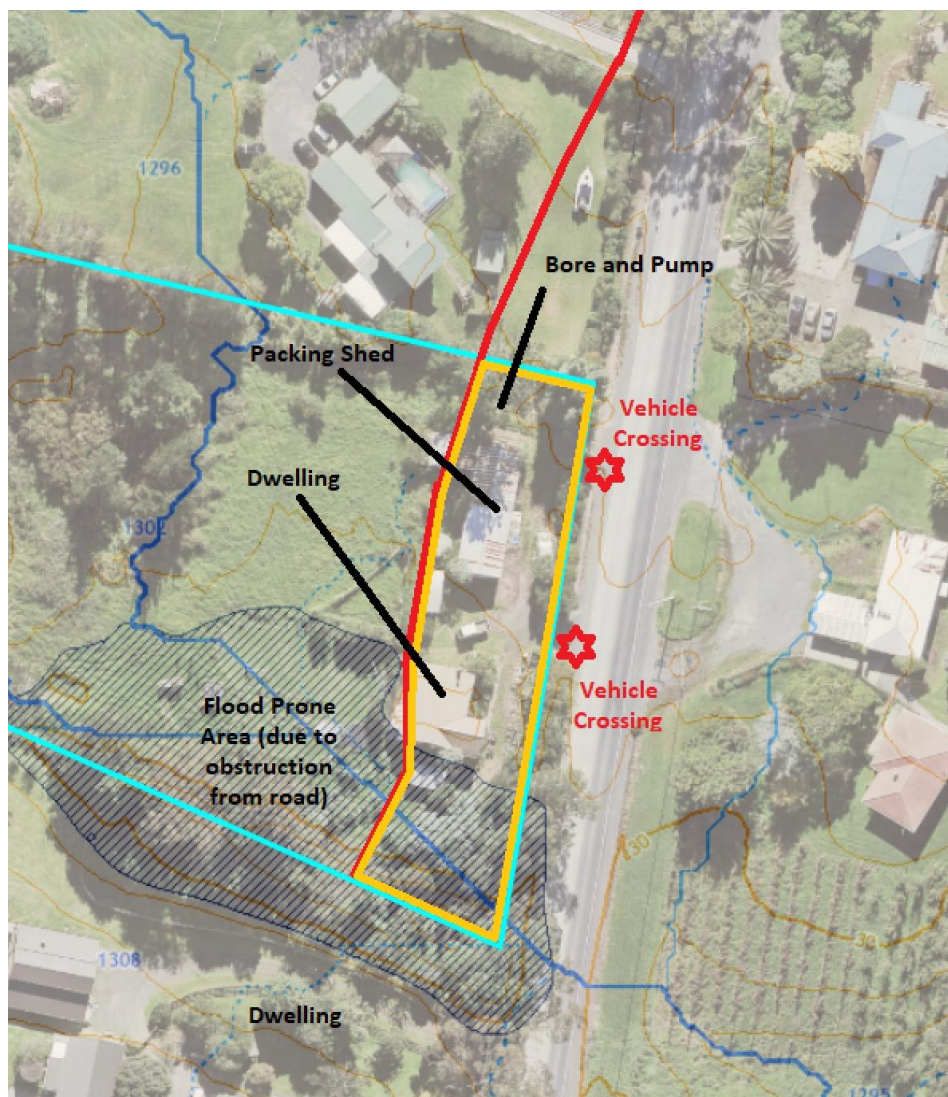


Figure 1: Site Aerial



Figure 2: Site Perspective View



Figure 3: Northern Vehicle Crossing



Figure 4: Central Vehicle Crossing



Figure 5: Existing Dwelling



Figures 6 and 7: Existing Packing Shed



Figure 8: Existing Pond

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Mr Andrew Dewhurst

Organisation Name (if submission is made on behalf of Organisation)

Huapai Golf Club Incorporated

Address for service of Submitter

1261 Coatesville Riverhead Highway, Riverhead, Auckland

Telephone:

94128809

Fax/Email:

gm@huapaigolf.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Coatesville – Riverhead Highway (NoR R1)

The specific parts of the above notice of requirement that my submission relates to are: (give details):

NoR R1 Coatesville Riverhead Highway

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

See attached document

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

See attached document

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

Andrew Dewhurst

04/22/2023

Signature of Submitter

Date

(or person authorised to sign on behalf of submitter)

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

23 April 2023

The following notes are to be read in conjunction with submission Form 21 from Huapai Golf Club, in relation to the **NoR R1 Coatesville Riverhead Highway**

The specific parts of the above notice of requirement that my submission relates to are: (give details):

- North West Local Arterials, Assessment of the Effects of the Environment, Vol 2, 11.4 Coatesville Riverhead Highway: Specifically addressing the stated objective of: *Supporting vision zero and road safety outcomes*. 'Enables the provision of a transport corridor that: d) Is safe for all users'. We contend that the plans for the new roundabout at Coatesville Riverhead Highway and Old Railway Road do not meet this objective by blocking off entry to Huapai Golf Club from a southerly direction.
- North West Local Arterials, Assessment of the Effects of the Environment, Vol 2, 11.4.5.4 Human Environment: The address for Huapai Golf Club is listed incorrectly as 1262 Coatesville Riverhead Highway – we are 1261, on the opposite side of the road
- North West Local Arterials, Assessment of the Effects of the Environment, Vol 2, 12.4.2 Feedback Synthesis and Projects Response, Table 12.3: General – Property Impact Access – Has Huapai Golf Club been considered in this context?
- North West Local Arterials, Assessment of the Effects of the Environment, Vol 2, 15.5 Assessment of Construction Traffic Effects, Table 15 -2 Sites for Specific Consideration: Huapai Golf Club is not listed in this table, as a busy and high traffic site, should specific consideration be given to Huapai Golf Club during the development of the CTMP?
- North West Local Arterials, Assessment of the Effects of the Environment, Vol 2, 21.3 Private Properties, Demolition of Existing Dwellings and Ancillary Buildings, Table 21-2: Huapai Golf Club is not listed, but maps and other plans appear to show us losing the South Western corner of the property and our main green keepers shed.
- North West Local Arterials, Assessment of the Effects of the Environment, Vol 2, 24.6 Construction Effects on Riverhead Community, Commercial Facilities: Again, should we not be listed here given the impact on our 'main buildings' as mentioned in the point above?
- North West Local Arterials, Redhills and Riverhead, Assessment of Transport Effects, 8 NoR R1 Coatesville and Riverhead Highway Upgrade, 8.4.5 Access: The NoR quotes '*In terms of existing properties, the overarching design philosophy for the project has been to maintain driveway access where practical and minimise impacting land other than where necessary.*' Yet it appears that no adverse effects have been identified in relation to Huapai Golf Club with our main (and only) entrance being blocked to all incoming traffic from a southerly direction, because of the median strip being built as part of the new roundabout.

The reasons for my views are:

Huapai Golf Club is a significant landowner in the Riverhead community and along the Coatesville Riverhead Highway. The club enjoys the support of a 1,000 strong membership, all of whom use the

Coatesville Riverhead Highway on a regular basis to access the club. As a club, we will host more than 50,000 unique rounds of golf each calendar year, that relates to a similar (albeit fewer) number of vehicle visits per year (including visiting golfers who may not know the area as well), highlighting the amount of traffic that enters and exits our property in both directions via Coatesville Riverhead Highway.

There is concern that the NoR does not adequately reflect that level of traffic to and from the Golf Club and is in fact compromising one of the key objectives stated in the overall roading infrastructure project – that of *providing a transport corridor that is safe for all users and is supporting vision zero and road safety outcomes.*

There is concern that the plans for the new roundabout at Coatesville Riverhead Highway and Old Railway Road – specifically the inclusion of median strip on the northern side of the roundabout, will seriously compromise the safety of road users, with no access to the Golf Club from the south. This will lead to drivers turning right into subsequent driveways (most obviously our neighbours on the Hare Krishna property) or making dangerous U-Turns to get to the Golf Club. The alternative of driving to the next roundabout at the intersection of Kaipara Portage Road is not sustainable given the distance required to make that turn and return to the Golf Club.

An obvious alternative should be considered – that of a new entrance accessed from the roundabout, down a short extension of Old Railway Road to the East of the new roundabout (following the historic path of Old Railway Road). This will secure the safety of vehicle traffic coming in and out of the Golf Club, remove any waiting or queuing traffic from Coatesville Riverhead Highway, ensure the median strip to the north of the roundabout is not compromised and provide a suitable solution for Huapai Golf Club and our 1000 members and many visitors.

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

- We seek clarification on the points raised in the submission and an assurance that the ongoing operation and future of Huapai Golf Club will not be compromised.
- We seek an assurance that the entrance to Huapai Golf Club will not be compromised and that vehicular access from the South on Coatesville Riverhead Highway will not be blocked by the proposed median strip to the northern side of the new roundabout, or that better alternative options are considered.
- It is our view that a separate entrance should be considered as an exit from that new roundabout at Old Railway Road, going down the long disused (is it now considered a 'paper road'?) Old Railway Road footprint for approximately 50m before turning left into the Golf Club carpark. This achieves to a number of objectives – notably the safe transit of all traffic down Coatesville Riverhead Highway, and the safe entry and exit of vehicles to and from the Golf Club carpark.
- Clarification of the 455m² of land that we will lose and the compensation procedure for such an acquisition – keeping in mind that the plan SGA DRG NEW 003 C1 1103 currently shows a new boundary inside our existing main green keepers shed.
- The greenkeeping compound and buildings is the beating heart of the operational aspect of the golf club. The potential loss of our main greenkeeping shed, and part of our compound seriously compromises the efficient running of the golf club. Alternative locations for our

greenkeeping operation must be well planned and thought out, and again a compensation plan understood over and above the fair value of the land itself.

Bronnie Styles

From: topline18@xtra.co.nz
Sent: Sunday, 23 April 2023 10:58 am
To: Unitary Plan
Subject: RE: SUBMISSION on NOR for KUMEU, Affected Property - 183 OLD RAILWAY ROAD, KUMEU
Attachments: SUBMISSION on NOR for KUMEU-183 Old Railway Road-22apr2023.pdf

To Whom it may Concern,

Please find attached my submission on NOR for Kumeu, Affected property: 183 Old Railway Road Kumeu.

If you have any queries, please do not hesitate to contact me.

Yours sincerely,

Brian Tong

Email: topline18@xtra.co.nz

Mob: (021) 99 2338

Hm: (09) 412 8827

**SUBMISSION on NOR for KUMEU & COATESVILLE-RIVERHEAD HIGHWAY,
Affected Property - 183 OLD RAILWAY ROAD, KUMEU**

INTRODUCTION

Subsequent to our meeting with a team from Waka Kotahi or Te Tupu Ngatahi, on 13th October 2022, at Massey Library, Te Manawa. It is clear to me that the people did not listen to our concerns from the draft plans of the roading around our house, or our concerns about the intended changes and proposed road design to Coatesville-Riverhead Highway, or the causes of the current road issues. The design has been poorly thought out and even following meetings with several affected owners, little consideration has been given to their views.

Roading amendments to the Northwest Highways should have been addressed much earlier and given priority to prevent much of the avoidable roading chaos experienced today. There has been little recognition of the problems currently experienced by landowners on the Coatesville-Riverhead Highway (SH28) and all Waka Kotahi's focus is based on some image of how things might be in 20 or 30 years. With the rate of changes with technology there is no way that anyone can accurately predict what and how the future residents and users of SH28 might look.

INTENDED PLANS SPECIFIC TO 183 OLD RAILWAY ROAD PROPERTY

We have the following concerns:

- **Waka Kotahi intends to acquire our carparking space for the house**
 - This not only affects the residents who own four vehicles, but could have severe implications for trades people, service providers, gas and water delivery personnel, couriers, and guests who need to park or manoeuvre their vehicles. Of note, our ability to receive water deliveries will be hindered as the delivery truck will not be able to access the water tanks from a sufficiently close distance. As we do not have reticulated water, water deliveries are necessary, especially in summer months.
 - Acquisition of this parking section will also mean we are unable to access the double garage as our property entrance is located on Old Railway Road.
 - If we were to look for alternative parking spots on our property, it would involve cutting through the lawn and removing long-standing trees that have been an attractive feature of our property.
 - *It would be more equitable to take a smaller portion of land from both sides of the road as this would mean less disruption for both parties and reduce the decrease in value for both properties. Taking land from the golf course across the road will be less disruptive as it will not affect their buildings. Although it may*

result in fewer parking spaces, they have a substantial amount of alternative land available for parking.

- **Waka Kotahi intends to acquire a section of our property which encompasses the disposal pipelines and fields for our wastewater**
 - Since we rely on a septic tank system and cannot connect to the pressurised rising wastewater pipeline, we are concerned about the potential health risks of relocating the disposal field and pipelines for our family and other occupants of the house.
- **Waka Kotahi intends to remove our shelterbelt trees.**
 - This means loss of privacy from traffic and increased road traffic noise
- **Waka Kotahi intends to acquire our barn/shed**
 - Relocation and construction of a suitable replacement will be a major disruption to our lives (including finding temporary storage for contents) and to the aesthetics of our property.
- **Compensation**
 - Based on past experiences with Auckland Council, compensation for the land that is taken may not reflect its true market value.
 - Compensation is required for the potential drop in value of the remaining property due to the relocation of the barn and the resulting changes to the layout and aesthetic appeal.
 - We believe compensation is also required for the disruption to our family, including the associated stress, mental anguish and health issues associated with experiencing this process again.

COATESVILLE-RIVERHEAD HIGHWAY (SH28) AND SH16 TRAFFIC FLOW PROBLEMS

In regards to Jaclyn Chetty's phone conversation with me on 29th September 2022 and subsequent email on 07th November 2022, following our meeting of 13th October, she claimed that the reason for the proposed roading developments along SH28 are to provide for future population growth, to improve traffic flow, and reduce serious injury crashes.

Regarding traffic backlogs, Waka Kotahi is not addressing the causes of the problem, but are instead addressing the symptoms or effects:

- State Highway 16 (SH16) is not suitable for West and Northwest travel from Central Auckland, despite being promoted by Waka Kotahi as the alternative route to SH1
- Westgate, designated as the new Metropolitan Centre of the Northwest in the Auckland Council's Unitary Plan, should be given the priority as a destination, easily accessible to people. It houses many providers of products and services and a multitude of businesses, and a shopping precinct with facilities that

provide employment for many local residents and people from other Auckland areas.

- To improve traffic flow around the end of the Northwestern Motorway on SH16, there should be a direct on-ramp from Gunton Drive to SH16 going Northwest, and traffic flows from feeder roads (e.g. Fred Taylor Drive and Brigham Creek Road) should be routed back onto SH16. Additionally, on/off ramps should have been constructed for SH16 and SH18 when the latter was built to avoid diverting traffic onto Brigham Creek Road, which can slow to speeds of 40-50 kph.
- There are a large number of housing developments completed, under construction, or planned around Fred Taylor Drive, Don Buck Rd and Redhills. When completed this will likely add 3000-4000 extra houses, resulting in a substantial increase in traffic numbers. Plans must be made to cater for this increase in traffic and to minimise traffic congestion in the area. Additionally, the section of SH16 between the Northwestern Motorway and Old North Rd, including Brigham Creek bridge should have two lanes in both directions to prevent bottlenecks where the roads narrow to one lane and the approaches to the one lane bridge. The road speeds up again on both sides after the bridge when these sections have two lanes.
- Local residents and motorists driving from South Head, Parakai, Helensville, Kaukapakapa and coming from areas on SH16, or from further North do not use SH16 through Woodhill, Waimauku, etc, but travel along Peak Road and Old North Rd, as it is a shorter and a faster route. In peak morning traffic, South-bound drivers face a bottleneck at the Old North Road/SH16 roundabout due to traffic from Kumeu blocking entry. As a result, the drivers divert down Old Railway Road to join traffic on Coatesville-Riverhead Highway (SH28) where traffic flow is smoother. This is because the SH16 intersection is not controlled by a roundabout. Previously, there was a slip lane allowing traffic to merge with South-bound traffic.
- SH16 needs upgrades to accommodate its use as an alternate route to SH1. The highway should not go through the main street of Kumeu, causing traffic hold-ups for much of the day. Instead, a new highway should be built from the end of the Northwestern motorway (SH16), west and then swinging around to run parallel to Taupaki Road and Old North Road, through the Riverhead Forest, just passed Deacon Road, and rejoining SH16 at Kaukapakapa. A linking highway to SH1 across Kahikatea Flat to Silverdale would also provide an alternative to SH1 allowing motorists from Northland and areas north of Silverdale to travel via SH16 and SH20 to Auckland International Airport or south of Manukau City, an alternative to SH1 particularly if there are traffic jams between the Auckland Harbour Bridge and Manukau City.
- By-passing the main streets of Kumeu, Huapai, Waimauku, Helensville and Kaukapakapa is necessary. A new route needs to be considered as the current plan for the by-pass of Kumeu's main street is not the most appropriate. Other examples of successful by-passes include the Waikato Expressway, Taupo's SH1, and the Volcanic Loop Highway between Waitahanui and Hatepe.

- Public transport options in Northwest Auckland are inadequate with infrequent and unreliable buses that do not cater to people's diverse destinations. Pedestrian and cycling options are also not practical for carrying loads. Most bus "Park & Ride" stations lack sufficient parking, leading to parking infringements for commuters, and thus making this option less attractive.
- Similarly, Auckland's train system is limited by its tracks, station locations, and inadequate parking. Unlike other major cities with interconnected train circuits and connecting transport options, Auckland's train lines do not efficiently serve high concentrations of people and their diverse destinations, making them an unviable option for most of the population.
- Waka Kotahi's priority should be designing roads with minimal congestion and reasonable speed for timely travel. The changing speed zones and inadequate signage create confusion for drivers, resulting in frustration and potential safety risks. The focus should be on safe journeys, not revenue generation. In other first world countries, like on the German Autobahns, the government recommends a maximum speed of 130 kph (80 mph), but drivers are free to go as fast as they want in de-restricted sections. Similarly, despite a population of about 30 million, Shanghai's expressways allow speeds of up to 120 kph. New Zealand's roads need improvement, and hiring roading engineers and designers from other first world countries could be a solution.

INTENDED PLANS FOR COATESVILLE-RIVERHEAD HIGHWAY (SH28)

- Chetty claims the SH28/Old Railway Road intersection is a serious crash site, but without providing details. However, the residents who have lived in the area have not witnessed any significant accidents at this intersection. The accidents primarily occur at the Old Railway Rd/Old North Road intersection due to drivers failing to stop at the compulsory stops, which led to the installation of mini judder bars.
- Waka Kotahi's proposed plans for the SH28/Old Railway Rd intersection include designating land for a future roundabout due to expected growth in traffic volumes. However, Chetty's claim that a larger roundabout is needed because Old Railway Road traffic cannot see approaching traffic from the right is false, as visibility up SH28 is clear to beyond Riverlands Rd and around part of the bend, approximately 200m away. Implementing a roundabout would give Old Railway Road traffic right of way, causing longer queues on SH28, especially with future subdivisions planned. Additionally, roundabouts often cause traffic to move forward in a stop-start fashion, leading to longer queues. To address this issue, slip lanes should be reintroduced for traffic exiting SH28 and Old North Road to enter the traffic flow.
- Future road design for SH28 has not taken any land from the Eastern side, possibly due to the sewerage pumping station and power poles with overhead lines. However, with planned developments in the area, a major pumping station may need to be built and the services should be underground in Services trenches like most other civilised countries. The future road design also incorporates open swales which are not suitable for

highways with speeds of 80 kph or 100 kph, and can restrict turning across traffic flow. These structures, along with single lane bridges like SH16 Brigham Creek bridge, slow down traffic and cause congestion. There are no painted median strips for vehicles to stop and get out of the flow, further causing congestion.

- A pedestrian/cycleway is planned for the west side of SH28, requiring crossing heavy traffic from Old Railway Road and Kumeu-Riverhead Highway. It should be on the Eastern side for safety reasons, as Moontide Road and Riverland Road have less traffic. The need for the pedestrian cycleway is questionable as it may inconvenience 40,000-50,000 daily motorists for 200-300 pedestrians and cyclists. No evidence of who would use it or for what purpose. Additionally, the nearest secondary schools are 7-8km away on heavily congested roads and highways, but some parents may opt to send their children to secondary schools further afield with dedicated School buses, thus not requiring use of the pedestrian/cycleway.

PAST EXPERIENCE WITH AUCKLAND COUNCIL

From 2007 to 2017, my family and I went through a Public Works Act NOR and eventual acquisition of our property in Hobsonville, by proclamation. The main reason that Council wanted our property was because they owned 30 acres in behind us, plus the 10 acres next door. By taking our property, it added considerable value to their 30 acres in behind us, as it allowed them to widen their right of way to a full road, leading directly to the on ramp at SH18. Our property was the key property that they needed. If they used their official road frontage for their property on Scott Road it would take a circuitous route to the motorway access. This would have made it much less desirable for future homeowners and tenants and therefore acquiring our property would considerably increase the value of their land. This is known as "Betterment". As a consequence, they sold a considerable part of their 30 acres to the Education Department for a school.

In light of our past interactions with Auckland Council, during which they reneged on all assurances made to us, we are convinced that both the Council and Waka Kotahi will not engage in fair dealings in the acquisition of our property. They put my family and I through Hell and under considerable stress for 8 years before taking the property. It was another 2 years before we could have the case adjudicated in the Environment Court. The Council went out of their way to destroy my business and my next-door neighbour's, who gave up early in the peace, stating that he had to sell up because the stress was killing him and his family. In addition, we were put under considerable financial hardship whereby I was unable to operate my horticultural business in a normal manner and consequently had to downsize. Constant meetings with Council negotiators, lawyers, valuers, engineers and requests from Council to provide information on numerous other matters were a significant distraction and cost both time and money. Highlighting the Council's lack of concern for my business and wellbeing, The Auckland Council's negotiators had me acquiring valuations and quotes for everything, including valuations for my hundreds of trees for cut foliage (used in floral arrangements) and specialty fruit trees. Most people I approached had never been asked to value these sorts of trees. Eventually I found a large arborist company that was prepared to attempt it, using their database of trees and shrubs. The

Council did not like the valuation that the arborist company provided as it was significantly higher than they had anticipated, so they did not compensate me for them at all. They knew that by this stage I was a one-man band, who only received income when I harvested product and sold it. Ultimately, their plan was to wear me and my family down until we caved in. As such, our lives were put on hold for 8 years and my business and income were seriously affected.

After acquiring our property Auckland Council said that all offers were off the table and if we continued to occupy the house and packing shed, we would be charged full commercial rent. Due to financial distress, we were forced to vacate the premises and cease operation of our business. Council leased the property to a commercial tenant who occupied the property for eight years, thus demonstrating that they did not need our property urgently, when it was taken. Prior to the taking of our property, the land in Scott Road and Clark Road were brought into the Metropolitan Urban Limit (MUL) and the area had been included in the second tranche of the Special Housing Areas. With all of the pressure for development land in Hobsonville, which was in short supply, land prices were rising at a geometric rate; thus, Auckland Council's urgent desire to stop the clock and acquire our land, well before needing it.

When this case was brought before the Environment Court, the judge ruled against the Council who had significantly undervalued our property. Under the Public Works Act, Council was required to pay for all our legal costs, valuers' and Civil engineers' costs, but Council stopped paying and decided to withhold reimbursement until, what they called "the final wash up". This also helped to put more financial pressure on us to cave-in. With regards to the price that Council paid, I did not find out until last year, 2022 that the main comparable sale that their valuers had used as evidence, was a "Mortgagee Sale". Consequently, we were paid much less than the true value of our property. Approximately twelve months after the taking, two of our close neighbours with comparable properties sold for substantially more than we were paid by Council. All we expected was fair market value.

Highlighting the Council's lack of concern for how this process would affect my family, especially my children's education and wellbeing, when the Council served us with the Notice of Requirement in 2007, we told the Council negotiators that our children were coming up to Secondary School and external exams therefore we needed this PWA acquisition to be sorted out before then. They assured us it would be. This was far from the case as by the time this was all over, my son had completed his second year of university studies and my daughter was finishing her final year of Secondary School. Throughout this process the Council did not negotiate in a meaningful manner and their whole aim was to stress us into selling up cheap.

In 2007, when we were served with a Notice of Requirement, we were midway through a building project, which involved a 26m x 15m Packing shed, with living accommodation on one end. The Council had made us jump through hoops with the design and building consent process, including fire rated walls, doors and door hardware and then we were told that the shed and house would be removed or demolished. Why would we spend any more monies completing a building that was destined to be demolished? Without insulation in the ceilings and incomplete bathrooms, we were forced to live in a partly-finished house for 8 years. As the

shed was a substantial structure made with metal cladding and metal roof, in the summer, we sweltered, and in the winter we froze. Obviously, our health suffered.

I fear that the Auckland Council and Waka Kotahi will treat all of the affected owners in a similar manner, destroying their businesses, put them under severe financial hardship and not pay them the true value of their properties. Enduring a Notice of Requirement process or Public Works Act acquisition process once in a lifetime is an incredibly stressful experience for any individual and the family. However, subjecting us to another such process, which may extend for up to two decades, can be deemed as a criminal act, bordering on torture.

CONCLUSIONS

Waka Kotahi and Auckland Council have not thoroughly investigated the root causes of current traffic congestion issues, and have failed to acknowledge that their road designs are largely responsible for the problem. SH16, promoted as the alternative to SH1, is poorly designed and does not cater to the needs of drivers. Westgate has been designated the new Metropolitan Centre of the Northwest in Auckland Council's Unitary Plan, but there are no on and off ramps from the main highways, leading to significant traffic congestion. There are no alternative public transport options for Northwest Aucklanders, and walking and cycling routes do not cater to people's needs. Locals travel far from the area and mostly use cars on SH28. Waka Kotahi should prioritise motorists over pedestrians and cyclists. Roundabouts cause traffic chaos and slow traffic flow. Open swales are not suitable for highways. The plans for SH28 will cause more traffic chaos. Slip lanes should be re-introduced for traffic exiting SH28 and Old North Road, allowing them to merge with SH16 traffic. Waka Kotahi intends to take more land than is required, leading to major disruptions for landowners.

Waka Kotahi plans to take more land than is necessary at 183 Old Railway Road, making the remaining land impractical and inconvenient to use. There will be insufficient turning room and parking for vehicles, and the removal of shelterbelt trees will result in no privacy and significant road noise. Relocation of the barn will be disruptive and decrease property value. Compensation for the land will likely be undervalued, but there is no compensation for the stress and health issues caused by the long settlement process. A three-decade acquisition process is deemed criminal and torturous.

Bronnie Styles

From: verghese antony <vantony@gmail.com>
Sent: Sunday, 23 April 2023 12:29 pm
To: Unitary Plan
Subject: NoR "R1" Submission for Property Affected;4/485 Don Buck Road
Attachments: 2023.04.23 Property Affected by NOR R1.docx

To the Auckland Council

Dear Sirs,

SUB: 4/485 DON BUCK ROAD
PROPERTY AFFECTED BY CHANGES TO UNITARY PLAN
NoR "R1" Redhills North-South Arterial Transport Corridor [Auckland Transport]

We have been informed by your letters dt 03/03/2023 [Waka Kotahi] and 20/03/23 [Auckland Council] that our property is affected by the Notices of Requirement.

In this connection we have some queries and suggestions which are in the letter attached.

Yours faithfully

Susan Verghese & Verghese Antony Koothoor

ADDRESS: 4/485 Don Buck Road, Massey, Auckland 0614

EMAIL: vantony@gmail.com Mob 021 117 1437. Use email only please

21.04.2023

To the Auckland Council

Dear Sirs,

SUB: 4/485 DON BUCK ROAD
PROPERTY AFFECTED BY CHANGES TO UNITARY PLAN
NoR “R1” Redhills North-South Arterial Transport Corridor [Auckland Transport]

We have been informed by your letters dt 03/03/2023 [Waka Kotahi] and 20/03/23 [Auckland Council] that our property is affected by the Notices of Requirement.

In this connection we have some queries and suggestions

Our property lies on the Don Buck Road stretch between Fred Taylor Drive and Triangle Road. This stretch has several pinch points where the roadside falls away sharply on either side. How is it feasible to widen this without a lot of land levelling and is it cost effective?

Our property particularly is at the lowest point. About fifty feet down from the road, bordering Royal Reserve. As per the maps provided, our house itself is not affected but the driveway right up to our gate is affected.

Are you planning to take the driveway fifty feet up to the road level?

If so, what access will we have for our property?

The time frame for all this is loosely mentioned as 10-15 years. When and how will we be compensated for our property if you wish to acquire it?

The larger question in my mind is what is the problem? And how are the proposed changes going to alleviate this?

We have been in Massey since 2007 and in this house on 4/485 Don Buck Road since 2011. The 14 houses in this complex were fairly new builds and at that point in time Massey was one of the few affordable places to buy or build.

A few years later the motorway link to Northshore NH 18 opened out. About five years later the Westgate or Hobsonville Road interchange came into being making it easier to commute on NH 16 all the way to Kumeu. The area became popular and property prices out west doubled.

The present congestion on our stretch of Don Buck Road at peak times comes from people passing through because of these motorway extensions, as Don Buck Road was never designed for this additional traffic. These are not people who reside in our area. Just those who find this the best link to North Shore or Kumeu

So, we are now planning to take care of this in 10-15 years by widening Don Buck Road?

However right now there are several new builds coming up within 100 feet of Don Buck Road. A whole new West Hills Community has already come up opposite the old Library. A much larger complex is coming up a kilometre down Fred Taylor Drive

I doubt if the proposed changes on Don Buck Road are going to suffice even for our local community growth, much less traffic passing through.

At best this will be a band aid solution at a considerable cost because of the lack of flat spaces at several points.

This reminds me of a very interesting Elective subject called “ Socio Technical Systems” I took for my Post Graduate degree in Management in 1976. [After a Bachelor’s Degree in engineering in 1974]. The case study in point was about cities building four lane motor ways into town but forgetting to plan for the additional parking requirements.

So, I’m quite sure that this is not happening because of lack of knowledge or skills. Quite simply in the world outside universities planners, engineers, designers cannot often do what is ideal because we do not often control many aspects. However, when we can do something about it, I think we should.

We have the Hamilton example right before us. And many much larger cities like New Delhi before that. First you build a ring road and, before that capacity is over, an outer ring road. Making minor changes to interior roads is never cost effective, nor does it solve the problem.

The only thing to do is to start work right away on an outer motorway connecting Red Hills to NH 16 before Kumeu. Where Fred Taylor Drive joins NH 16 in Stage 1. And possibly at Helensville at stage 2.

Before the space in between gets built up. And linking all the new communities being built west of Don Bulk to this Outwestern Motorway

Lastly, we do have a housing crisis right now. In this climate do we want to knock down perfectly good houses to widen an interior road in 10-15 years, maybe?

Yours faithfully

Susan Verghese & Verghese Antony Koothoor

Bronnie Styles

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
Sent: Monday, 24 April 2023 8:30 am
To: Unitary Plan
Subject: [ID:668] Notice of Requirement online submission - Dr David Wilson and Dr Anna Tabuteau

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Dr David Wilson and Dr Anna Tabuteau

Organisation name:

Full name of your agent: David Wilson and Anna Tabuteau

Email address: wilsontabuteau@gmail.com

Contact phone number: 021763085

Postal address:
5 Moontide Road
Kumeu
Auckland 0892

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

Dr. David Wilson and Dr. Anna Tabuteau Submission re NOR R1 – Coatesville-Riverhead Highway 1. As citizens of New Zealand, we've watched with horror as our fellow countrymen have lost their homes and livelihoods over recent months. We simply cannot understand why with the huge need to rebuild New Zealand and Auckland's roads and resilience that this project is even under consideration. We travel regularly to the North and Far North and are aghast at the appalling standards of our major roads. They are a national disgrace. This designation is not even, in our view, a third order priority and is a waste of peoples time and money. 2. As long-term residents of the Riverhead/Kumeu areas we similarly see little cost benefit to a long-term designation for a walking and cycleway on a rural road where it is unpleasant to be on foot, compared to far more pressing issues, such as increasing flood resilience. This is both unnecessary and unfair. 3. Contrary to what the Supporting Growth team suggested to us, we have found no support for this from our neighbours, only similar sentiments to (2) above. 4. We had planned, as we are nearing retirement, to sell the property and had approached a local agent for an appraisal in August 2022. We are advised that a designation such as this severely affects our ability to sell the property, severely affects the valuation and what potential buyers will be willing to pay. We have decided not to go to market because of this proposed designation. 5. We have invested well over \$750,000.00 in improving the property over the 29 years we have lived here, both in the land and the house. This designation would destroy the amenity, enjoyment, beauty and character of our home and devalue our improvements severely. 6. Our home is a significant historical building. Built in 1914 our transitional villa has been carefully renovated and is full of original features including native kauri weatherboards, floors and skirtings, rimu fireplace surrounds, ceiling battens and scotias. It is also the original home which was the only house on the substantial land block to the south of St Heliers beach overlooking the cliffs and beach in 1914. It was moved to its current site in 1987 to allow for development. 7. A few years back road works caused damage to our lounge. Heavy machinery shook the house like a low-grade earthquake and cracked the wall lining and kauri door frames in our living room which is nearest the road. The house foundations were inspected and found stable. The earthworks required to

achieve what you propose would damage our home considerably more. 8. Your map indicates that the designated land would run extremely close to our home and in particular the living room where the proposed development comes closest to our home. This will not only cause damage but increase noise pollution considerably. Reducing noise from increasing traffic flows from surrounding urban growth was one of the reasons we built a 1.8m stone wall the length of our habitable boundary. 9. We were advised by the Supporting Growth team engineer in November, 2022 that the main reason they wish to impinge on our property is to accommodate a 9-metre swale to guard against a one in 50-year flood. As you know we have subsequently had two of these events and due to the property being elevated we have had no flooding. Further, we were advised that the development would likely only impinge 1- 1.8m on our SHY 28 boundary and have little or no effect on our Moontide Rd boundary. The attached pdf supplied to us by the 'friend of the submitter' tells a very different story. One of substantial adverse affects including our carefully designed outdoor living area and swimming pool. 10. We have suffered all of the downsides of development and none of the up. We are currently zoned mixed-use rural, which puts many limitations on what we can do with our land. However, it seems we must accede to more and more urban development. Recently a new retirement and care facility expected to have over 1000 residents has been granted consent 1.5km from our property. This is on top of the considerable urban growth in Riverhead and surrounding areas in recent years. With this designation, once again, we have had no chance to insure ourselves against sprawl and have only innumerable downsides to development. Other examples where urbanisation has affected us but not benefitted us are: a. Increased traffic and traffic jams right outside our door at peak travel times, and weekends b. A sewer line laid under our berm, on both sides of our property which we have no access to and which only benefits the town centre 1.3km away c. Heavy machinery and inappropriate land-uses due to large urban developments breaking our roads and using the house across our road as an industrial site, burning tyres, parking large machinery and maneuvering, with great difficulty, in Moontide Road - a once quiet rural road. 11. Examples where being zoned rural has left us with little amenity are: a. No water b. No sewerage c. No street lighting d. No fibre e. No footpaths f. Constant road repairs due to heavy traffic on ill equipped roads g. Constant flooding over surrounding roads in heavy rain events h. above ground power lines with frequent outages We therefore believe that this designation is both unnecessary and unfair. Unnecessary We have mentioned above some of the adverse effects foisted on us over the last 29 years. This designation attempts to plan ahead for future urbanisation around us but not for us. We are told, and the Auckland Unitary Plan tells us, that we are to remain zoned rural. This designation is unnecessary as it designates for a project so far down a list of priorities for the area, and with so little benefit, that it is frivolous. If you are planning to urbanise then rezone and plan for that. If we are to remain rural then fix the road and address flood resilience rather than subject us to an urban road in a rural area with no urban amenity. Unfair This decision caps a long line of decisions that have adversely affected us. There has been little or no consideration given to long-term residents and current uses. As a result of urban sprawl, and vast new urban and residential developments in our area, we have endured the costs of these developments but received none of the benefits. Now we are being asked to accede to urban amenity that does not benefit us in any real way, again. At the same time, we have a designation hanging over our heads, for an undefined period, which may or may not happen, that Auckland Transport will not compensate us for. This essentially means we must suffer the costs of this designation, both in terms of the reduced value of our property and reduced ability to sell, while we wait for notice that works will proceed. We also submit that the designation removes our property rights by not allowing us the full and free enjoyment of our land under the current law. Therefore, for all intents and purposes we already do not own it. This is all before you consider the substantial injurious effect and potential loss of enjoyment and amenity of our home. This process does not provide for any natural justice. If it is to remain mixed use rural then it should allow full rural, residential and business uses to continue. If it were to be designated and approved, then compensation conditions should be agreed now as the designation is injurious in and of itself. In this instance if the zoning were to be re-designated as 'future urban' at least it would recognise the true intent of Auckland Council, Auckland Transport and Waka Kotahi and people could make plans and sell up if they wished to realising the true value of their properties. The problem is we are at the mercy of a designation that affects us immediately with no compensation whatsoever. Again, we must suffer all of the downsides of development with none of the up. Nothing is agreed. There is no compensation. There is no certainty. There is harm immediately. These are just some of the considerations that have made us feel devastated at this news, particularly after three very difficult years personally and professionally. We love our home and wish for any new owners to continue to love and care for it as befits its legacy. We fear that the type of buyer that would take this property on will be turned off by this proposed designation running so close to our home and even closer to our living room. We are in limbo.

I or we seek the following recommendation or decision from Auckland Council:

We seek: 1. this designation be removed, or 2. Auckland Council purchase the property now at the market value prior to or without designation, or 3. this area to be re-zoned to 'future urban' to accommodate an urban transport corridor and increased urbanisation in proximate and surrounding areas. This will allow current residents to benefit from true market value, or 4. agree on individual compensation packages now to provide any future residents certainty of outcome should they be subject to the designated development, and 5. following this, develop new policies that provide fairness to those that become subject to this kind of nebulous medium- to long-term development and provide greater clarity and honesty about the potential effects of these designations before proceedings begin.

Submission date: 24 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission? Yes

Declaration

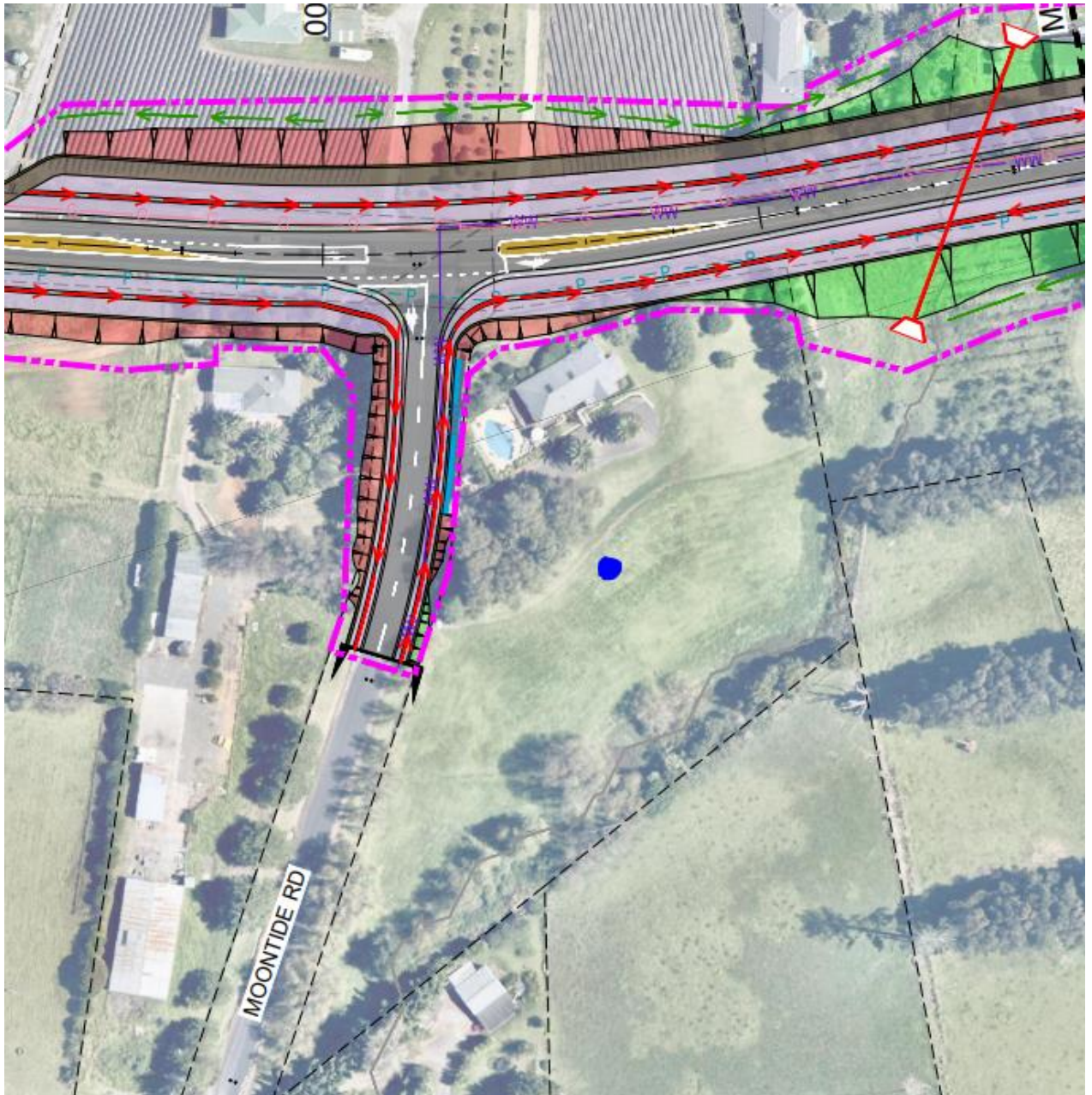
I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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5 Moontide Rd Riverhead 0892





THE PLANNING
COLLECTIVE

Form 21

Submission on requirement for designation NOR R1 that is subject to notification
Sections 168A, 169, 181, 189A, 190, and 195A, Resource Management Act 1991

To: Auckland Council

SUBMITTER DETAILS

Name of Submitter: Matvin Group Limited (“MGL”)

1. Matvin Group Limited makes this submission on North West Local Network: Coatesville – Riverhead Highway NOR R1 Coatesville Riverhead Highway (“**NOR R1**”) lodged by Auckland Transport to the Auckland Unitary Plan - Operative in Part in accordance with Section 169 of the Resource Management Act 1991 (**RMA**) as follows.
2. MGL could not gain advantage in trade competition through this submission.
3. MGL **wishes to be heard** in support of their submission.
4. If any other submitters make a similar submission, MGL will consider presenting a joint case with them at the hearing.

OVERVIEW

5. MGL is a specialist residential, commercial, and industrial property developer based in Auckland, with over 20 years’ experience designing and delivering a variety of quality and commercially successful projects.
6. MGL has an interest in the North West Local Network: Coatesville – Riverhead Highway (**CRH**) that is greater than the interest of the general public.
7. MGL has an interest in the land at 1092 CRH and 335 Riverhead Road, Riverhead (**the Land**) that would be directly affected by NOR R1, particularly by the area of land proposed to be designated for the upgrade of the existing Coatesville-Riverhead Highway / Riverhead Road roundabout. MGL has an agreement to purchase the landholdings and that agreement is well advanced with respect to its implementation.

The Botanic Riverhead

8. On 29 March 2023, MGL was granted resource consents to construct and operate a retirement village complex and associated activities on the Land under the COVID-19 Recovery (Fast-track Consenting) Act 2020. The Fast Track decision was appealed by Auckland Council on 21 April 2023.

9. In summary, the approved development consists of:
- A retirement village with approximately 422 residential units consisting of stand-alone independent residential units and apartment units;
 - A care home;
 - Car parking areas;
 - A child care centre;
 - A café; and
 - Outdoor recreation and amenity spaces.

10. The occupation of some of the residential units cannot occur under the conditions of the consents until the upgrade of the existing Coatesville-Riverhead Highway / Riverhead Road roundabout has been completed. Examples of these conditions are set below:

Condition 12

Prior to the occupation of a residential unit within Stage 3 of the development, the following infrastructure upgrades must be constructed and operational:

- (g) Upgrade to the Coatesville-Riverhead Highway/ Riverhead roundabout to provide safe pedestrian and cyclist crossing facilities, and to accommodate relevant design vehicles.*

Condition 13

Prior to the occupation of a residential unit within Stage 4 of the development, the following road infrastructure upgrades must be constructed and operational:

- (b) The State Highway 16/ Coatesville-Riverhead Highway roundabout.*

11. Auckland Transport (**AT**) provided approval as the Requiring Authority under s178(2) of the Resource Management Act for works within AT's Notice of Requirement. The letter of approval dated 13th February 2023 is **Attachment A**.

12. The proposal is therefore, integrated with the provision of necessary infrastructure, including transportation infrastructure. There are signed Joint Expert Statements to this effect with Watercare, Auckland transport and Waka Kotahi.

13. On the basis of the above The Botanic development:

- (a) does not compromise future urban development;
- (b) will not hinder or prevent future urban development;
- (c) will not compromise the efficient and effective operation of the local and wider transport network; in fact The Botanic will facilitate delivery of the planned future transport network;
- (d) does not require significant upgrades, provisions or extensions to wastewater, water supply, or stormwater networks or other infrastructure, that is not already funded or will not otherwise be delivered by the proposed development;
- (e) facilitates and does not inhibit the efficient provision of infrastructure; and
- (f) will not undermine the form or nature of future urban development.

SCOPE OF SUBMISSION

14. This submission relates to NOR R1 as a whole.
15. MGL **supports** NOR R1 **in principle**, to the extent it is necessary to plan for the urban upgrades to the roading network required to support the population and business growth associated with the imminent development of Future Urban zoned land at Riverhead. If the Council's approach is to prevent or otherwise limit urban development at Riverhead and the wider planned future urban areas; then the issue of capacity, need and demand for the transportation projects that the NOR relate to need to be reconsidered in terms of design, timeframes, and demand. Less population means lesser need for transport upgrades. The policy framework requires that the planning and delivery of infrastructure be aligned and integrated with planned urban development.
16. MGL **opposes** the extent of land identified for the designation and states that there has been insufficient identification and assessment of alternatives, particularly in light of the comments set out in paragraph 15 above.
17. The extent of designated land identified in the NoR is not consistent with urban design or quality compact urban form principles and will not assist in creating a well-functioning urban environment at Riverhead.
18. An urban design and transportation comment to support the above statements are appended as **Attachment B** and **Attachment C**. In summary the transportation assessment prepared by TEAM Traffic concludes:

On this basis, we suggest that the central roundabout should be approximately 50% of the size that is proposed. This reduction in the central island would result in significantly less land being required and potentially reducing the extent of the relocation of the existing roundabout.

It will also provide a safer speed, pedestrian and cyclist environment more appropriate for the future slow speed urban environment.
19. The urban design assessment prepared by Transurban concludes that the indicative design and the extent of land shown as being required for the designation is not compatible with the future urban environment that is proposed around this intersection and will likely be disruptive to the urban fabric due to it being out of scale with its surroundings.
20. The urban design assessment further concludes that the *"high-speed and continuous flow of traffic typical of large roundabouts can be overwhelming for vulnerable road users, such as pedestrians and cyclists, even if pedestrian crossings and refuge islands are provided"*.

RELIEF SOUGHT

21. MGL seek that Auckland Council recommend NOR R1 be **refused**:
 - a) unless it can be demonstrated that there is a demand for the proposed upgrade and that this is integrated with the urban development of surrounding land areas planned for urban growth; and

- b) that indicated design is the best design to achieve a well-functioning urban environment that includes achieving a quality compact urban form which includes:
- o a higher quality urban environment (B2.2.1 (1) (a));
 - o enabling better use of existing infrastructure and efficient provision of new infrastructure (B2.2.1 (1) (c));
 - o greater social and cultural vitality (B2.2.1 (1) (e));
 - o reduced environmental effects (B2.2.1 (1) (g)).
- c) unless it can be demonstrated that the indicated design provides for, and safely accommodates, pedestrians and cyclists; including promoting walkability and sustainable neighbourhoods and *“encourages a transformational shift from private vehicles to...walking and cycling”*¹;
- d) Any other relief required to achieve the outcomes sought in this submission.

Yours sincerely



The Planning Collective Limited
Burnette O'Connor
Director | Planner

Address for Service:

The Planning Collective Limited
Attn: Burnette O'Connor
Ph: 021-422-346
Email: burnette@thepec.co.nz

Attachment A – NOR s178(2) Approval
Attachment B – Urban Design Comment - Transurban
Attachment C – Traffic Comment – TEAM Traffic

¹ Section 13, page 104, Assessment of Environmental Effects, Te Tupu Ngātahi Supporting Growth Alliance, North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA) NoR application

ATTACHMENT A – S178 (2) APPROVAL

13 February 2023

**Attention: Matt Ellingham
Matvin Group Limited
PO BOX 305053, Triton Plaza
Auckland 7057**

Via email: matthew@matvin.co.nz

Dear Sir

Requiring Authority approval under Section 178(2) of the Resource Management Act 1991 for works within AT's Notice of Requirement at 1092 Coatesville Riverhead Highway, Riverhead.

In regard to your application on 16 January 2023 for written consent for new landscaping associated with the establishment and operation of a retirement village and associated facilities at 1092 Coatesville Riverhead Highway, subject to Auckland Transport's Notice of Requirement on Coatesville Riverhead Highway (referred to as NoR R1), Auckland Transport provides its written consent to the proposal outlined in the below documentation:

AT's written consent under s178(2) of the Resource Management Act 1991 will be subject to the following conditions:

- This written approval shall be carried out in accordance with the plans prepared by:
 - a) Gel Architects referenced as 'Overall Site Master Plan', Drawing No: 100-03, dated 12 January 2023; and
 - b) Shafer Design referenced as 'Perimeter Planting', Drawing No: 28, dated 20/12/2022.
- When Auckland Transport requires the land located at 1092 Coatesville Riverhead Highway, Riverhead, the landowner shall remove the landscaping which is located within NoR R1, unless otherwise advised by Auckland Transport. The landowner shall be responsible for any required resource consent or reinstatement associated with the removal. The removal, reinstatement and any associated costs shall be at the sole cost of the landowner and undertaken prior to construction of the road widening.
- If the landowner does not remove the landscaping within NoR R1 as required in Condition 2, then Auckland Transport may remove the landscaping at the owner's cost.

Advice notes:

- This approval relates only to requiring authority consent under section 178(2) of the RMA 1991, and it is not approval for any resource consents that may be required from Auckland Council, or any other approvals and permissions required by Auckland Transport including but not limited to road stopping applications, corridor access requests.

- The applicant/landowner shall be responsible for any resource consent required as a result of the designation being implemented.
- If the proposal is amended in any way in the future, an additional section 178(2) or s176(1)(b) written consent will be required.

You have the right to object to this decision under s179(1) of the Resource Management Act 1991.

Please contact Holly Atkins on 021 948 924 should you wish to further discuss this application.

Yours faithfully,



Jane Small

Group Manager, PMO, Strategic Programmes and Property
Integrated Networks Division



ATTACHMENT B - URBAN DESIGN COMMENT – TRANSURBAN

Memorandum

20 April 2023

Memo to : Matvin Group C/o The Planning Collective

Memo From : Fabio Namiki

Re: Urban Design Inputs - **NOR for the upgrading of the Riverhead Road/Coatesville Riverhead Road Roundabout**

Matvin Group has an interest in 1092 Coatesville-Riverhead Highway. The property is situated on the north-western corner of the Coatesville-Riverhead Highway intersection.

Transurban has been asked to review and provide urban design comments on the Notice of Requirement (NoR) for the upgrade of the intersection of Riverhead Road and Coatesville-Riverhead Highway. We have reviewed the set of plans named "Supporting Growth Programme – Riverhead – Coatesville-Riverhead Highway Upgrade (NoR R1)", dated 07/12/2022, in particular, the roundabout shown on sheet 5 of 5.

This review takes into consideration the following:

- National Policy Statement on Urban Development (NPS-UD) - Part 2 – Objectives and policies
- Auckland Unitary Plan – Zones Policies and Objectives
- Auckland Transport - Urban Street and Road Design Guide (version 1.1 (2022)).
- The New Zealand Urban Design Protocol (March 2005)
- Resource Management Act 1991 (and updates)
- Te Aranga Māori design principles
- People+Places+Spaces: A design guide for urban New Zealand (2001)
- the 'Auckland Design Manual' (ADM).

NPS-UD

Objective 1 of the NPS-UD states, "*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*"

AUP-OP

Future Urban Zones

The most pertinent Future Urban Zone objectives and policies are the following:

Objectives H18.2:

phone 09 309 2555
fax 09 309 2557
email admin@transurban.co.nz

Victoria Square 2/143 Wellesley St West
PO Box 90921 Auckland 1142

www.transurban.co.nz

(3) **Future urban development is not compromised by premature subdivision, use or development.**

And Policies H18.3:

(6) **Avoid subdivision, use and development of land that may result in one or more of the following:**

- (a) **structures and buildings of a scale and form that will hinder or prevent future urban development;**
- (b) compromise the efficient and effective operation of the local and wider transport network;
- (d) inhibit the efficient provision of infrastructure;
- (e) **give rise to reverse sensitivity effects when urban development occurs;**
- (f) give rise to reverse sensitivity effects in relation to existing rural activities or infrastructure; or
- (g) **undermine the form or nature of future urban development.**

Auckland Transport - Urban Street and Road Design Guide (version 1.1 (2022)).

Roundabouts (page 186) - DESIGN OBJECTIVES *"By their design, roundabouts slow down traffic. The design must also make drivers yield naturally to any crossing pedestrians and cyclists, who must have priority at crossings. This is supported by designing the roundabout in such a way that drivers have crossing cyclists and pedestrians squarely within their view when exiting or approaching the roundabout. At a typical roundabout, drivers will sit at a 90-degree angle with the crossings for cyclists and pedestrians before proceeding, which ensures eye contact between road users. An approach speed of 30 km/h is considered appropriate for a roundabout. To ensure this approach speed, the roundabout should meet certain design requirements, such as featuring consecutive bends that motor vehicles have to follow when approaching and driving on a roundabout, or ramped approaches."*



Image 2 - Illustrative roundabout from the Urban Street and Road Design Guide (page 186).

Current and Future Contexts

Currently, this intersection has a rural character with high-speed traffic and poor pedestrian connections with the land to the northeast and southeast zoned Single Housing Zone and land to the northwest and southwest zoned Future Urban Zone.

However, the intersection will be surrounded by an urban environment, strengthening this key node in Riverhead to provide for the existing and future community. Matvin Group has obtained resource consent to establish a retirement village that includes a childcare and café located and addressing this intersection. The land to the southwest of this intersection is currently zoned Future Urban and there is a plan change lodged with Auckland Council that proposes a Local Centre that is intended to address this intersection surrounded by a high density residential zone. The Structural plan (future context) around this intersection is illustrated below.

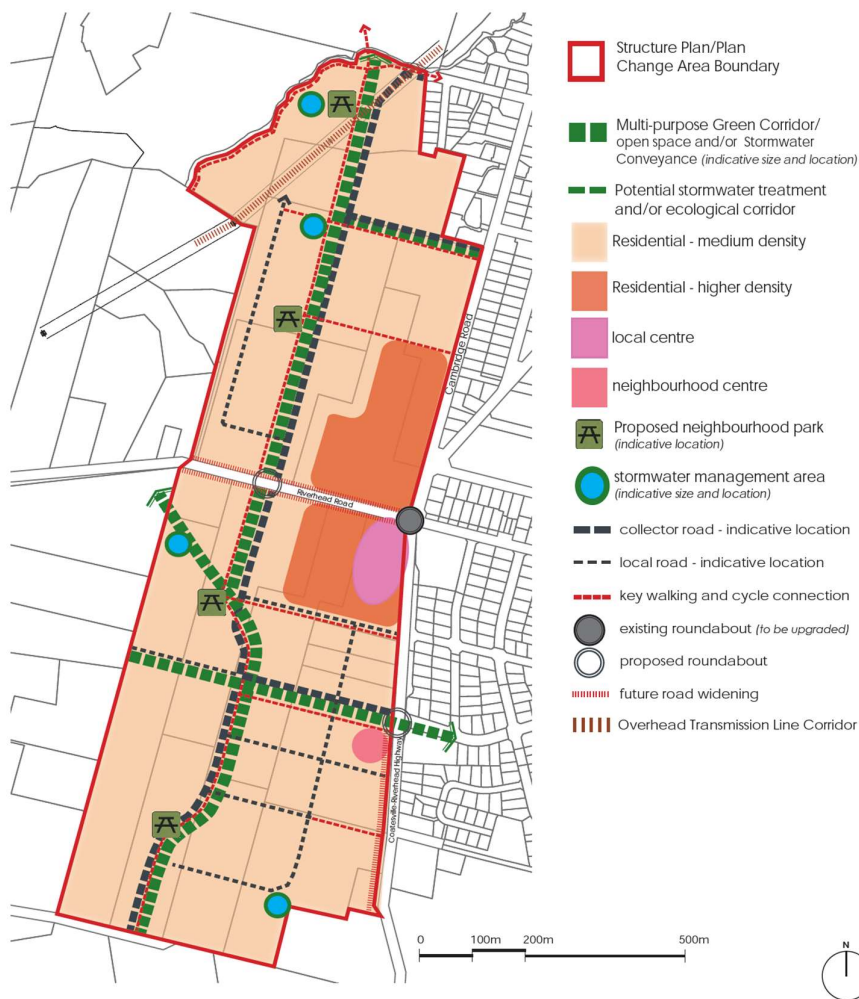


Image 1 – Structural plan part of the plan change lodged with Auckland Council.

Proposed Roundabout

The following lists the key design features of the proposed roundabout:

- Large roundabout with a central island of around 40m in diameter, providing for relatively high speeds.
- Centre of the roundabout is located to the west of the existing intersection, requiring considerable land take to the west.
- Realignment of Coatesville-Riverhead Highway to the north of the roundabout resulting in a large berm in front of sites 1093 and 1095 Coatesville-Riverhead Highway.
- Shared paths on the roundabout's northwestern, southwestern, and southeast corners/sides.
- Pedestrian crossing points are located at considerable distances due to the large roundabout size, with crossing opportunities limited to the gap in the traffic as no pedestrian priority is suggested.
- The Designation boundaries allow batters to adjoining sites, suggesting the upgraded road will be above the land surrounding the intersection (limited level information provided).
- The designation boundary overlaps the consented development on the northwest corner and probably along Riverhead Road frontage (Designation boundaries for the upgrade of Riverhead Road are not part of this NoR).



Image 3 – Proposed roundabout and surrounding context.

Assessment

A well-functioning urban environment is objective number 1 of the National Policy Statement on Urban Development. The intersection of Riverhead Road and Coatesville-Riverhead Highway has the potential to become a key urban hub for the Riverhead community. The approach to the design of this intersection will determine the liveability and walkability around this area. This includes road and building design, and needs to consider its future urban character and land uses.

The proposed large roundabout is not compatible with the future urban environment that is proposed around this intersection. A large roundabout in this location is likely to disrupt the urban fabric as it is out of scale with the surroundings and is less attractive for social interaction.

The high-speed and continuous flow of traffic typical of large roundabouts can be overwhelming for vulnerable road users, such as pedestrians and cyclists, even if pedestrian crossings and refuge islands are provided. We appreciate that the intersection needs to accommodate a relatively high volume of traffic, however this should not be at the expense of the safety and amenity of pedestrians and cyclists.

The proposal does not prioritise pedestrians or other modes of movement. Pedestrians must walk long distances to cross this intersection, not consistent with the strategy of promoting walkability and sustainable neighbourhoods. Riverhead residents are expected to be encouraged to move on foot in this area and the intersection needs to be designed to integrate the corners and provide a safe connection.

Since pedestrians are only able to cross the road when there are no passing cars, the chances of crossing during busy vehicle traffic hours are reduced. As a result, pedestrians may choose to cross a single lane and wait in the median for an opportunity to cross the next lane, thereby increasing the risk of being hit by a vehicle. This needless risk can be avoided with appropriate design measures.

The centre of the roundabout is located to the west of the existing intersection, requiring considerable land take to the west and leaving a large berm to the east (area A on image 3). The large berm is unutilised and presents issues such as long driveways to properties at 1093 and 1095 Coatesville-Riverhead Highway. The large resulting road reserve increases the potential distances between buildings on the opposite sides of the street, affecting the physical and visual connections between the buildings and urban form of the street. It can also be problematic for passive surveillance and will result in additional costs for maintenance of the area.

Although levels are not indicated on the NoR Plans, we understand the intersection is proposed to be above the surrounding land, which will impact the opportunity for an at-grade connection to the adjacent sites and buildings. To accommodate the proposed batters, additional extension of the designated land is required, which also impacts the development of the adjacent sites. The new road levels and the proposed designation boundary directly affect the consented development on the northwestern corner where a café is proposed to be built. It is possible that through a collaborative process this could be resolved.

The required land for the upgrade of Riverhead Road to the west of the roundabout is unknown but it is expected that the consented development will be considered to avoid conflict with the 3-storey apartment buildings proposed to face the road. The consent includes provision for road widening and this should be respected when designing the road.

Recommendations

1. We recommend that detailed designs for the roundabout are progressed such that the designation can be reduced in size. Regardless of whether the designation is reduced, we strongly recommend that the ultimate size of the round about is significantly reduced to a more suitable urban solution.
2. Pedestrian and cycle priority should be included in the design.

Alternative designs that would be more appropriate from an urban design perspective include:

A small low-speed roundabout similar to image 4 below. A small roundabout would not disrupt the urban fabric as much, as it would be small enough to blend in with the surrounding environment. It would also be less likely to increase traffic speeds, creating a safer environment for all road users. Moreover, a small roundabout can provide a visual and physical connection between streets, while still enhancing traffic flow and the safety of vulnerable road users. The design of the roundabout needs to be well considered to achieve the above. The images below are examples of good and bad design from urban design perspective.



Image 4 – small roundabout at the intersection of Wellington Street and Franklin Road, in Ponsonby, Auckland. The roundabout above prioritises pedestrian and bicycle movement while maintaining the flow of car traffic. This is a good example of a well-designed roundabout that assists with the liveability of the neighbourhood.



Image 5 – small roundabout at the intersection of Manukau Road and Mount Albert Road. This roundabout prioritises car movement and creates an overwhelming environment for pedestrians and cyclists.

3. A condition of consent is recommended seeking that the ground levels of the proposed works are coordinated with Matvin Group (developer of the retirement village on the land on the northwest corner) and other affected landowners to avoid the road being above the ground of the surrounding site and to reduce the land required for the upgrade of the road and roundabout and ensure an integrated outcome.

4. Avoid large berms as a result of the upgrade, such as the land in front of sites at 1093 and 1095 Coatesville-Riverhead Highway, as it can be problematic for passive surveillance and will result in additional costs for public maintenance of the area.

Conclusion

The proposed large roundabout is not compatible with the future urban environment that will soon surround this intersection and its design needs to be reviewed to consider the new context.

In principle, upgrading the roundabout at the intersection of Riverhead Road and Coatesville Riverhead Highway is supported from an urban design perspective as long as it provides for a functional and liveable urban environment.

Fabio Namiki

Senior Urban Design and Registered Architect

Transurban Limited

ATTACHMENT C – TRAFFIC COMMENT – TEAM TRAFFIC

The Planning Collective
27 Percy Street
Warkworth 0910
Attn: Burnette O'Connor
burnette@thepec.co.nz

Ref: 20445
13 April 2023

Dear Burnette

RE: NOR for the upgrading of the Riverhead Road/Coatesville Riverhead Road Roundabout

We refer to the NOR notified by Supporting Growth to undertake upgrading of the Riverhead Road – Coatesville-Riverhead Road roundabout.

Matvin Group have an interest in the property on the north-western corner of the intersection at 1092 Coatesville-Riverhead Highway. Matvin Group are the Applicants for an application to develop the land with a 422 bed retirement village and associated activities.

The land required by the NOR extends to the west of the existing roundabout. We expect this proposed relocation to the west results from being unable to accommodate the proposed configuration of the roundabout in the existing location, given the very large footprint proposed.

We consider that the very large size of the proposed roundabout and the resultant relocation is unnecessary and out of character for an area that is, in the immediately foreseeable future, to become a slow speed urban environment with reduced speed limits.

In particular, we consider that the central island is excessively large, which in turn results in a very large footprint to accommodate berms and pedestrian and cycling amenities.

The central island has a circa 38 metre diameter (measured from the PDF) which results in a 19 metre radius.

The Austroads 'Guide to Road Design Part 4B – Roundabouts' Table 4.1 recommends the following central island radii be provided based on the "desired driver speed on the fastest leg prior to the roundabout".

- 40 km/h or less – desirable radius of 10 metres.
- 50 km/h – desirable radius of 11 metres.

Given the Auckland Transport goal of reducing potential conflict speeds to 30km/h, we suggest that these types of design approach speeds are desirable.

The Austroads Guide also notes the following.

"Table 4.1 provides a guide for the selection of the central island radius for a circular roundabout. The desirable central island radius provides an optimum safety outcome, while central islands larger than the desirable radius can result in increased circulating speeds and increased conflict between circulating and exiting traffic."

On this basis, we suggest that the central roundabout should be approximately 50% of the size that is proposed. This reduction in the central island would result in significantly less land being required and potentially reducing the extent of the relocation of the existing roundabout.

It will also provide a safer speed, pedestrian and cyclist environment more appropriate for the future slow speed urban environment.

Yours faithfully

TRAFFIC ENGINEERING & MANAGEMENT LTD

A handwritten signature in blue ink that reads "K Bell". The signature is written in a cursive, flowing style.

Keith Bell
Senior Associate

End of Submission

A hub of planning excellence



admin@thepc.co.nz



www.thepc.co.nz

THE PLANNING
COLLECTIVE



Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Organisation Name (if submission is made on behalf of Organisation)

Fletcher Residential Limited

Address for service of Submitter

Barker & Associates Limited Attn: Karl Cook

PO Box 1986, Shortland Street, Auckland 1140

Telephone:

64296387970

Fax/Email:

KarlC@barker.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

Auckland Transport

For: A new designation or alteration to an existing designation

Coatesville – Riverhead Highway (NoR R1)

The specific parts of the above notice of requirement that my submission relates to are: *(give details)*:

Refer attached

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

Refer attached

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought).*

Refer attached

I wish to be heard in support of my submission



I do not wish to be heard in support of my submission



If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

04/24/2023

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Submission on a Requirement for a Designation

To: Auckland Council
Attn: Planning Technician
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142
via email

Submitter Details

- (1) Fletcher Residential Limited ('FRL') makes this submission on a notice of requirement for a new designation to upgrade Coatesville-Riverhead Highway ('**Notice of Requirement 1 ('NOR R1')**') lodged by Auckland Transport to the Auckland Unitary Plan (Operative in Part) ('**AUP (OP)**') in accordance with sections 168A and 169 of the Resource Management Act 1991 ('**RMA**') as follows.
- (2) FRL could not gain an advantage in trade competition through this submission.
- (3) FRL is directly affected by effects of the subject matters of the submission that:
 - (a) Adversely affects the environment; and
 - (b) Do not relate to trade competition or the effects of trade competition.
- (4) FRL wishes to be heard in support of their submission.
- (5) If any other submitters make a similar submission, Fletcher Living will consider presenting a joint case with them at the hearing.

Overview of Fletcher Living

- (6) FRL is one of the leading property development companies in New Zealand and has been developing homes for over 110 years throughout the country. FRL has developed a number of Auckland's largest housing developments.
- (7) FRL has an interest in the Coatesville-Riverhead Highway upgrades that is greater than the interest of the general public. FRL own (or is the prospective purchaser) of approximately 29ha of Future Urban-zoned land on Riverhead Road, Coatesville-Riverhead Highway and Lathrope Road that would be directly affected by the proposed upgrades.
- (8) FRL is part of the Riverhead Landowner Group¹ which has requested a private plan change to the AUP (OP) to rezone approximately 80.5ha of Future Urban-zoned land west of Coatesville-Riverhead Highway and the existing Riverhead township to a mix of Terrace Housing and Apartment Building, Mixed Housing Urban, Local Centre and Neighbourhood Centre zones. Transport upgrades are proposed as part of this plan change. The proposed NOR R1 therefore has the potential to give rise to adverse effects that would directly affect FRL, given these interests.

¹ Comprised of FRL, The Neil Group and Matvin Group.

Scope of Submission

- (9) FRL generally supports the purpose and intent of the Coatesville-Riverhead Highway upgrades as they would support the future urbanisation and development of Riverhead, however FRL **opposes** NOR R1 for reasons that include, but are not limited to, those given in **Attachment 1** of this submission. The relief sought by FRL is also set out in **Attachment 1** of this submission.

Address for Service:

Barker & Associates Limited
Attn: Karl Cook
PO Box 1986
Shortland Street
Auckland 1140
Mobile: 029 638 7970
Email: KarlC@barker.co.nz

Copied to:

Fletcher Residential Limited
Attn: Kelsey Bergin
Email: KBergin@frl.co.nz

Attachment 1: Fletcher Residential Limited ('FRL') submission on NOR R1 – Coatesville–Riverhead Highway ('CRH') (Auckland Transport)

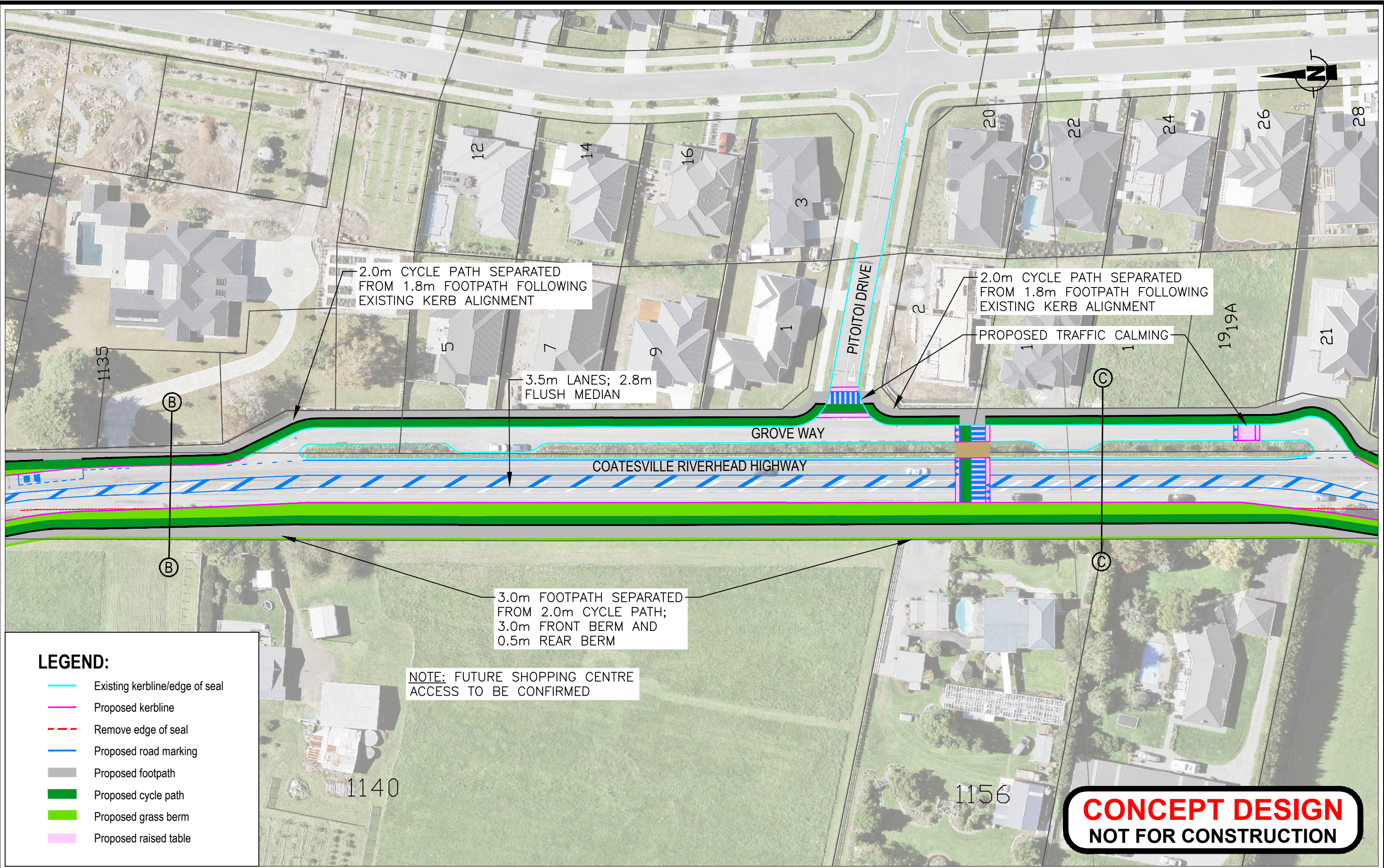
NOR R1 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
Timing	<p>The Detailed Business Case suggests that the CRH upgrade is not required until 2033-37, which is aligned with the Alternative State Highway. This assumes delayed growth in Riverhead as per Table 4-1 of the Assessment of Environmental Effects, however:</p> <ul style="list-style-type: none"> • The Council’s Future Urban Land Supply Strategy ('FULSS') anticipates growth in Riverhead from 2028; • The private plan change for the urbanisation of the Future-Urban zoned land is advanced and discussions have been ongoing with Auckland Transport over the couple of years. There is high developer-readiness for implementation of these works; and • A fast-track consent has been approved for a Matvin retirement village at the northwest corner of the CRH/Riverhead Road intersection. <p>It is therefore considered that the timeframe identified does not align with actual planned urbanisation timeframes.</p>	Oppose	<p>That the timeline for implementation is reviewed.</p> <p>That the designation from the land once CRH upgrades are constructed and operational, including if upgrades to CRH are provided (and constructed and operational) by others in a way that sufficiently meets the identified transport needs.</p>
Design and Extent of Upgrades	<p>The design of the proposed CRH upgrades does not appear to have considered a number of aspects of both the existing environment as well as the future urbanisation of the immediate landholdings including the recently-approved Matvin retirement village. In particular:</p> <ul style="list-style-type: none"> • Between Short Road and Riverhead Point Drive: The design does not give consideration to the current opportunity that exists on the eastern side of CRH which has recently been constructed and provides room within the berm for a separated cycle facility, as per the Riverhead Private Plan Change proposal. By rebuilding the eastern side of the carriageway instead, land is required along the frontage of the Riverhead Plan Change boundary which would not otherwise be required. The current design is therefore not considered to be an efficient use of land and unnecessarily 	Oppose	<p>That the design of the proposed upgrades is reviewed, in particular, in respect to alternatives that would achieve the desired transport outcomes in a way that would:</p> <ul style="list-style-type: none"> • Result in less adverse effects on the environment; • Represent a more cost-effective solution and make better use of land and existing infrastructure; • Avoid unnecessarily significantly limiting the future development potential and opportunities for the affected land; and

NOR R1 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
	<p>significantly limits the future development potential and opportunities for the affected land;</p> <ul style="list-style-type: none"> • Between Riverhead Point Drive and Riverhead Road: The proposed carriageway design does not give any regard to Grove Way which provides a footpath for CRH (southbound) as well as a cycle facility. As such, the extent of the land needed on the western side of Coatesville-Riverhead Highway is inflated through the need for an additional southbound footpath and front berm. The current design is therefore not considered to be an efficient use of land and existing infrastructure, and unnecessarily significantly limits the future development potential and opportunities for the affected land; • Proposed design of CRH/ Riverhead Road roundabout: The size of the proposed roundabout is substantial, being equivalent to the roundabout proposed at SH16 which is a much higher trafficked road and strategic corridor. This does not reflect the low-speed outcomes needed for the area, which is soon to be urbanised. Noting that Auckland Transport has agreed in principle to a 50kph speed limit for CRH and Riverhead Road fronting the Riverhead Private Plan Change area, and is initiating speed reductions (to 50 kph) about the region, the proposed roundabout and therefore designation are therefore not in keeping with anticipated future development and have not allowed for reduced approach and circulating speeds achieved through raised crossings. In addition, the extent of fill about the roundabout in particular, the connection with Riverhead Road, does not appear to tie into the existing levels of Riverhead Road – a batter is currently proposed which should not be required. It is possible that the batters and design work were prepared on the basis of tying in with a proposed upgrade to Riverhead Road, which is no longer proposed. Clarification around the levels and need for batters on Riverhead Road is needed. 		<ul style="list-style-type: none"> • Have regard to the Riverhead Private Plan Change designs which take into account the planned urban context. These designs are provided as Attachment 2.

NOR R1 Aspect	Submission / Reasons	Support / Oppose	Relief Sought																															
Extent of NOR R1 designation boundary	FRL opposes the extent of the proposed designation boundary as it extends further than the anticipated extent of works.	Oppose	<p>That the designation boundary is amended to show the operational extent around what will be the legal road reserve and the construction extent as two separate designation boundaries.</p> <p>That the designation from the land once CRH upgrades are constructed and operational, including if upgrades to CRH are provided (and constructed and operational) by others in a way that sufficiently meets the identified transport needs.</p>																															
Proposed Condition – Construction Noise Standards	FRL generally supports the proposed condition titled ‘Construction Noise Standards’, however the condition allows construction 24 hours a day, seven days a week. Given the estimated construction period, it is considered reasonable that residents in the area (both existing and future residents) are provided some respite from construction activities.	Support in part	<p>Amend the proposed condition titled ‘Construction Noise Standards’ as set out below (deletions struck through and additions <u>underlined</u>):</p> <p><i>"Construction Noise Standards</i></p> <p><i>(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:</i></p> <p><i>Table 16.1: Construction noise standards</i></p> <table border="1" data-bbox="1447 1007 2033 1364"> <thead> <tr> <th data-bbox="1447 1007 1585 1078">Day of week</th> <th data-bbox="1597 1007 1800 1078">Time period</th> <th data-bbox="1812 1007 1935 1078">L_{Aeq(15min)}</th> <th data-bbox="1946 1007 2033 1078">L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4" data-bbox="1447 1086 2033 1118">Occupied activity sensitive to noise</td> </tr> <tr> <td data-bbox="1447 1126 1585 1262" rowspan="4">Weekday</td> <td data-bbox="1597 1126 1800 1158">0630h - 0730h</td> <td data-bbox="1812 1126 1935 1158">55 dB</td> <td data-bbox="1946 1126 2033 1158">75 dB</td> </tr> <tr> <td data-bbox="1597 1158 1800 1190">0730h - 1800h</td> <td data-bbox="1812 1158 1935 1190">70 dB</td> <td data-bbox="1946 1158 2033 1190">85 dB</td> </tr> <tr> <td data-bbox="1597 1190 1800 1222">1800h - 2000h</td> <td data-bbox="1812 1190 1935 1222">65 dB</td> <td data-bbox="1946 1190 2033 1222">80 dB</td> </tr> <tr> <td data-bbox="1597 1222 1800 1262">2000h - 0630h</td> <td data-bbox="1812 1222 1935 1262">45 dB</td> <td data-bbox="1946 1222 2033 1262">75 dB</td> </tr> <tr> <td data-bbox="1447 1270 1585 1364" rowspan="3">Saturday</td> <td data-bbox="1597 1270 1800 1302">0630h - 0730h</td> <td data-bbox="1812 1270 1935 1302">55 dB</td> <td data-bbox="1946 1270 2033 1302">75 dB</td> </tr> <tr> <td data-bbox="1597 1302 1800 1334">0730h - 1800h</td> <td data-bbox="1812 1302 1935 1334">70 dB</td> <td data-bbox="1946 1302 2033 1334">85 dB</td> </tr> <tr> <td data-bbox="1597 1334 1800 1364">1800h - 2000h</td> <td data-bbox="1812 1334 1935 1364">45 dB</td> <td data-bbox="1946 1334 2033 1364">75 dB</td> </tr> </tbody> </table>	Day of week	Time period	L _{Aeq(15min)}	L _{AFmax}	Occupied activity sensitive to noise				Weekday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	65 dB	80 dB	2000h - 0630h	45 dB	75 dB	Saturday	0630h - 0730h	55 dB	75 dB	0730h - 1800h	70 dB	85 dB	1800h - 2000h	45 dB	75 dB
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Proposed Condition – Low Noise Road Surface	<p>FRL generally supports the proposed condition titled ‘Low Noise Road Surface’, however do not support clause (a) which specifies that the condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).</p> <p>The Riverhead future-urban zoned land west of CRH is proposed to be rezoned to urban zonings however this land is still currently zoned Future Urban. On that basis, FRL is of the view that the low noise road surface requirement should also apply to the future planned urban environment, not just the live zoning at the time of the construction of CRH.</p>	Support in part	<p>Amend the proposed condition titled ‘Low Noise Road Surface’ as set out below (deletions struck through and additions <u>underlined</u>):</p> <p><i>Low Noise Road Surface</i></p> <p><i>(a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban <u>and/or future urban</u> zoning (excluding open space and special purpose zones unless identified as mitigation within the relevant condition).</i></p> <p><i>(b) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project</i></p> <p><i>(c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</i></p> <p><i>(i) The volume of traffic exceeds 10,000 vehicles per day; or</i></p>																															

NOR R1 Aspect	Submission / Reasons	Support / Oppose	Relief Sought
			<p><i>(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</i></p> <p><i>(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or</i></p> <p><i>(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</i></p> <p><i>(d) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(c)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.”</i></p>



LEGEND:

- Existing kerbline/edge of seal
- Proposed kerbline
- - - Remove edge of seal
- Proposed road marking
- Proposed footpath
- Proposed cycle path
- Proposed grass berm
- Proposed raised table

NOTE: FUTURE SHOPPING CENTRE ACCESS TO BE CONFIRMED

**CONCEPT DESIGN
NOT FOR CONSTRUCTION**

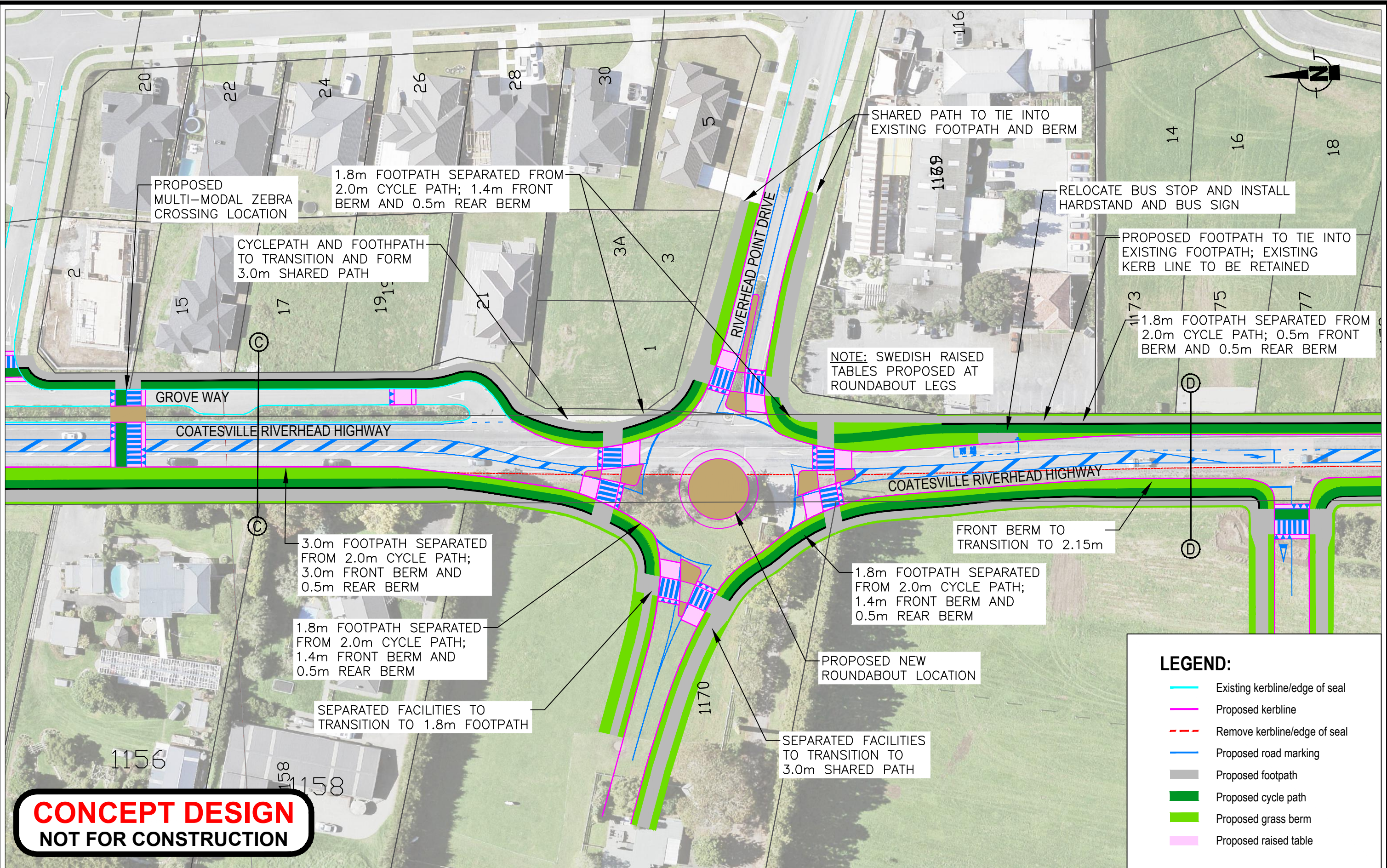


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revision:	D	date:	13/12/2022
		checked:	TC

rev	status	issued
A	First Issue- Draft Issue to AT	03/11/2021
B	Issue to Fletchers	14/02/2022
C	Revised Issue	29/09/2022
D	Issue for TA	13/12/2022

Riverhead Plan Change
Pedestrian & Cycle facilities Concept Design



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NOT FOR CONSTRUCTION**



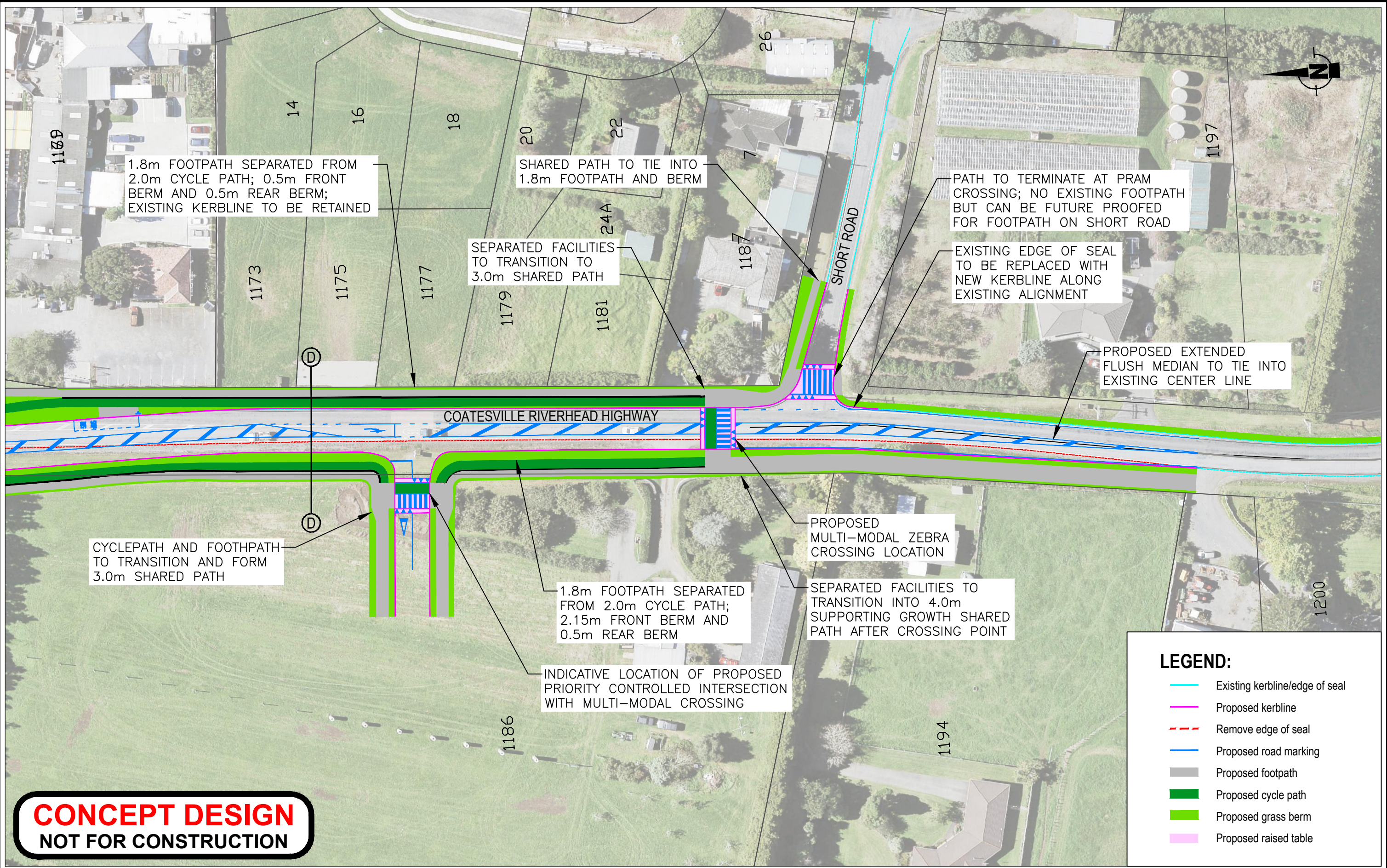
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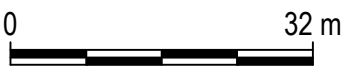




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Riverhead Plan Change
Pedestrian & Cycle facilities Concept Design





24 April 2023

File ref: AUP C-RH NOR R1

Planning Technician
Auckland Council
Private Bag 92300
Auckland 1142

unitaryplan@aucklandcouncil.govt.nz

Dear Sir/Madam

**SUBMISSION ON A NOTICE OF REQUIREMENT FOR NORTH-WEST LOCAL NETWORK: COASTESVILLE-
RIVERHEAD HIGHWAY (NOR R1)**

To: Auckland Council

Name of submitter: Heritage New Zealand Pouhere Taonga

1. Heritage New Zealand Pouhere Taonga (HNZPT) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand is New Zealand's lead agency for heritage protection.
2. HNZPT could not gain an advantage in trade competition through this submission.
3. HNZPT submission is on the Notice of Requirement for Designation (NoR R1) in the Auckland Unitary Plan (AUP) to upgrading the southern section of the Coatesville–Riverhead Highway corridor to a rural arterial with active mode facilities and upgrading the northern section of the corridor to an urban arterial with active mode facilities.
4. HNZPT acknowledges that the proposed corridor is a significant infrastructure project for Auckland Transport. HNZPT supports the purpose of planning for a well-functioning urban environment through the improvement of transport infrastructure to support future urban growth.
5. Nevertheless, of focus for HNZPT is for the identification, protection, preservation, and conservation of historic heritage (HNZPTA) and advocate that historic heritage is fully considered in accordance with section 6(f) of the Resource Management Act 1991 (RMA). Historic heritage, being specifically identified as a national importance under Section 6(f) the RMA. The definition of historic heritage under Part 2 of the RMA includes archaeology. Therefore, effects on built heritage and archaeology, in addition to effects on Mana Whenua must be taken into account by Council when assessing the effects of the NoR.
6. The 2022 Assessment of Effects on Heritage/Archaeology states there are no identified archaeological or historic heritage items within the NoR R1 corridor and a very small risk of unrecorded archaeological features being encountered (paragraph 15, page 2). While stating there was only a small risk, recommends the adoption of the Accidental Discovery Protocol under AUP (paragraph 17, page 2).



7. The draft conditions for NoR R1 recommends the preparation and implementation of a Historic Heritage Management Plan (HHMP) alongside a 'General Archaeological Authority' as the mitigation mechanisms for the protection and management of historic heritage within the designation corridor. It also provides an advice note relating to Accidental discoveries.
8. **The specific parts of the Notice of Requirement that Heritage New Zealand's submission relates to are:**
9. No previous engagement with HNZPT. Section 12 NW Local Arterial Engagement of the AEE sets out the overview of the partner, stakeholder and public engagement that has been undertaken in informing and development of the NoR R1 documents. This is of concern to HNZPT because of the extent of potential effect the proposed works may have on cultural, historic heritage and archaeology.
10. There has not been an adequate historic heritage assessment of the proposed designation corridor or the 200m buffer. HNZPT supports the further information requests by Council's Built Heritage Unit "to identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer", noting the identification of historic/built heritage is a separate expertise to that of archaeological identification and assessment. HNZPT notes the existing appear to conflate heritage values, both making reference to archaeological sites and historic heritage items, where relevant assessment must be undertaken by separate and specific expertise.
11. HNZPT does not support the use of the HHMP as it is presently proposed. HNZPT is concerned that while there has been a heritage assessment of the full North West Local Network (NoRs R1, RE1 & RE2) the mitigation of the effect of the designation and future construction of the corridor on the known and potential historic heritage will not be managed until the Outline Plan of Works stage.
12. The framework of the proposed HHMP conflates matters relating to historic heritage under the RMA and archaeological requirements provided for under the HNZPTA 2014 with respect to archaeological monitoring, investigation, and reporting. This is an unnecessary duplication of HNZPTA archaeological processes, where the archaeological authority will have its own separate Archaeological Works Plan required to be adhered to under that process.
13. Heritage New Zealand Pouhere Taonga **oppose** the Notice of Requirement (NoR R1).
14. **The reasons for Heritage New Zealand's position are as follows:**
15. The assessment of archaeological sites and built heritage must be undertaken by separate and specific expertise.
16. The 2022 Assessment of Effects on Heritage/Archaeology as part of the suite of supporting documents for NoR R1 does not provide the relevant assessment of historic heritage values and effects on built heritage.
17. The consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process.



18. The HHMP duplicates HNZPTA processes, such as an Archaeological Authority that will be required to be obtained before construction; and that should be included at the Outline Plan stage. Noting that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in Part) apply where an Archaeological Authority from HNZPT is not otherwise in place.
19. **Heritage New Zealand seeks the following decision from Council:**
20. A more fulsome historic heritage assessment, using the appropriate expertise for each discipline to clearly assess cultural, built heritage and archaeology of the area; to provide the appropriate advice on the consideration, management, and mitigation of effects from the purpose of the designation on potential Historic Heritage should be addressed through the NoR process; and not to defer such matters to the Outline Plan process.
21. The objective of the HHMP is rewritten to remove all duplication of processes with the HNZPTA.
22. The purpose of the HHMP should be focussed on the provision details such as:
 - Roles, responsibilities and contact details of the project personnel, Requiring Authority's representative, Mana Whenua and HNZPT while are involved with heritage and archaeological matters.
 - Provision for access for Mana Whenua to carry out tikanga and cultural protocols.
 - Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during works (for example fencing to protect form construction works).
 - Advice that the Accidental Discovery Standards E11.6.1 and E12.6.1 as set out in the Auckland Unitary Plan (Operative in part) shall apply when an archaeological Authority from HNZPT is not otherwise in place.
 - Methods for interpretation and appropriate public dissemination of knowledge gained from heritage investigations.
23. **Heritage New Zealand wishes to be heard in support of our submission.**
24. **If others make a similar submission, I will consider presenting a joint case with them at a hearing.**

Yours sincerely

BHParslow

pp for Sherry Reynolds
Director Northern Region

Address for service: Alice Morris
amorris@heritage.org.nz
PO Box 105 291
Auckland City 1143

**SUBMISSION ON A NOTIFIED NOTICE OF REQUIREMENT FOR DESIGNATION
OF LAND BY AUCKLAND TRANSPORT**

NOR R1: COATESVILLE - RIVERHEAD HIGHWAY

Section 168(2) of the Resource Management Act 1991

To: Auckland Council, Plans and Places
Private Bag 92300
Auckland 1142
Attention: Planning Technician

I H CHO c/- Ellis Gould, Solicitors at the address for service set out below (“**the Submitter**”) makes the following submission in relation to the notice of requirement lodged by **Auckland Transport** in respect of North West Local Network: Coatesville – Riverhead Highway, a new designation to upgrade the southern section of the Coatesville – Riverhead Highway corridor to a rural arterial with active mode facilities, and to upgrade the northern section of the corridor to an urban arterial with active mode facilities (“**the NoR**”).

1. The NoR comes within the North West Strategic Package of the broader North West Transport Network project (the “**Project**”) under the Te Tupu Ngātahi Supporting Growth Programme.
2. The Submitter will be directly affected by the NoR as the owner of the property at 1197 Coatesville-Riverhead Highway (the “**Site**”), parts of which come within the designation boundary as shown on **Figure 1** below.
3. The Submitter is not a trade competitor and could not gain any advantage in trade competition through this submission.
4. The Submitter opposes the NoR and seeks that it be declined. In the event the NoR is not declined, the Submitter seeks to ensure that:
 - (a) Adverse effects on the Submitter during the construction of the Project are avoided or minimised (e.g.: in relation to access, noise and vibration).
 - (b) There will be no long-term (i.e.: post-construction) adverse effects on access to and egress from the Site or on activities that are undertaken on the Site;

- (c) Any long term (i.e.: post construction) adverse effects in terms of: noise and/or vibration; amenity; and integration with the site (e.g. levels) are appropriately addressed.
- (d) That the NoR does not require more land than is necessary and, to the extent it does, requires it for the minimum duration possible.

Reasons for submission

5. The reasons for the submission are as follows:

- (a) Unless the relief sought in this submission is granted, the NoR will:
 - (i) Not promote the sustainable management of natural and physical resources;
 - (ii) Not amount to and promote the efficient use and development of resources;
 - (iii) Be inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 ("**RMA**");
 - (iv) Generate significant adverse effects on the environment, and in particular, on the Site; and
 - (v) Not warrant being confirmed by Council under section 171 RMA.

In particular, but without derogating from the generality of the above:

Extent of Designation

- (b) The Submitter owns the Property at 1197 Coatesville-Riverhead Highway. As shown on **Figure 1** below, the designation applies across the western part of the Site. The designation boundary extends to just off the western edge of the home, and covers the Site's primary access (onto Coatesville-Riverhead Highway). The General Arrangement Plans indicate that the designated portion of the Site is intended to be used as a swale (with the batter extending almost to the western edge of the house). The General Arrangement Plans also show a median directly opposite the Site's access.

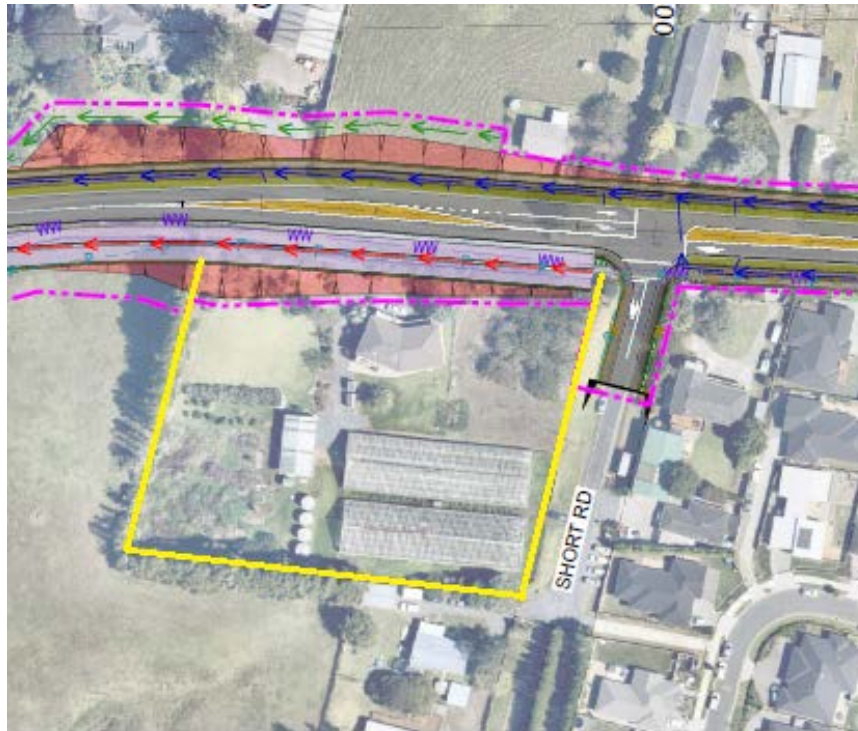


Figure 1 - Designation Extent over the Site (approximate boundaries of the Site shown by yellow line)

Access to and from the Site

- (c) The Submitter understands that property effects in relation to access driveways and private access roads have not been specifically considered as part of the NoRs and will be subject to further design prior to implementation.
- (d) Notwithstanding this, the Submitter is concerned that the proposed layout of the designation, as shown in the General Arrangement Plan submitted with the NoRs, may create significant adverse effects on egress from the Site.
- (e) Of relevance to the Site, the proposed roading layout, as shown on the General Arrangement Plans:
 - (i) Shows the designated frontage of the Site will be used as a swale, with the batter extending to the edge of the designation as it applies to the Site.
 - (ii) Show a median directly opposite the Site's access which will potentially restrict the Submitter's ability to turn right in / right out of the driveway.
- (f) Together, these changes will significantly impact the Submitter's ability to access and use the property.

- (g) Access to and from the site onto the Coatesville-Riverhead Highway is by way of a driveway, with both left and right turn capacity, along the western boundary of the Site as shown in **Figure 2** below. The Site's frontage onto Coatesville-Riverhead Highway comprises a solid, high quality fence and gate as well as extensive planting.



Figure 2 Site shown in blue outline with red arrow indicating the Site's access

- (h) The General Arrangement Plan appears to indicate that the access will be closed and may not be reinstated. A swale will be located along the full Coatesville-Riverhead Highway frontage of the Site, which may necessitate the removal of the current fence and planting.
- (i) The proposed roading design includes a median on Coatesville-Riverhead Highway directly opposite the Site's access. It is unclear whether this is to be a flush median, raised median or traffic island. The Submitter requests that a flush median be implemented in this location so as to enable them unrestricted egress (i.e., both left and right turn capacity from the Driveway), as currently may occur.
- (j) The Submitter also seeks that the Driveway be clearly identified on the General Arrangement Plan as being reinstated and retained in its current form, and that conditions be imposed to ensure that there will be no long-term (i.e.: post

construction) effects on it, to ensure that the Submitter can continue to safely and efficiently access the Site. As part of this, the Submitter requests that the current fencing arrangements on site are reinstated, that the finished levels of any batter integrate appropriately with the balance of the Site, and that replacement / amenity planting is undertaken along this frontage.

General comments on construction effects

- (k) In addition, the Submitter is concerned that the NoRs are uncertain in terms of land requirements during the construction period relative to after completion of construction and commencement of operation of the works. It would be inappropriate and inconsistent with the purpose of the RMA if the Requiring Authority were to maintain a designation over land no longer required for the purpose of the designation. The Submitter accordingly seeks inclusion of a condition which specifies that, once construction is complete, the extent of the designation will be reduced as soon as possible to include only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
- (l) The designation has a proposed lapse period of 20 years, well in excess of the default 5 year period. Given the length of time and the uncertainty this creates for the Submitter regarding the future use of the property, the Submitter seeks a reduced lapse date, or in the alternative, a condition which requires the Requiring Authority to regularly review the need for the designation, and the extent of areas to be used temporarily and permanently.

Relief sought:

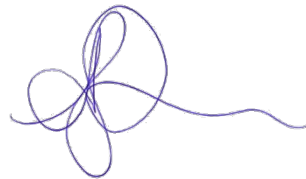
- 6. The Submitter seeks that:
 - (a) The NoR be declined.
 - (b) In the event that the NoR is not declined, that the designation is amended and conditions imposed on it to ensure that:
 - (i) The driveway is clearly identified as being reinstated and retained in its current form.
 - (ii) The extent of the designation is reduced to the minimum extent possible.
 - (iii) The lapse date is reduced to be consistent with the statutory minimum.

- (c) That conditions are imposed on the designation to ensure that:
- (i) There will be no long-term (i.e.: post construction) effects on any of the existing vehicle access to and egress from the Site and that these will be retained largely in their current form following completion of construction.
 - (ii) Adverse effects on access to and egress from the Site are minimised as far as practicable during construction; with access from the Site being maintained at all times throughout the construction period.
 - (iii) Prior to the commencement of construction in the vicinity of the Site, a construction traffic management plan applying to the road network in the immediate vicinity of the Site is:
 - Prepared by the requiring authority in consultation with the Submitter;
 - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - Approved by the Council.
 - (iv) The extent of the designation is reduced as soon as possible once construction in the immediate vicinity of the Site is completed, so that the residual designation includes only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
 - (v) That the finished levels integrate appropriately with the Site.
 - (vi) That any noise and vibration effects are permanently mitigated.
 - (vii) That the amenity effects of the works are addressed (e.g. by requiring additional and/or replacement planting and reinstatement of current fencing).
- (d) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.

7. The Submitter wishes to be heard in support of its submission.
8. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.

DATED this 24TH day of April 2023

I H CHO by his solicitors and duly authorised agents, Ellis Gould



A K Devine

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509. Auckland 1140, DX CP22003, Auckland. Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention: Alex Devine: adevine@ellisgould.co.nz

Bronnie Styles

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
Sent: Monday, 24 April 2023 7:30 pm
To: Unitary Plan
Subject: [ID:780] Notice of Requirement online submission - Simon Papa

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Simon Papa

Organisation name:

Full name of your agent:

Email address: simon.papa2@gmail.com

Contact phone number: 0226447193

Postal address:

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

The notice of requirement provides no information on the impacts on the excess land to be taken for option 2, which is in excess of the land required for option 3E or option 3W. An MCA Assessment is referred to but not provided. No evidence is provided to support the proposition that re-alignment will improve safety. Waka Kotahi has failed to consult fairly and appropriately on this and so has failed to take into account all relevant considerations or allow submitters a fair opportunity to understand what is proposed and to allow them to make effective representations. Tactics used include not including property numbers on detailed maps, not including aerial photo overlays to help with context, where aerial photo overlays are included very low definition photos are used with key roads not marked (making it very difficult to identify the impacts on specific properties- this is despite other parts of documents being in very high resolution), and making it difficult to submit (for example, the public notices for the notice of requirements state that submissions must be “served” on Waka Kotahi at its office at 203 Queen Street, Auckland 1010). These aren’t the only examples of blatant steps taken to limit public engagement. In one case, when I pointed out that the aerial photos were indistinct, a Waka Kotahi representative stated that they’d provide the maps in an in-person meeting but would not provide copies. The reason provided for that by the representative is that people get upset when they see their properties are affected so they don’t want to put detailed maps into circulation. Waka Kotahi has deliberately, in multiple ways, subverted the consultation process in order to prevent effective engagement from affected landowners and members of the public generally. In June 2022 I went to the web address designated in correspondence for (<https://haveyoursay-supportinggrowth.nz/>). This was for submissions but there was no information on how to contact the relevant organisation (Te Tupu Ngātahi) including no link to its website. There was no “contact us” webpage. Out of frustration I managed to find a communications team member on LinkedIn and direct messaged them. While Waka Kotahi has provided detailed plans as part of the actual notice of requirement consent process, it has not acted fairly beforehand and continues to act unfairly (including the example of the requirement to “serve” submissions at Waka Kotahi’s CBD office). In some cases changes have been made to plans after consultation with affected parties. But, as noted, that consultation has not been undertaken in a fair way and it’s too late now to remedy that through this process. There has been a fundamental failure of natural justice in the whole

designation process. In fact Waka Kotahi has acted in bad faith. It has not allowed affected parties an opportunity to receive and assess information in an open and effective way. It has prevented effective consultation and engagement from the public throughout the process of preparing for the designation. Accordingly the notice of requirement process is invalid and key matters need to be improved before a designation should be considered or approved.

I or we seek the following recommendation or decision from Auckland Council:
Auckland Council declines its consent.

Submission date: 24 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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Bronnie Styles

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
Sent: Monday, 24 April 2023 10:45 pm
To: Unitary Plan
Subject: [ID:789] Notice of Requirement online submission - Ray Chong and Judy Chong
Attachments: Diagram A 1363.pdf

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Ray Chong and Judy Chong

Organisation name:

Full name of your agent: Pauline Ho

Email address: paulinesho@gmail.com

Contact phone number: 0225368104

Postal address:
PO Box 25311
Saint Heliers
Auckland 1740

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:

All parts, but in particular the impact of the proposals in the notice of requirement that affect Ray and Judy Chong's property at 1363 Coatesville-Riverhead Highway and marked in the general arrangement plan.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

1. We are not aware of there being any general consultation prior to this current NoR submission stage from the Supporting Growth Alliance. At minimum, the SGA should have notified all the property owners, such as us, who will be directly affected by the proposals. Full disclosure and access to all relevant information should have been provided to allow for sufficient time for submissions to be made, especially given the plans and documentation are voluminous and lengthy. On a home computer they are difficult to read and be interpreted, especially by lay persons. Instead, directly impacted property owners have been treated in the same way as the general public for submissions. This is wrong given the direct impact on affected property owners - in our view from a outset a good faith process has not been followed, as at minimum prior notice that the NoR was to be issued should have been given to directly impacted property owners. 2. The proposed plans show some of the land at our property at 1363 Coatesville-Riverhead Hwy will be required to be taken, as well as a significant part of the large shed currently on our property. The current plan shows the road widening encroaching on our shed's footprint. 3. Being a 10 acre property partially used for agriculture, the shed is a key strategic and material asset to our property and our use and enjoyment of it. The plans showing the widened road swiping part of it off is deeply upsetting. Obviously, this will have an immediate negative impact on the value of our shed and property in general, and any plans we may have to capitalise off the use of the shed in the future. The proposals undeniably will restrict our ability to sell to third parties, and therefore if the NoR is maintained and proposals proceed, we expect that agreed mitigation measures are accelerated as a matter of priority for us (and other directly impacted property owners). 4. We strongly oppose the proposals, but if they are to proceed, AT should explain why the proposals show the land opposite the entrance to the shed and our house need to be

subject to the widening. The land opposite our property (see Diagram A attached in separate file) would be far more logical to be subject to the proposals as it would cause less disturbance and negative impacts than the 1363 Coatesville-Riverhead side of the road. In general, the other side of the road opposite our property already has more space, and there are not buildings located there that would be immediately affected like the shed and also our residential home on our property. In fact, the side of the road is already regularly used as a stopping bay for the traffic going towards Riverhead. Again, please see Diagram attached in separate file. 5. The road widening will result in our residential home, where we have resided for nearly 35 years, being immediately adjacent to the widened road. Currently the road is screened out by a dense windbreaker of trees and fencing. This will result in our privacy being lost and increased visual, noise, air and general environmental pollution. On a societal and personal level our quality of life will be irreparably damaged, as well as having a severe negative impact on the economic market value of our property given the proposed plans show part of our land is to be taken for the project. As referenced above, we strongly oppose this project, but if it proceeds then we expect that engagement with us as property owners is prioritised as matter of urgency as to agreed mitigation measures. 6. Our existing access to our property (2 access points), both at the southern end of the road (nearest our house) and the northern end (next to the shed) will change and is likely to make entry and exit considerably more dangerous, especially with the proposed addition of a shared path for cyclists and pedestrians. 7. The southern end of Coatesville-Riverhead Highway consists of properties that are mainly lifestyle blocks and is distinctively rural in nature. Widening the road with a shared path in the rural cross section is completely illogical and dangerous because: a. The road is undulating and winding in places. Our property already is relatively dangerous to enter and exit being after a corner (house driveway) and also being elevated (shed driveway). b. Pedestrians would be infrequent given the housing on Coatesville-Riverhead Highway is not dense (Riverhead excluded). c. Virtually no one walks along the road in the vicinity of our property as there is no practical reason to do so. It is a rural area where driving is necessary and public transport is simply not practical nor frequent enough. d. For the very, very small number of cyclists that may use the shared path, it would be completely disproportionate to the overall public benefit, cost and environmental impacts of the proposed project. 8. The road widening will not solve the traffic congestion problems in the area. The bottleneck that occurs at the junction of Coatesville-Riverhead Highway and State Highway 16 is caused by extremely poorly planned residential expansion in Riverhead and in Waimauku/Kumeu/Huapai areas. Longer term and more sustainable projects must be considered to deal with the population explosion in these areas. We oppose these proposals, but if they are to proceed, given the windy and undulating nature of Coatesville-Riverhead Highway at the southern end, traffic for Riverhead should be diverted to Old Rail Road instead as that road is level and flat, making it a far safer alternative. 9. Vegetation will be removed alongside the existing road corridor. This will negatively impact the environmental ecosystem, birds and other wildlife with homes in that vegetation. 10. The road widening will result in reduced green/brown area to support stormwater and overflow caused during heavy rain. This is of particular concern given it is proposed the road will encroach to be immediately adjacent to our property. 11. The proposals do not properly address the underlying reasons for the traffic problems in the area, which have been caused by rapid residential over development without having appropriate roading and other critical infrastructure in place. Our property is still zoned rural when the majority of land in the area has been marked as future urban growth, and therefore the traffic infrastructure in the area has not been able to cope. 12. We understand the proposals may not be finalised for another decade, perhaps even more. This is utterly unacceptable given the adverse impact that the NoR has on the value of our property in the meantime. Mr and Mrs Chong are both in their mid-late 70s. The NoR puts them in limbo at a stage in their lives of increasing vulnerability and means they can not plan our retirement with any certainty. This is causing them considerable anxiety and stress.

I or we seek the following recommendation or decision from Auckland Council:

1. To cease the proposals under the Notice of Requirement - Coatesville-Riverhead Highway R1 in respect of widening Coatesville-Riverhead Highway and remove the Notice of Requirement from our property at 1363 Coatesville-Riverhead Highway due to the direct detrimental environmental impact this will have on us as residents of the property - in particular the increased noise levels, loss of privacy and pollution.
2. Suspend resource consent applications decisions for residential development for Coatesville-Riverhead Highway and the Kumeu and Riverhead areas until long term, safe and sustainable roading solutions are put in place, along with sufficient infrastructure. Engage in a deep and direct dialogue and consultation with directly with us as impacted property owners, as well as the local community as to feasible, safe and sustainable roading solutions. This should seek to minimise as much as possible the adverse environmental impacts and appropriation of private land so that residents can maintain the quiet enjoyment of their property and without suffering detrimental economic loss in the value of their property.
3. Require residential home developers to contribute to an additional infrastructure fund for the NorWest area, as the problems have unquestionably been caused by the population explosion in the area.
4. Should the proposal proceed (which is not supported by us), then: a. the opposite side of the road from our property should be used – see paragraph 4 in 'Reasons for views' in section above to minimise the impact on our property. b. an accelerated and prioritised process should commence to agree mitigation measures for us (and all other directly impacted property owners), as it is unreasonable to expect us as the owner to live with the uncertainty of a NoR hanging over our property for a decade or more when the proposals will so profoundly affect our current home and shed.

Submission date: 24 April 2023

Supporting documents
Diagram A 1363.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission? Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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DIAGRAM A



From the planner



14 April 2023

Auckland Council
Private Bag 92300
Auckland 1142

Attention: Manager, Plans and Places, Auckland Council
Via email: unitaryplan@aucklandcouncil.govt.nz

RE: NOTICE OF REQUIREMENT BY AUCKLAND TRANSPORT AND WAKA KOTAHI NZ TRANSPORT AGENCY TO PROTECT ROUTES IN WHENUAPAI, KUMEU, HUAPAI AND REDHILLS

We act for the Walker Family Trust the owners of 134 Main Road, 152 Main Road, 16 Main Road and 40 Main Road, Kumeu. As the Notice of Requirement directly affects their sites, the Walker Family Trust have a direct and obvious interest in the alterations to existing and proposed designations, and the proposed works that this may enable.

Our clients are generally supportive of the underlying objective of improved transport connections to and from Riverhead, Kumeu, Huapai and Kumeu-Huapai and West Auckland. While the Walker Family Trust do not wish to limit the extent of their submission, their primary issues of concern relate to the following:

- NOR R1 – Coatesville – Riverhead Highway requirement for a designation from Waka Kotahi (WK_NZTA) for the construction, operation and maintenance of a four-lane state highway corridor of approximately 50m in width, together with resultant transport infrastructure and separated paths for walking and cycling; and
- NOR S2 – State Highway 16 Main Road (between Riverhead Road and Foster Road) requirement from WK_NZT) for an alteration and widening to the existing designation to support the Rapid Transport Network including walking and cycling corridors.
- NOR S3 – Rapid Transit Corridor and Stations
- NOR S4 – Access Road
- NOR KS - Kumeu Rapid Transit Station

Our submission on these matters is set out below:

1. NOR R1 -Coatesville-Riverhead Highway

- 1.1. While our clients are generally supportive of the proposed Northwest Strategic Network: Alternative State Highway (ASH) corridor, our submission raises concerns regarding timeframes and staging.

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keren@mhg.co.nz | 09 950 5100

www.mhg.co.nz

- 1.2. It is noted that little modelling work has been done on the effects of the staging or timing of construction, although the AEE concludes “*In terms of construction traffic effects, it is considered that there is sufficient network capacity to enable construction traffic*”, and suggests that the RTC and Main Road upgrade “*be delivered earlier in the staging of future growth in Kumeū-Huapai (when there is less overall transport demand) then the ASH may not be necessary in advance*”.
- 1.3. Consequently, we consider that WK-NZTA must prioritize the completion of the Alternative State Highway corridor before undertaking any work to create a Rapid Transport Corridor, as this will allow:
- continued access to Kumeu businesses and wider community;
 - less disruption to users of SH16; and
 - support Kumeu and Huapai initiatives in terms of strategic planning, urban design and providing better community and supportive infrastructure and a sense of place to their Town Centres.

2. NOR S2 SH16 16 Main Road, NOR S3 Rapid Transport Corridor, NOR S4 Access Road, NOR KS Kumeu Rapid Transit Station

- 2.1. Our clients oppose the proposed alteration to the designation for further widening of SH 16 - Main Road to accommodate a Rapid Transport Network, cycling and walking corridor for the following reasons:

Cements inappropriate development in a Flood Plain

- 2.2. It is noted that the proposed NOR’s and underlying strategic design of network, reflect the communities desire for better functioning and aesthetically pleasing town centre, as has been agreed the objective of the Kumeu-Huapai Town Centre Plan.
- 2.3. Since the development and adoption of the Kumeū-Huapai Town Centre Plan in 2017, the Floodway project and the Northwest Strategic Network: NoR Assessment of Alternatives (developed circa 2016-2020), the Kumeu township and surrounding areas have been subject to at least two flood events (in August 2021 and February 2023). Both events have exceeded the expectations of previous flood modelling – with the August 2021 event triggering a review of the accuracy of Healthy Waters flood modelling data which is yet to be released.
- 2.4. It is understood that much of the existing Kumeū-Huapai commercial and light-industrial area, earmarked for the remodelled town centre (with the Centre Plan), is located within the historical flood plain of the Kumeū River. The extent of the current 100-year flood plain (as currently identified on Council’s Geomaps) therefore places significant constraints on future development in the proposed Town Centre area.

- 2.5. Whilst initial stages of the Kumeū-Huapai Floodway project have been completed but the status of the required further are, according to Auckland Council 's website "*currently being re-assessed*". As a community we consider that at this stage, there is no guarantee that the full floodway will be completed and that this will alleviate the current and future flooding problem in this location.
- 2.6. Any future commercial development in the identified in the Kumeū-Huapai Town Centre Plan, that is subject to flooding, will be subject to a requirement under the Unitary Plan to provide a minimum freeboard +0.5m above "current" flooding levels and will require resource consent approval. In our view, ensuring built compliance with this standard (taking into account any flood modelling updates) may render any future Town Centre development commercially unviable, and potentially also visually unattractive from an urban design perspective. We are also concerned that if the land itself was raised and recontoured above the flood plain, as has happened to the Maddren Homes site, there may be disastrous consequences downstream to existing residential areas.
- 2.7. Consequently, cementing the new Town Centre in the location proposed by the Kumeū-Huapai Town Centre Plan, is in our view, likely to set the future Kumeu Town Centre up for failure, rendering it an undeveloped wasteland that is too expensive to build on, or in the case of raising the land and recontouring generating further flooding effects downstream.
- 2.8. In our opinion the recent flooding of August 2021 and more lately February 2023 together with the roading changes proposed by WK-NZTA and Auckland Transport should become a catalyst for a wider discussion regarding the zoning of land, location and urban design of the town centre, and how the proposed public works (including the alternative State Highway, cycle and walking corridors, Rapid Transport Network, along with upgrades to SH16) can be integrated to create positive change to our community and more effectively mitigate the risks and effects of the flooding hazards.
- 2.9. Consequently, it is considered that some of the assumptions made by WK-NZTA regarding appropriate alternative routes and the appropriateness of the location of the future Town Centre are now outdated and need to be revisited.
- 2.10. Accordingly, we suggest that the future zoning of Kumeū town centre and roading proposals be reviewed together, and more appropriate decisions regarding the location of Town Centre zoning and the necessity for changes to the existing designations be made.

Economic Assessment of cost to current Kumeu business inadequate

- 2.11. The NoR-S2 proposes an alteration to the existing designation to provide a 24m wide designation along the commercial and business sites on the north-eastern side of Main Road, Kumeū. Whilst it is stated in the NoR-S2 that the proposed width of the transport corridor is 24m, it is represented as a far wider designation areas, and would require the purchase of approximately 223 commercial properties and leases in this location.

- 2.12. It is noted that the AEE comments that, *“in terms of existing property access, the overarching design philosophy has been to maintain driveway access, where practicable, and minimise impacting other land except where necessary to continue to provide access to properties. Where access cannot be maintained properties have been included within the designation footprint”*. Furthermore, it is our view that such an approach may be appropriately for lifestyle blocks with long driveways, however it is considered that this strategy is unlikely to work for commercial properties along Main Road, as they rely on vehicle and pedestrian access and parking to operate effectively, and the proposed NoR effectively decimates this.
- 2.13. Given the effect on the viability of current business operations along Main Road, we consider that the AEE is deficient in that a full economic assessment of the costs to the community, the costs of purchasing property and licences to occupy from current land and business owners does not appear to have been undertaken. Indeed, our client has not had any direct discussions with WK_NZTA or their agents in regard to this matter.
- 2.14. It is considered unfair and unjust that WK-NZTA propose to take 10 years or more to consolidate the project and potentially a further 10 years to implement it, while appearing to have limited funds to acquire the land from current property owners at today’s market value. WK-NZTA are in our view, essentially undermining the market value of these properties for their own benefit.
- 2.15. Furthermore, there are a number of existing WK-NZTA designations already in place along Main Road, Kumeu, including Designation 6766 (SH16) and 6768 (road widening) that in our view already provide for the majority of upgrade work required given their measured width from Council’s Geomaps. A combination of designations 6766 and 6768 already allows for a 24m road corridor opposite our 134-152 Main Road property, where an existing service station and forecourt currently operate efficiently.
- 2.16. Reliance by WK-NZTA on the existing designation could ensure the continued operation of our client’s businesses, in a manner similar to currently, and negates the need for the acquisition of our client’s property under the Public Works Act. This, in our view, is also considered a better outcome for the long-term viability of the Kumeu business community, as well as the community and social cohesion that this also supports.

Traffic Congestion of SH16 Main Road as a result of proposed works

- 2.17. It is considered that the effect of traffic congestion and temporary road closures, and disruption to property access on the Kumeu business community along Main Road have not adequately been considered as part of the AEE, which notes that *“the effect of temporary road closures or other traffic management methods associated with each of the new and upgraded transport corridors on the transport network will be considered at the detailed design stage”*.
- 2.18. The AEE also notes that the business premises along the corridor will require further consideration within the Construction Traffic Management Plan (CTMP). However, in our

view this is too late and the financial effects of the loss of vehicle traffic to our service station and other businesses are outside the scope of what can reasonably be remedied by a traffic management strategy employing stop/go people, traffic lights and vehicle detours in a CTMP.

- 2.19. Consequently, it is considered that WK-NZTA has “brushed over” this matter lightly and not considered the effects at sufficient depth to adequately assess their alternatives, nor allow Auckland Council to assess the effects on business and communities. Once the NoR/designation is put in place, there is no recourse for business owners and operators to object to the effects on the grounds of reduced economic viability of their businesses of the inevitable congestion and disruption caused along Main Road, Kumeu.

Inadequate Consideration of alternative routes for the Rapid Transport Network

- 2.20. It is understood that the use of combined transport corridors (providing routes for Rapid Transit Network of light rail, buses together with cycling and pedestrian walkways) requires large widths of corridor which in our view will create an unwieldy environment for any party attempting to cross, would not feel particularly safe for pedestrians or cyclists or those crossing to use the bus or light rail network.
- 2.21. Whilst we appreciate some of the separation will be created by landscape elements, a more physical route separation that connects at key strategic points would provide a better designed outcome in our opinion, and should be considered more fully.
- 2.22. For example, it is noted in the Assessment of Alternatives provided with the NoR that a decision was made to discuss the relocation of the NAL with KiwiRail, and as a result KiwiRail confirmed that there are no plans for relocation from its current location. Whilst the document noted that following conversations with KiwiRail, WK-NZTA confirmed the NAL corridor is not an available or feasible route for the Rapid Transport network, it appears that the proposal has the Rapid Transit Network running alongside the rail line through much of Kumeu.
- 2.23. If WK-NZTA can utilise part or all of the rail network for some modes of Rapid Transport, it would appear that range of opportunities for splitting the modes of transport and utilising parts of existing rail network together with other routes has not been fully explored by WK-NZTA. From our perspective, some potential alternatives appear to have been too easily dismissed (as an all or nothing).
- 2.24. In our view instead of creating a new Rapid Transit Lane along State Highway 16, further investigation of the following alternatives is required:
- opportunity to incorporate and utilise the existing Kiwi Rail Line for a diesel train shuttle from Swanson to Kumeu/Huapai via Taupaki (as part of any Rapid Transit Network and utilising projects H and 8 of the NW Arterial Package), in a manner similar to British Rail/London underground network, for example; and
 - opportunity to locate the corridor through the Countryside living zone from Brigham Creek interchange to Station Road through to Kumeu RT Station as per the concept

presented by Future Kumeu (and utilising project 21 from the NW Arterials Package) and attached as **Appendix 1** to our submission.

2.25. Whilst it is considered that the proposed route purported by Future Kumeu is of preference, we consider both alternatives are more appropriate than what is proposed. This is because these alternatives:

- Prevent the destruction of much of the Main Road, Kumeu, business community.
- Enable an expanded Town Centre and a new local centre to be located to the southwest of SH16 and out of the flood prone area. This will provide for the community amenities and central hub for Kumeu that has been the aspiration of the existing community since 2017, and link that aesthetically to the RTC and cycle and walking paths (in a manner that reduces the public's interaction with the high volume of traffic on SH16). This is also consistent with objectives of the Spatial Land use Strategy – Northwest and the Kumeu-Huapai Town Centre Plan.
- Potentially reduces the risk of flooding to commercial property and mitigating the risk to downstream residential property of flooding (that any necessary raising of currently zoned Town Centre Land would require).
- Utilize land, the majority of which are greenfield sites. Therefore, any works will be less disruptive to the effective and efficient operation of our community, and SH16 through Kumeu.
- Reduce the numbers of individual landholders involved will be reduced and therefore the public acquisition process will likely be fairer and more equitable.

3. The Walker Family Trust wish to be heard at the hearing in support of their submission, and also ask that all updates and notices are also served to us as agents on the email and postal address noted below.

4. The Walker Family Trust, also welcome the opportunity to enter into discussions with WK-NZTA and Auckland Transport in respect of the issues raised, with a view to ensuring that their concerns are appropriately addressed.



Keren McDonnell – As Authorised Agent and Planner for Mt Hobson Group

Address for Service:

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T: 09 950 5100

Email: keren@mhg.co.nz

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APPENDIX 1

FUTURE-KUMEU CONCEPT PLAN

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From the planner



19 April 2023

Auckland Council
Private Bag 92300
Auckland 1142

Attention: Manager, Plans and Places, Auckland Council
Via email: unitaryplan@aucklandcouncil.govt.nz

RE: NOTICE OF REQUIREMENT BY AUCKLAND TRANSPORT AND WAKA KOTAHI NZ TRANSPORT AGENCY TO PROTECT ROUTES IN WHENUAPAI, KUMEU, HUAPAI AND REDHILLS

We act for the Walker Family Trust and Sharon Walker Family Trust the owners of 14 Weza Lane, Kumeu. As the Notice of Requirement directly affects their sites, the Walker Family Trust and Sharon Walker Family Trust have a direct and obvious interest in the alterations to existing and proposed designations, and the proposed works that this may enable.

Our clients are generally supportive of the underlying objective of improved transport connections to and from Riverhead, Kumeu, Huapai and Kumeu-Huapai and West Auckland. While the Walker Family Trust and Sharon Walker Family Trust do not wish to limit the extent of their submission, their primary issues of concern relate to the following:

- NOR R1 – Coatesville – Riverhead Highway requirement for a designation from Waka Kotahi (WK_NZTA) for the construction, operation and maintenance of a four-lane state highway corridor of approximately 50m in width, together with resultant transport infrastructure and separated paths for walking and cycling; and
- NOR S2 – State Highway 16 Main Road (between Riverhead Road and Foster Road) requirement from WK_NZT) for an alteration and widening to the existing designation to support the Rapid Transport Network including walking and cycling corridors.
- NOR S3 – Rapid Transit Corridor and Stations
- NOR S4 – Access Road
- NOR KS - Kumeu Rapid Transit Station

Our submission on these matters is set out below:

1. NOR R1 -Coatesville-Riverhead Highway

- 1.1. While our clients are generally supportive of the proposed Northwest Strategic Network: Alternative State Highway (ASH) corridor, our submission raises concerns regarding timeframes and staging.

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1.2. It is noted that little modelling work has been done on the effects of the staging or timing of construction, although the AEE concludes “*In terms of construction traffic effects, it is considered that there is sufficient network capacity to enable construction traffic*”, and suggests that the RTC and Main Road upgrade “*be delivered earlier in the staging of future growth in Kumeū-Huapai (when there is less overall transport demand) then the ASH may not be necessary in advance*”.

1.3. Consequently, we consider that WK-NZTA must prioritize the completion of the Alternative State Highway corridor before undertaking any work to create a Rapid Transport Corridor, as this will allow:

- continued access to Kumeu businesses and wider community;
- less disruption to users of SH16; and
- support Kumeu and Huapai initiatives in terms of strategic planning, urban design and providing better community and supportive infrastructure and a sense of place to their Town Centres.

2. NOR S2 SH16 16 Main Road, NOR S3 Rapid Transport Corridor, NOR S4 Access Road, NOR KS Kumeu Rapid Transit Station

2.1. Our clients oppose the proposed alteration to the designation for further widening of SH 16 - Main Road to accommodate a Rapid Transport Network, cycling and walking corridor for the following reasons:

Cements inappropriate development in a Flood Plain

2.2. It is noted that the proposed NOR’s and underlying strategic design of network, reflect the communities desire for better functioning and aesthetically pleasing town centre, as has been agreed the objective of the Kumeu-Huapai Town Centre Plan.

2.3. Since the development and adoption of the Kumeū-Huapai Town Centre Plan in 2017, the Floodway project and the Northwest Strategic Network: NoR Assessment of Alternatives (developed circa 2016-2020), the Kumeu township and surrounding areas have been subject to at least two flood events (in August 2021 and February 2023). Both events have exceeded the expectations of previous flood modelling – with the August 2021 event triggering a review of the accuracy of Healthy Waters flood modelling data which is yet to be released.

2.4. It is understood that much of the existing Kumeū-Huapai commercial and light-industrial area, earmarked for the remodelled town centre (with the Centre Plan), is located within the historical flood plain of the Kumeū River. The extent of the current 100-year flood plain (as currently identified on Council’s Geomaps) therefore places significant constraints on future development in the proposed Town Centre area.

- 2.5. Whilst initial stages of the Kumeū-Huapai Floodway project have been completed but the status of the required further are, according to Auckland Council 's website "*currently being re-assessed*". As a community we consider that at this stage, there is no guarantee that the full floodway will be completed and that this will alleviate the current and future flooding problem in this location.
- 2.6. Any future commercial development in the identified in the Kumeū-Huapai Town Centre Plan, that is subject to flooding, will be subject to a requirement under the Unitary Plan to provide a minimum freeboard +0.5m above "current" flooding levels and will require resource consent approval. In our view, ensuring built compliance with this standard (taking into account any flood modelling updates) may render any future Town Centre development commercially unviable, and potentially also visually unattractive from an urban design perspective. We are also concerned that if the land itself was raised and recontoured above the flood plain, as has happened to the Maddren Homes site, there may be disastrous consequences downstream to existing residential areas.
- 2.7. Consequently, cementing the new Town Centre in the location proposed by the Kumeū-Huapai Town Centre Plan, is in our view, likely to set the future Kumeu Town Centre up for failure, rendering it an undeveloped wasteland that is too expensive to build on, or in the case of raising the land and recontouring generating further flooding effects downstream.
- 2.8. In our opinion the recent flooding of August 2021 and more lately February 2023 together with the roading changes proposed by WK-NZTA and Auckland Transport should become a catalyst for a wider discussion regarding the zoning of land, location and urban design of the town centre, and how the proposed public works (including the alternative State Highway, cycle and walking corridors, Rapid Transport Network, along with upgrades to SH16) can be integrated to create positive change to our community and more effectively mitigate the risks and effects of the flooding hazards.
- 2.9. Consequently, it is considered that some of the assumptions made by WK-NZTA regarding appropriate alternative routes and the appropriateness of the location of the future Town Centre are now outdated and need to be revisited.
- 2.10. Accordingly, we suggest that the future zoning of Kumeū town centre and roading proposals be reviewed together, and more appropriate decisions regarding the location of Town Centre zoning and the necessity for changes to the existing designations be made.

Economic Assessment of cost to current Kumeu business inadequate

- 2.11. The NoR-S2 proposes an alteration to the existing designation to provide a 24m wide designation along the commercial and business sites on the north-eastern side of Main Road, Kumeū. Whilst it is stated in the NoR-S2 that the proposed width of the transport corridor is 24m, it is represented as a far wider designation areas, and would require the purchase of approximately 223 commercial properties and leases in this location.

- 2.12. It is noted that the AEE comments that, *“in terms of existing property access, the overarching design philosophy has been to maintain driveway access, where practicable, and minimise impacting other land except where necessary to continue to provide access to properties. Where access cannot be maintained properties have been included within the designation footprint”*. Furthermore, it is our view that such an approach may be appropriately for lifestyle blocks with long driveways, however it is considered that this strategy is unlikely to work for commercial properties along Main Road, as they rely on vehicle and pedestrian access and parking to operate effectively, and the proposed NoR effectively decimates this.
- 2.13. Given the effect on the viability of current business operations along Main Road, we consider that the AEE is deficient in that a full economic assessment of the costs to the community, the costs of purchasing property and licences to occupy from current land and business owners does not appear to have been undertaken. Indeed, our client has not had any direct discussions with WK_NZTA or their agents in regard to this matter.
- 2.14. It is considered unfair and unjust that WK-NZTA propose to take 10 years or more to consolidate the project and potentially a further 10 years to implement it, while appearing to have limited funds to acquire the land from current property owners at today’s market value. WK-NZTA are in our view, essentially undermining the market value of these properties for their own benefit.
- 2.15. Furthermore, there are a number of existing WK-NZTA designations already in place along Main Road, Kumeu, including Designation 6766 (SH16) and 6768 (road widening) that in our view already provide for the majority of upgrade work required given their measured width from Council’s Geomaps. A combination of designations 6766 and 6768 already allows for a 24m road corridor opposite our 134-152 Main Road property, where an existing service station and forecourt currently operate efficiently.
- 2.16. Reliance by WK-NZTA on the existing designation could ensure the continued operation of our client’s businesses, in a manner similar to currently, and negates the need for the acquisition of our client’s property under the Public Works Act. This, in our view, is also considered a better outcome for the long-term viability of the Kumeu business community, as well as the community and social cohesion that this also supports.

Traffic Congestion of SH16 Main Road as a result of proposed works

- 2.17. It is considered that the effect of traffic congestion and temporary road closures, and disruption to property access on the Kumeu business community along Main Road have not adequately been considered as part of the AEE, which notes that *“the effect of temporary road closures or other traffic management methods associated with each of the new and upgraded transport corridors on the transport network will be considered at the detailed design stage”*.
- 2.18. The AEE also notes that the business premises along the corridor will require further consideration within the Construction Traffic Management Plan (CTMP). However, in our

view this is too late and the financial effects of the loss of vehicle traffic to our service station and other businesses are outside the scope of what can reasonably be remedied by a traffic management strategy employing stop/go people, traffic lights and vehicle detours in a CTMP.

- 2.19. Consequently, it is considered that WK-NZTA has “brushed over” this matter lightly and not considered the effects at sufficient depth to adequately assess their alternatives, nor allow Auckland Council to assess the effects on business and communities. Once the NoR/designation is put in place, there is no recourse for business owners and operators to object to the effects on the grounds of reduced economic viability of their businesses of the inevitable congestion and disruption caused along Main Road, Kumeu.

Inadequate Consideration of alternative routes for the Rapid Transport Network

- 2.20. It is understood that the use of combined transport corridors (providing routes for Rapid Transit Network of light rail, buses together with cycling and pedestrian walkways) requires large widths of corridor which in our view will create an unwieldy environment for any party attempting to cross, would not feel particularly safe for pedestrians or cyclists or those crossing to use the bus or light rail network.
- 2.21. Whilst we appreciate some of the separation will be created by landscape elements, a more physical route separation that connects at key strategic points would provide a better designed outcome in our opinion, and should be considered more fully.
- 2.22. For example, it is noted in the Assessment of Alternatives provided with the NoR that a decision was made to discuss the relocation of the NAL with KiwiRail, and as a result KiwiRail confirmed that there are no plans for relocation from its current location. Whilst the document noted that following conversations with KiwiRail, WK-NZTA confirmed the NAL corridor is not an available or feasible route for the Rapid Transport network, it appears that the proposal has the Rapid Transit Network running alongside the rail line through much of Kumeu.
- 2.23. If WK-NZTA can utilise part or all of the rail network for some modes of Rapid Transport, it would appear that range of opportunities for splitting the modes of transport and utilising parts of existing rail network together with other routes has not been fully explored by WK-NZTA. From our perspective, some potential alternatives appear to have been too easily dismissed (as an all or nothing).
- 2.24. In our view instead of creating a new Rapid Transit Lane along State Highway 16, further investigation of the following alternatives is required:
- opportunity to incorporate and utilise the existing Kiwi Rail Line for a diesel train shuttle from Swanson to Kumeu/Huapai via Taupaki (as part of any Rapid Transit Network and utilising projects H and 8 of the NW Arterial Package), in a manner similar to British Rail/London underground network, for example; and
 - opportunity to locate the corridor through the Countryside living zone from Brigham Creek interchange to Station Road through to Kumeu RT Station as per the concept

presented by Future Kumeu (and utilising project 21 from the NW Arterials Package) and attached as **Appendix 1** to our submission.

2.25. Whilst it is considered that the proposed route purported by Future Kumeu is of preference, we consider both alternatives are more appropriate than what is proposed. This is because these alternatives:

- Prevent the destruction of much of the Main Road, Kumeu, business community.
- Enable an expanded Town Centre and a new local centre to be located to the southwest of SH16 and out of the flood prone area. This will provide for the community amenities and central hub for Kumeu that has been the aspiration of the existing community since 2017, and link that aesthetically to the RTC and cycle and walking paths (in a manner that reduces the public's interaction with the high volume of traffic on SH16). This is also consistent with objectives of the Spatial Land use Strategy – Northwest and the Kumeu-Huapai Town Centre Plan.
- Potentially reduces the risk of flooding to commercial property and mitigating the risk to downstream residential property of flooding (that any necessary raising of currently zoned Town Centre Land would require).
- Utilize land, the majority of which are greenfield sites. Therefore, any works will be less disruptive to the effective and efficient operation of our community, and SH16 through Kumeu.
- Reduce the numbers of individual landholders involved will be reduced and therefore the public acquisition process will likely be fairer and more equitable.

3. The Walker Family Trust and Sharon Walker Family Trust wish to be heard at the hearing in support of their submission, and also ask that all updates and notices are also served to us as agents on the email and postal address noted below.

4. The Walker Family Trust and Sharon Walker Family Trust, also welcome the opportunity to enter into discussions with WK-NZTA and Auckland Transport in respect of the issues raised, with a view to ensuring that their concerns are appropriately addressed.



Keren McDonnell – As Authorised Agent and Planner for Mt Hobson Group

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APPENDIX 1

FUTURE-KUMEU CONCEPT PLAN

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21 Apr 2023

Submission on Notice of Requirements

- **NOR S2 SH 16 Main Road Upgrade**
- **NOR S3 Rapid Transit Corridor and Stations**
- **NOR S4 Access Rd**
- **NOR KS Kumeu Rapid Transport Station**
- **NOR R1 Coatsville-Riverhead Highway**

To Whom It May Concern,

My name is Adrian Bullock, I'm the owner of the commercial property at 76/78 Main Road, Kumeu. The following are some concerns and suggestions regarding the proposed infrastructure changes in the Kumeu area.

I support this work but believe it should be required to meet a higher standard for avoiding any negative flooding effects.

1. A primary concern in the Kumeu region is the Flood Hazard, and any infrastructure development should at least mitigate potential increases to flood risks.
2. While the need for upgraded roads, bridges, and culverts is acknowledged, it is essential that these improvements do not exacerbate the flood risks for adjacent properties. These property owners should not bear the burden of increased flood risk for the sake of improved infrastructure.
3. It would not be acceptable for a private party to perform work that could increase flooding effects. Work such as these proposed should at least meet this standard if not also
4. A key objective of this project should be to lessen the flood hazard for all nearby residential, commercial, and industrial properties. This objective should be non-negotiable.
5. The current proposals do not seem to prioritise this objective. Adjustments should be made to ensure not only that flood risks are not increased, but also that innovative engineering and planning solutions are employed to reduce flood hazards.
6. Additional measures to improve drainage and runoff after heavy rains should be explored, such as strategic placement of rain gardens and swales, incorporating bare land into a floodplain, and ensuring regular maintenance of the Kumeu River and its tributaries.
7. Consideration should be given to the future involvement of NZ Rail in addressing traffic congestion. A passenger rail link from Henderson to Kumeu/Huapai could be a viable solution, similar to the existing service between Papakura and Pukekohe.

In conclusion, I believe that the proposed infrastructure improvements in Kumeu should include a focus on reducing flood hazards and protecting the community. I urge the council, Auckland Transport, and Waka Kotahi to prioritise these objectives and employ innovative engineering solutions to achieve the best possible outcome for all stakeholders.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adrian Bullock', written in a cursive style.

Adrian Bullock
Owner, 76/78 Main Road, Kumeu

Submission on the Nineteen Notices of Requirement for the North-West Strategic Package and Local Arterials lodged by Waka Kotahi NZ Transport Agency and Auckland Transport as requiring authorities under the Resource Management Act 1991

TO: Attn: Planning Technician Auckland Council Level 24, 135 Albert Street Private Bag 92300 Auckland 1142

SUBMISSION ON: Notices of Requirement ("**NoRs**") for the North-West Strategic and Local Network projects – refer to list in **Appendix 1**

FROM: Watercare Services Limited ("**Watercare**")

ADDRESS FOR SERVICE: Mark Bishop
Regulatory & Policy Manager
Watercare Services Ltd
Private Bag 92 521
Wellesley Street
AUCKLAND 1141
Phone:022 010 6301
Email: Mark.Bishop@water.co.nz

DATE: 24 April 2023

1. INTRODUCTION

- 1.1 Watercare is pleased to have the opportunity to make a submission on the nineteen NoRs for the North-West Strategic and Local Network projects lodged by either Waka Kotahi NZ Transport Agency ("**Waka Kotahi**") or Auckland Transport as requiring authorities under the Resource Management Act 1991 ("**RMA**").
- 1.2 Watercare recognises the aim of the various NoRs is to protect land for future implementation of strategic transport corridors / infrastructure. As a form of route protection, the proposed designations will identify and protect the land necessary to enable the future construction and operation of those transport corridors.
- 1.3 Watercare neither supports nor opposes the NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made to confirm the NoRs responds to the issues raised in this submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

1.4 Watercare could not gain an advantage in trade competition through this submission.

2. WATERCARE – OUR PURPOSE AND MISSION

2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("**LGA**") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Auckland Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.

2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, this could increase by another 720,000 people, potentially requiring another 313,000 dwellings along with associated three waters infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.

2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.¹

2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan and the Auckland Future Urban Land Supply Strategy.

2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.²

3. SUBMISSION POINTS AND RELIEF SOUGHT

3.1 This is a submission on all the NoRs that were publicly notified on 23 March 2023, as listed in **Appendix 1**.

3.2 As noted previously, Watercare neither supports or opposes these NoRs (ie it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

3.3 Watercare acknowledges the proactive process to engagement from Waka Kotahi and Auckland Transport during the development of these NoRs including through discussions with the Supporting Growth Alliance.

¹ LGA, s 59.

² Local Government (Auckland Council) Act 2009, s 57.

- 3.4 Watercare would like to ensure that in the future there is an active and continual process set up by the requiring authorities to recognise that third party infrastructure providers, including Watercare, have asset management and construction plans that are constantly updating and changing, and that these updates and changes should be taken into account by the requiring authorities when the projects subject to the NoRs are developed further.
- 3.5 To that end, Watercare seeks to be engaged before detailed design and during the ongoing design phases to identify opportunities to enable, or otherwise not preclude, the development of new infrastructure within the NoR areas. For example, this could involve the development of an "Infrastructure Integration Plan" prior to detailed design with third party infrastructure providers like Watercare (which can also be updated throughout construction of the projects) to ensure that the projects take into account and appropriately integrates with potential future infrastructure like wastewater and water services.
- 3.6 It is expected that such an "Infrastructure Integration Plan" could include details of engagement undertaken (including any feedback from infrastructure providers), identify other potential infrastructure that may be developed within the NoR areas and how the requiring authorities have enabled or otherwise not precluded the development of such infrastructure within the NoR areas.
- 3.7 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as the projects subject to the NoRs are developed.
- 3.8 As noted, Watercare seeks early engagement from the requiring authorities for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, "Works Over" Approvals, in compliance with Watercare's *"Water Supply and Wastewater Network Bylaw 2015"* (updated 2021).
- 3.9 In addition, several of the NoRs interact with existing water and wastewater services. Watercare seeks to ensure the NoRs do not impact its wastewater and water services in the NoR areas now and into the future. Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authorities that may impact Watercare's services.

4. RECOMMENDATION SOUGHT

- 4.1 Watercare seeks that Auckland Council recommends:
- (a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and
 - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

4.2 Watercare wishes to be heard in support of this submission.

4.3 If others make a similar submission, consideration would be given to presenting a joint case with them at any hearing.

A handwritten signature in blue ink, appearing to read 'Mark Bourne', with a long, sweeping line extending upwards and to the right.

Mark Bourne
Chief Operations Officer
Watercare Services Limited

Appendix 1

- (a) NoR North West Strategic Network: Access Road (Auckland Transport) for a new designation to provide for the upgrade of Access Road with separated active mode facilities.
- (b) NoR North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA) for a new designation to provide for a new Rapid Transit Corridor and active mode corridor.
- (c) NoR North West Strategic Network: Alteration to Designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA) for an alteration to Designation 6766 to provide for the upgrade of the corridor, including provision of active mode facilities and realignment of the Station Road intersection with SH16.
- (d) NoR North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA) for a new designation to provide a new dual carriageway highway and the upgrade of the Brigham Creek Interchange.
- (e) NoR North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA) for a new designation to provide a new rapid transit station, including transport interchange facilities and accessway.
- (f) NoR North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA) for a new designation to provide a new rapid transit station, including transport interchange facilities, park and ride and accessway.
- (g) NoR North West Local Network: Alteration to Designation 1437 Hobsonville Road (Auckland Transport) for an alteration of the existing Hobsonville Road (Designation 1437) to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane, including provision of separated active mode facilities.
- (h) NoR North West Local Network: Spedding Road (Auckland Transport) for a new designation to provide an upgrade of the existing Spedding Road corridor and new east and west extensions with separated active mode facilities.
- (i) NoR North West Local Network: Brigham Creek Road (Auckland Transport) for a new designation to provide for the upgrade of the Brigham Creek Road corridor with separated active mode facilities.
- (j) NoR North West Local Network: Māmari Road (Auckland Transport) for a new designation to provide for an extension and upgrade of the Māmari Road corridor to an urban arterial corridor, including the provision of bus priority lanes and separated active mode facilities.
- (k) NoR North West Local Network: Trig Road (Auckland Transport) for a new designation to provide for the upgrade of the Trig Road corridor to an urban arterial with separated active mode facilities.
- (l) NoR North West Local Network: Alteration to Designation 1433 Fred Taylor Drive (Auckland Transport) for an alteration of the existing Fred Taylor Drive

(Designation 1433) to provide for the upgrade of the Fred Taylor Drive corridor, including provision for bus priority lanes and separated active mode facilities.

- (m) NoR North West Local Network: Don Buck Road (Auckland Transport) for a new designation to provide for the upgrade of Don Buck Road corridor including provision for bus priority lanes and separated active mode facilities.
- (n) NoR North West Local Network: Coatesville – Riverhead Highway (Auckland Transport). Lodged by Auckland Transport for a new designation, upgrading the southern section of the Coatesville – Riverhead Highway corridor to a rural arterial with active mode facilities, and upgrading the northern section of the corridor to an urban arterial with active mode facilities.
- (o) NoR North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport) for an upgrade of Trig Road, Whenuapai, to an urban arterial corridor. This includes the upgrade of the existing Hobsonville Road/Trig Road and Hobsonville Road/Luckens Road intersections.
- (p) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport) for a new urban arterial transport corridor that intersects with the Redhills East West Arterial Corridor – Dunlop Road.
- (q) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport) for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road (NoR2a).
- (r) NoR North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport) for a new urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the remaining East-West connection (NoR2c) at the intersection with the Redhills North-South arterial corridor.
- (s) NoR North West HIF Redhills Network: Redhills North - South Arterial Transport Corridor (Auckland Transport) for a new urban arterial transport corridor and upgrade of the Don Buck and Royal Road intersections.

Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Aotearoa Towers Group (ATG)
Private Bag 92161
Auckland 1142

Chorus New Zealand Limited (Chorus)
PO Box 632
Wellington

Connexa Limited (Connexa)
167 Victoria St West
Auckland

One New Zealand (One NZ) (formally Vodafone New Zealand Ltd)
Private Bag 92161
Auckland 1142

Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland 1010

Two Degrees Mobile Limited (2degrees)
PO Box 8355
Symonds Street
Auckland 1150

These parties are making a joint submission and for the purposes of this submission are referred to collectively as the **Telecommunications Submitters**.

The Proposal:

This is a submission on the following notices of requirement by Waka Kotahi NZ Transport Agency and Auckland Transport for transport projects in North West Auckland:

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Access Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)
- North West Local Network: Spedding Road (Auckland Transport)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1433 Fred Taylor Drive (Auckland Transport)
- North West Local Network: Don Buck Road (Auckland Transport)
- North West Local Network: Coatesville – Riverhead Highway (Auckland Transport)
- North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport)
- North West HIF Redhills Network: Redhills North -South Arterial Transport Corridor (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport)

The Telecommunications Submitters are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to the Southern Cross international cable system.

The Telecommunications Submitters' submission is that:

The Telecommunications Submitters have no position on the overall North West package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. Spark, in particular, seek to ensure the protection of the existing Southern Cross international cable system which is located within or adjacent the road reserves of the following NoRs:

- North West Strategic Network: Access Road, Kumeu (Auckland Transport)
- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)
- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)

Spark is lodging a separate submission seeking more specific protective measures for the Southern Cross international cable system.

The Telecommunications Submitters oppose the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The companies collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also critical for supporting social and economic wellbeing and provides opportunities for work from home/remote work solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy by supporting measures to reduce travel demand.

This equipment is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. Reasonable access for maintenance and access for emergency works at all times will need to be maintained. In addition, the design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable to trying to retrofit necessary telecommunications/broadband infrastructure later due to disruptions and/or incompatibility with project design.

Existing Infrastructure

A summary of existing infrastructure located in the project footprints is as follows:

- Southern Cross International Cable (as per specific Notices of Requirement outlined above)
- Copper and Fibre cables
- Mobile operators are progressively rolling out roadside equipment in Auckland roads which may be within project corridors when works proceed.

Future Infrastructure Requirements

Network utility operators need to integrate necessary services into infrastructure projects such as transport projects. It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. This process does not always run smoothly. To provide a recent example, Spark has had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully project in the Wellington Region to install services to provide telecommunications coverage along that length of road. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting it has proved to be

very challenging to try to retrofit necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators as part of the detailed design phase of the project to identify opportunities to enable, or to not preclude, the development of new network utility including telecommunications infrastructure where practicable to do so. There was an associated obligation in that condition to report on opportunities considered and whether or not they had been incorporated into the design in the outline plan(s)¹.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, a provision to ensure the matter is properly considered during the design phase through consultation with network utility operators, which sets appropriate expectations and ensures these opportunities are properly explored, is reasonable. In the case of telecommunications, this enables proper consideration of making provision for communications that support the function of the road. This should be a consideration distinct from protecting or relocating existing network utilities affected by the project which is the focus of the current proposed conditions.

The Telecommunications Submitters seek an equivalent condition to that included in the W2W designation conditions to address this.

Consultation with Telecommunications Network Utility Operators

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the requiring authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design. The following notices of requirement mention a Network Utility Management Plan (NUMP) in the Outline Plan of Works (OP) condition, but do not include a separate condition for a NUMP (despite other management plans such as Construction Traffic Management Plan, Tree Management Plan etc included as separate conditions), and it does not specify who the relevant entities are to be consulted regarding the development of that plan.

- North West Strategic Network: Rapid Transit Corridor (Waka Kotahi NZTA)

¹ East West Link Condition NU2, W2W Condition 24A

- North West Strategic Network: Alteration to designation 6766 State Highway 16 Main Road Upgrade (Waka Kotahi NZTA)
- North West Strategic Network: Alternative State Highway (Waka Kotahi NZTA)
- North West Strategic Network: Kumeū Rapid Transit Station (Waka Kotahi NZTA)
- North West Strategic Network: Huapai Rapid Transit Station (Waka Kotahi NZTA)
- North West Local Network: Alteration to designation 1437 Hobsonville Road (Auckland Transport)
- North West Local Network: Spedding Road (Auckland Transport)
- North West Local Network: Brigham Creek Road (Auckland Transport)
- North West Local Network: Māmari Road (Auckland Transport)
- North West Local Network: Trig Road (Auckland Transport)
- North West Local Network: Alteration to designation 1433 Fred Taylor Drive (Auckland Transport)
- North West Local Network: Don Buck Road (Auckland Transport)
- North West Local Network: Coatesville – Riverhead Highway (Auckland Transport)

The following notices of requirement do not mention a NUMP in their OP condition but refer to other management plans:

- North West Strategic Network: Access Road (Auckland Transport)
- North West HIF Trig Road Network: Trig Road Corridor Upgrade (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Baker Lane (Auckland Transport)
- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Dunlop Road (Auckland Transport)
- North West HIF Redhills Network: Redhills North -South Arterial Transport Corridor (Auckland Transport)

- North West HIF Redhills Network: Redhills East-West Arterial Transport Corridor – Nixon Road Connection (Auckland Transport)

The Assessment of Environmental Effects for each notice sets out the relevant utility providers who have assets within and around the proposed designations. This specifically includes Spark (in regard to the Southern Cross Cable Network, in four of the NoRs). However, the other companies party to this submission are not mentioned and therefore there is a concern they will not be consulted as part of the NUMP development for each stage.

Spark, One NZ and 2degrees operate mobile phone/wireless broadband networks which often include facilities located in roads while Chorus operate fixed line assets in roads including fibre. In addition, Spark has sold its fixed mobile asset infrastructure (e.g. their poles) to Connexa, and similarly One NZ has sold its fixed mobile assets to ATG (trading as FortySouth). Accordingly, the operating landscape for telecommunications companies and who may be affected by these projects has become quite complex. Given this complexity, an advice note to the NUMP condition is proposed to provide more clarity on which telecommunications/broadband operators may be affected.

The Telecommunications Submitters seeks the following decision from the Requiring Authority:

Add a new NUMP condition for each notice of requirement, which is based on the wording in the 5 Notices of Requirement for the Airport to Botany package of transport projects (with an advice note added), is as follows:

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) 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; and

(iii) 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; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.

(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s).

(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.

Advice Note:

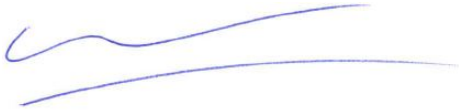
For the purposes of this condition, relevant telecommunications network utility operators include companies operating both fixed line and wireless services. As at the date of designation these include Aotearoa Towers Group, Chorus New Zealand Limited, Connexa Limited, One New Zealand Limited, Spark New Zealand Trading Limited and Two Degrees Mobile Limited (and any subsequent entity for these network utility operators).

Add a new condition to each notice of requirement as follows:

XX: The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.

The Telecommunications Submitters do wish to be heard in support of its submission.

If others make a similar submission, the Telecommunications Submitters will consider making a joint case with them at the hearing.

A handwritten signature in blue ink, consisting of a cursive 'C' followed by a series of loops and a long horizontal stroke.

**Signature of submitter
(Chris Horne, authorised agent for the Telecommunications Submitters)**

Date: 24 April 2023

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

Supplementary information on existing mobile infrastructure in north-west projects package of Notices of Requirement

To: Auckland Council
 Private Bag 92300
 Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Auckland Transport
 Level 5, 203 Queen Street
 Auckland 1010

Waka Kotahi
 Level 5, 203 Queen Street
 Auckland 1010

Further to the previous joint submission of telecommunications companies submitted on 24/4/2023, the telecommunications submitters listed in that joint submission wish to provide further information on their existing mobile infrastructure sites that are affected due to the Notices of Requirement for North-West transport projects.

Connexa and 2degrees affected sites

The table below identifies the impact to Connexa and 2degrees sites by the NoR project footprints, as well as locations where future sites are required.

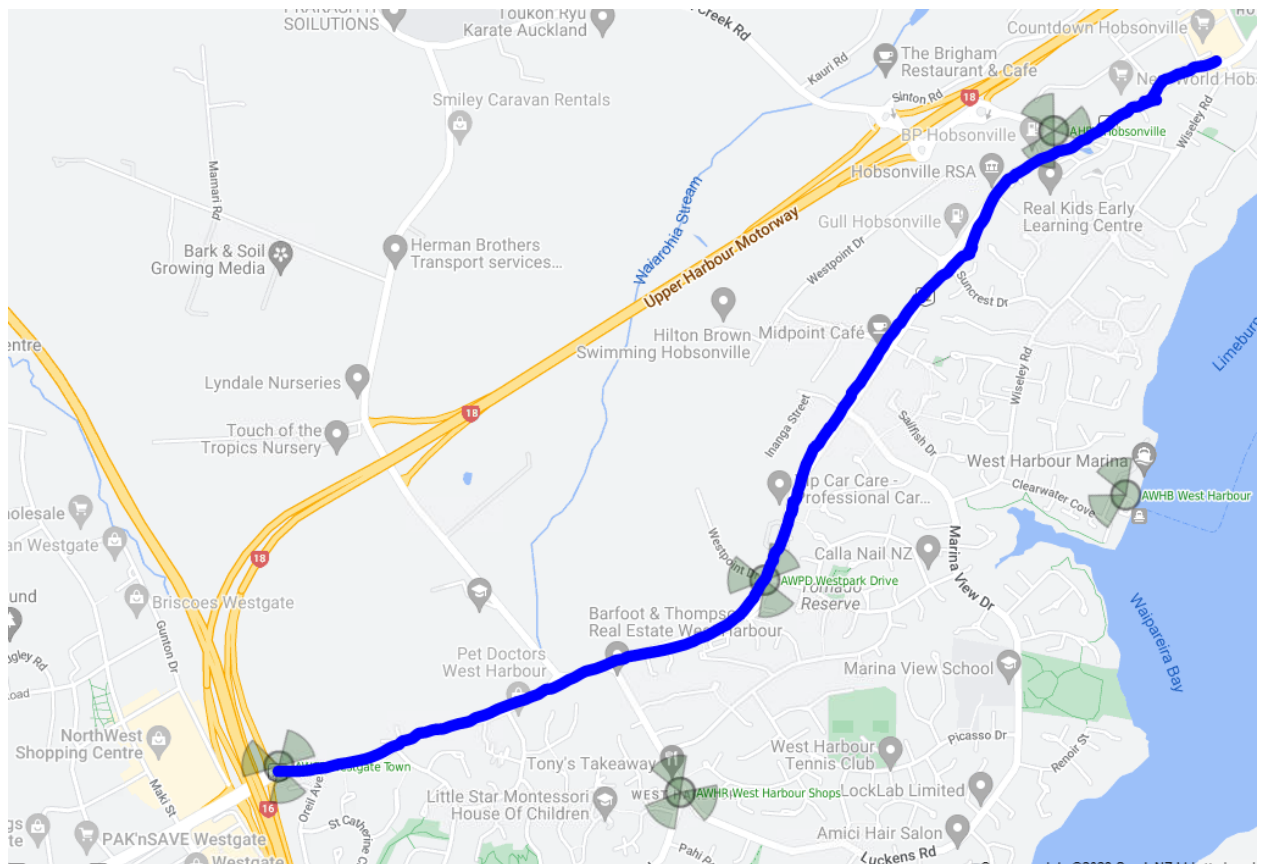
Route	Impact to Connexa Sites	Impact to 2D Sites	Recommended new sites
Access Rd Upgrade	None	None	Kumeu SW
Rapid Transit Corridor	None	None	Whenuapai West
SH 16 Main Rd	None	None	Huapai
Alternative SH Corridor	None	None	Huapai , Kumeu SW , Whenuapai West
Kumeu Station	None	None	None
Huapai Station	None	None	Huapai
Hobsonville Rd	Westgate town, West Park Dr, Hobsonville	Hobsonville	None

Spedding Road	None	None	Whenupai West, Spedding Rd East
Brigham Creek Rd	None	None	None
Mamari Rd	None	None	Westgate Centre
Trig Rd Upgrade	None	None	Westgate Centre
Fred Taylor Drive	None	None	Whenuapai West
Don Buck Rd	None	None	None
Coatesville- Riverhead	None	None	Riverhead South
Trig Rd Corridor	None	None	None
Red Hills	None	None	Red Hills, West Hills

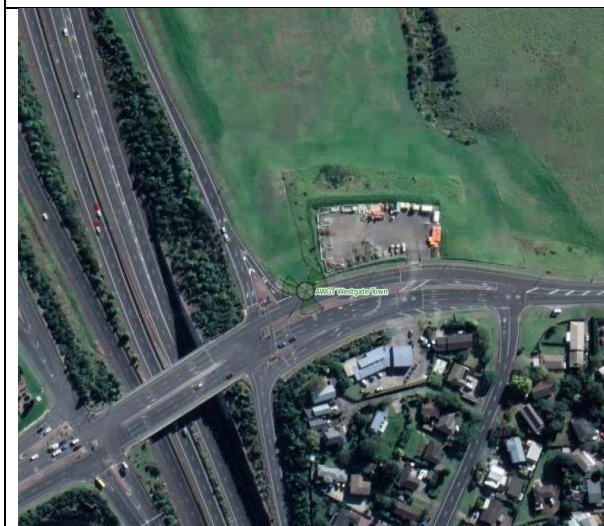
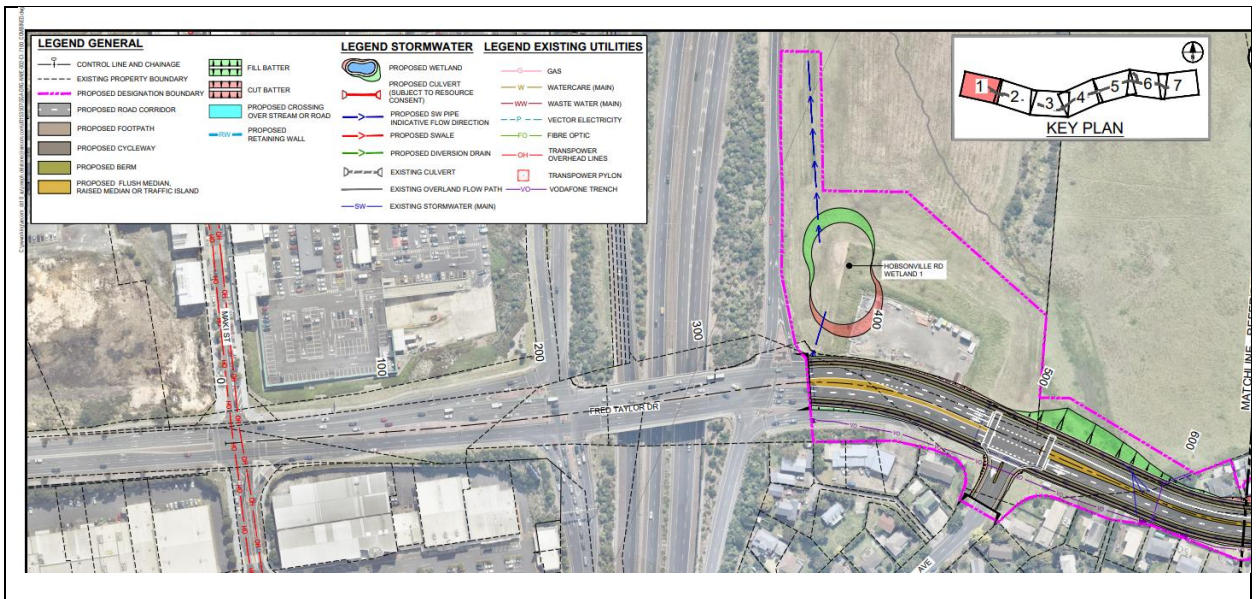
The Hobsonville Road designation (North West Local Network: Alteration to designation 1437 Hobsonville Road) impacts three existing Connexa sites that are within the designated boundary:

- Westgate Town
- West Park Dr
- Hobsonville.

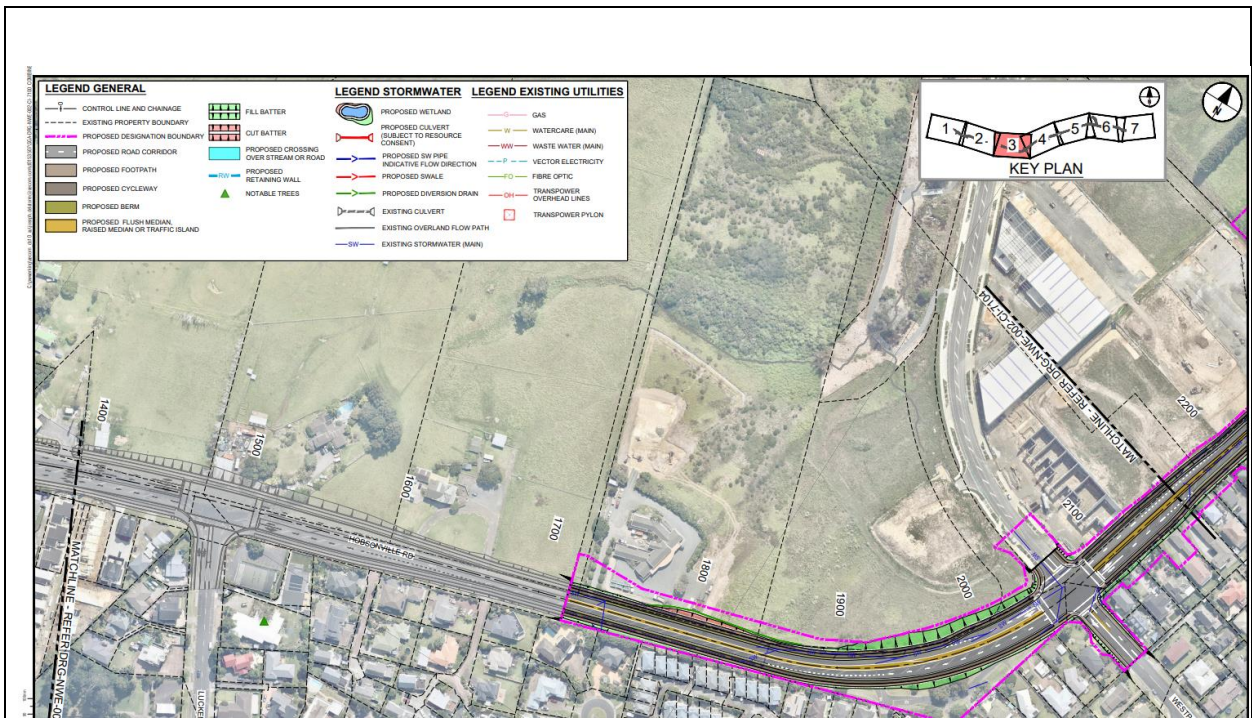
Impacted Connexa Sites Overview



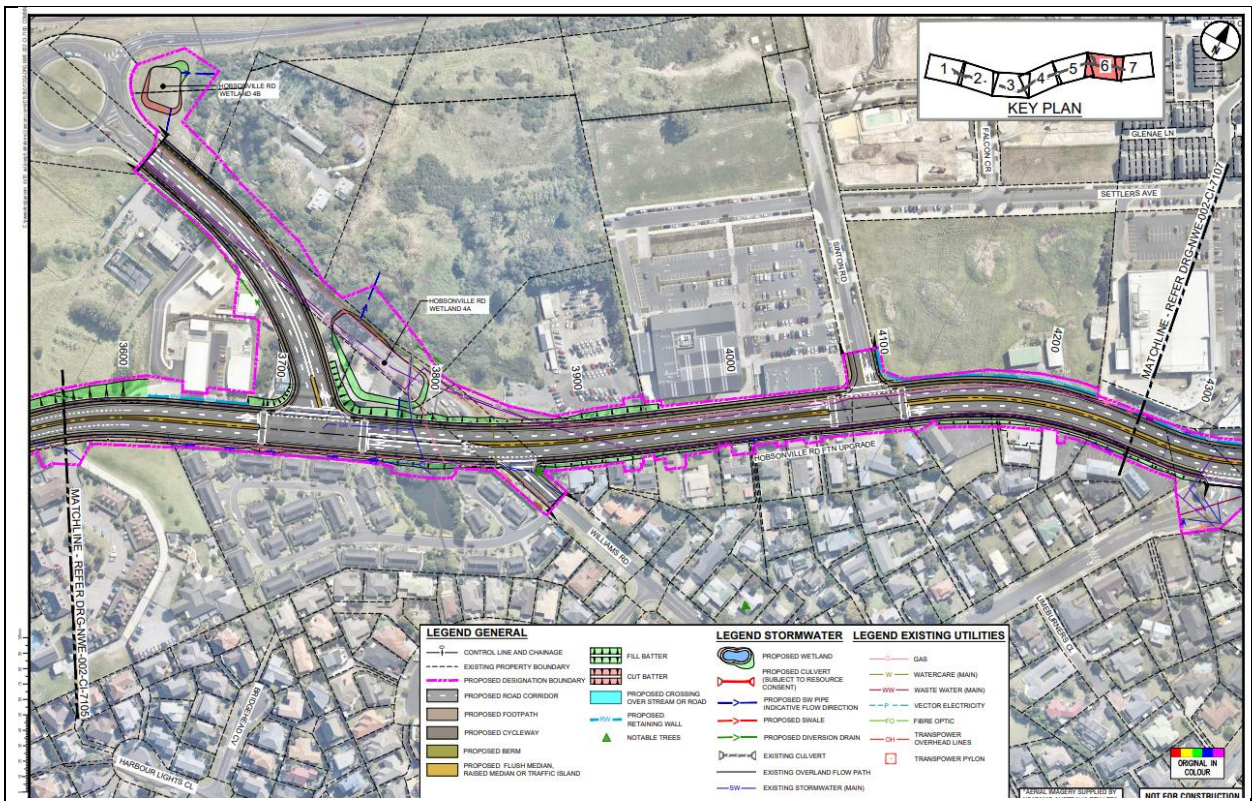
Connexa Westgate Town Site Details



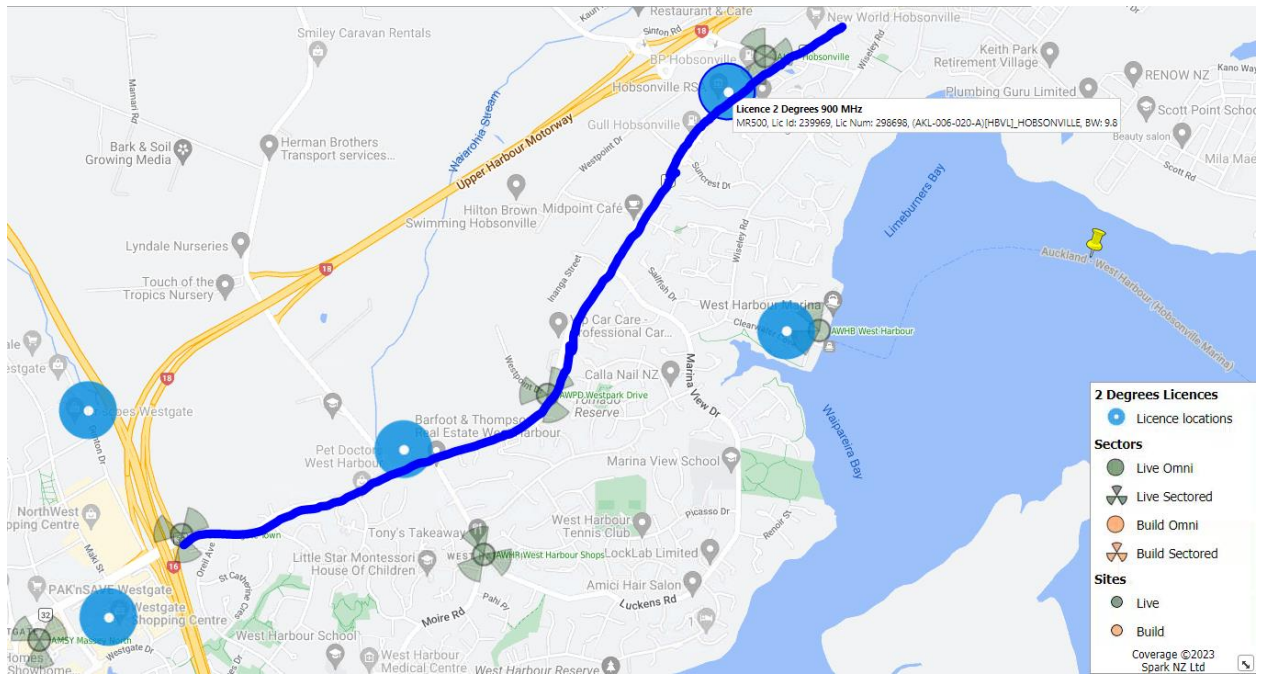
Connexa Westpark Drive Site Details



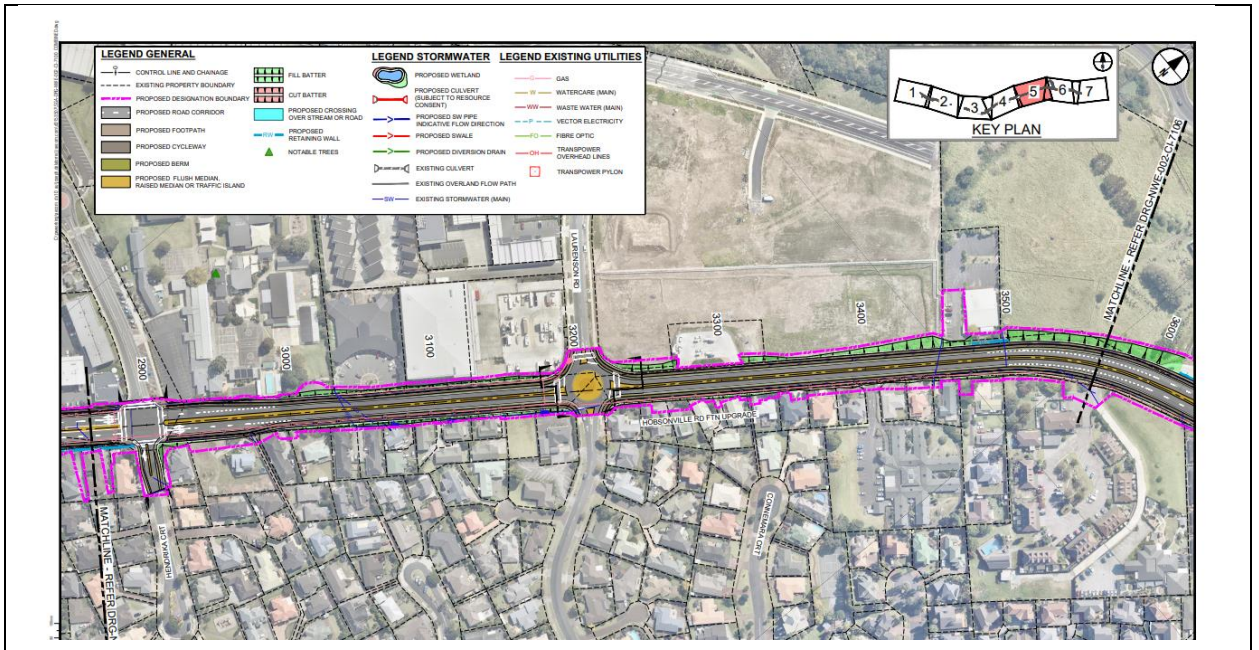
Connexa Hobsonville Site Details



Impacted 2degrees Hobsonville Site



2degrees Hobsonville site details

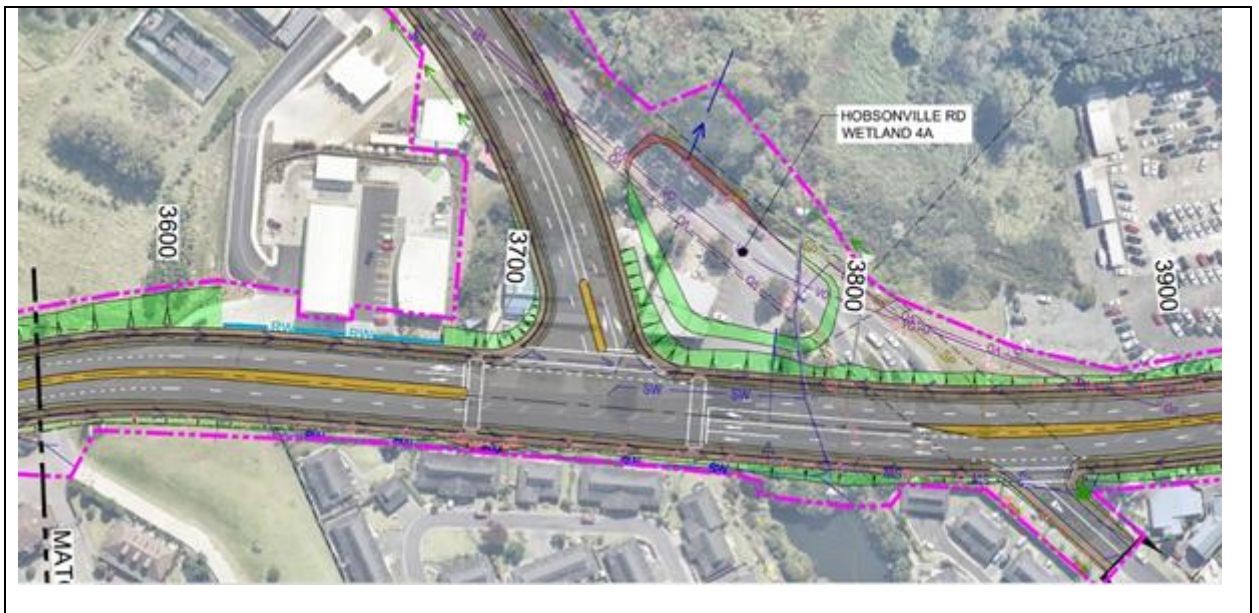


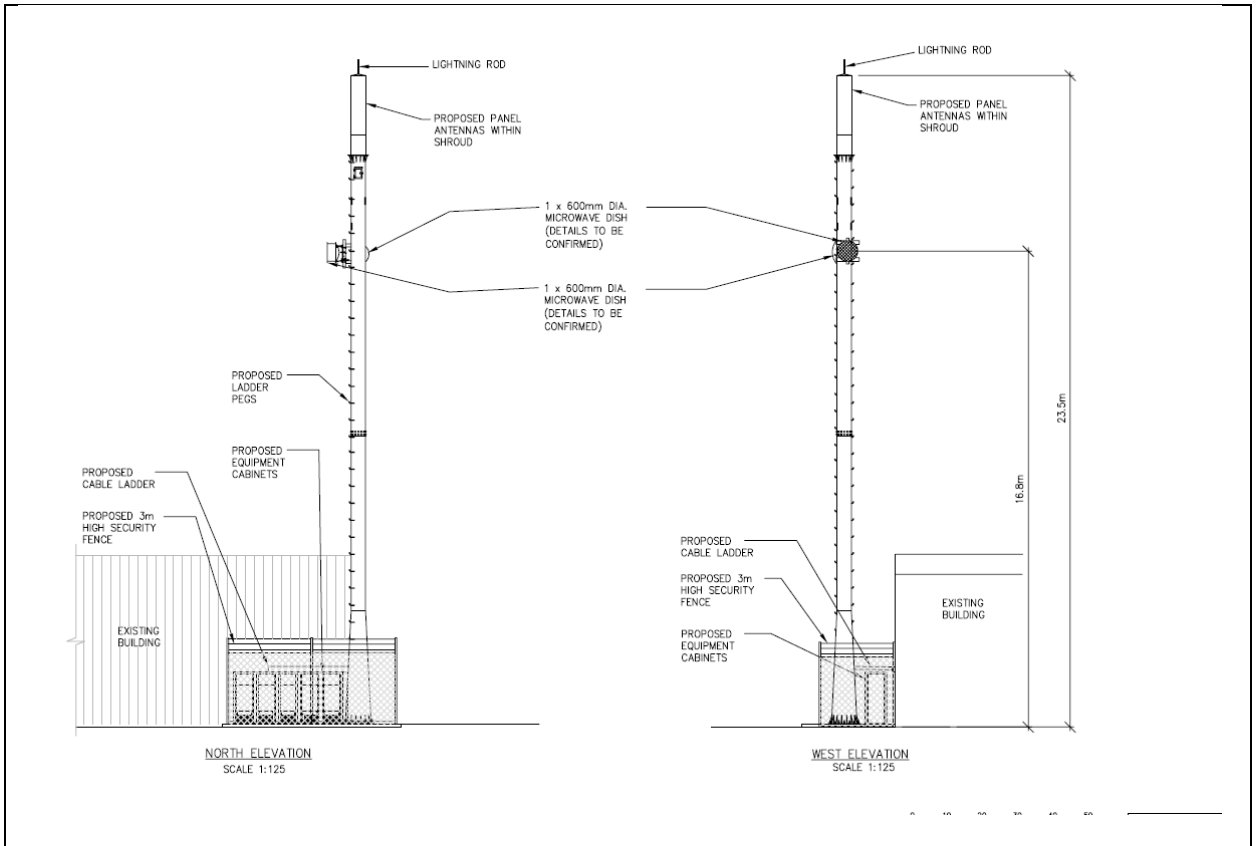


One NZ/FortySouth Affected Site

A One NZ/FortySouth site will be affected by the NoR project footprint as identified below. One NZ operates infrastructure on this Fortysouth asset.

Route	One NZ Site	Recommended New Site
Hobsonville Rd & Brigham Creek Intersection	Hobsonville - A2HOV	No alternative replacement sites identified yet.





Submission of Christopher McGuire, 68 Main Road Kumeu, regarding Notice of Requirements – NOR S2 SH 16 Main Road Upgrade; NOR S3 Rapid Transit Corridor and Stations; NOR S4 Access Rd; NOR KS Kumeu Rapid Transport Station; NOR R1 Coatsville- Riverhead Highway

1. The starting point and the reason why submissions from affected parties are invited in this case is on account of Flood Hazard in the affected area in and around Kumeu. Flood Hazard must remain the paramount concern for this project.
2. This submission is simple. With the flood events of 30 August 2022 and 27 January 2023, any work carried out by Auckland transport/ Waka Kotahi/ Auckland Council at Kumeu and immediately surrounding districts, not only must not add to demonstrated tendency for the area to flood, but must make the area less flood prone.
3. This submission acknowledges the need to have reliable roads, bridges and culverts, so that should a flood event occur, the roads, bridges and culverts are still passable.
3. However, reliable roads, bridges and culverts simply cannot be constructed at the cost of any increased proneness to flooding of the adjacent properties. That would mean that the affected properties are-
 - a. enabling the increased utility; and
 - b. subsidising the increased utility- of roads/bridges and culverts, by worsening the utility and lowering the value of the affected properties.
4. Such a scenario has since the Rylands v Fletcher case in 1868 been grounds for legal redress under the law of Tort, and is on any basis an unacceptable scenario in 2023.
5. So, this project must have as one of its non-negotiable goals that the flood hazard is lessened on all adjacent residential commercial and industrial properties.
6. The proposals so far do not have this as a goal. Until it is a realisable goal, the proposals are opposed.
7. It is accepted that the law of hydrology 1.01 is that if you raise portions of the ground level above the flood plain, the flood water that would have covered that area has to go somewhere else, in this case onto the adjacent land.
8. So, these proposals need to be adjusted, so that, not only does that outcome not occur, but that with imaginative thinking and engineering as well as a commitment by Auckland City, Auckland transport and Waka Kotahi, to ensure regular maintenance of the flood mitigation measures, the best result for all, is ensured to continue for the future.
9. Whilst the statement at 3.3.1 that the project will not solve the existing flooding issue may be true, there is every reason in the world for the smartest engineering and hydrologist brains that we have, to be applied to the project, to ensure there is at least some small gain in respect of lessening proneness to flooding and lessening the effects of flooding.

10. It is a unique opportunity to make a positive gain regarding flooding that is unlikely to occur again in the foreseeable future.

11. A baseline for the project must be to avoid the use of impermeable materials where ever they are not essential to structural integrity

12. Specifically, the following as well as other imaginative initiatives should be pursued:

- a. The whole project should be the subject of an audit that asks questions like:
 - i. Do we need impermeable materials for this particular item?
 - ii. Instead of a concrete foot path, could we use a semi porous surface like limestone chip?
- b. Why not construct bike lanes with Gobi blocks or similar to increase natural drainage?
- c. Where could we strategically locate rain gardens?
- d. With the patch work of bare land in the area, can we imaginatively incorporate it into a flood plain?
- e. How do we best ensure optimum run off/drainage after heavy rain? e.g. by having programmed maintenance that ensures the Kumeu river and its 'creek' tributaries, are always clear of debris to allow optimum run off? (Note: failure of this type of maintenance was a major contributing factor to the seriousness of the 2022 flood).
- f. What other measures can we take to improve drainage and run off after heavy rains? e.g. Wetlands are acknowledged to have a tendency to slow run off after flood events. Should the Huapai wetlands go?

13. I acknowledge and respect the work already put in that has drawn the conclusions that are set out in the Northwest Strategic Assessment of Flooding Effects. I thank the engineers and others who have produced very professional document.

14. However until the professional engineering conclusions are that, the flood danger in the Kumeu area is lessened, even by a small amount, then the project is unacceptable.

NZ Rail Involvement

15. Finally it is noted that in the documents there is no reference what so ever to NZ Rail. Even though NZ Rail has no direct involvement is what is planned, it is inescapable that NZ Rail will have a part to play in the very near future, when SH 16 becomes impossibly blocked by traffic, and the transport planners are forced to provide a passenger rail link from Henderson to Kumeu/Huapai, - perhaps in a similar way to that which has operated for years between Papakura to Pukekohe- (electric rail Auckland to Papakura and diesel rail Papakura to Pukekohe). Such solution avoids the Swanson tunnel issue, with tunnel dimensions too small for electrification

**SUBMISSION ON A REQUIREMENT FOR A DESIGNATION SUBJECT TO
FULL NOTIFICATION**

**FORM 21, SECTIONS 168A, 169, 181, 189A, 190 AND 195A OF THE
RESOURCE MANAGEMENT ACT 1991**

To: Auckland Council
Private Bag 92300
Auckland 1142

Attention: Planning Technician
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: F. Boric and Sons Limited (“the submitter”)

Introduction

1. This is a submission on the Notice of Requirement requested by Auckland Transport as Requiring Authority for a new designation in relation to Northwest Local Network: Coatesville-Riverhead Highway, in the Auckland Unitary Plan (“AUP”), being the upgrade and widening of Coatesville-Riverhead Highway between SH16 in the south and Riverhead in the north.
2. The site affected is 1368 - 1404 Coatesville-Riverhead Highway comprised of eight lots together shown in blue below, including the Boric Food Market on the corner of SH16 and Coatesville-Riverhead Highway. The NoR affects the eastern boundary of the site.



LEGEND GENERAL

	CONTROL LINE AND CHAINAGE		FILL BATTER
	EXISTING PROPERTY BOUNDARY		CUT BATTER
	PROPOSED DESIGNATION BOUNDARY		PROPOSED CROSSING OVER STREAM OR ROAD
	PROPOSED ROAD CORRIDOR		PROPOSED RETAINING WALL
	PROPOSED FOOTPATH		PROPOSED SWALE
	PROPOSED CYCLEWAY		
	PROPOSED BERM		
	PROPOSED FLUSH MEDIAN, RAISED MEDIAN OR TRAFFIC ISLAND		

LEGEND STORMWATER

	PROPOSED WETLAND
	PROPOSED CULVERT (SUBJECT TO RESOURCE CONSENT)
	PROPOSED SW PIPE INDICATIVE FLOW DIRECTION
	PROPOSED SWALE
	PROPOSED DIVERSION DRAIN
	EXISTING CULVERT
	EXISTING OVERLAND FLOW PATH
	EXISTING STORMWATER (MAIN)

LEGEND EXISTING UTILITIES

	VODAFONE TRENCH
	GAS
	WATERCARE (MAIN)
	WASTE WATER (MAIN)
	VECTOR ELECTRICITY
	FIBRE OPTIC
	TRANSPOWER OVERHEAD LINES
	TRANSPOWER PYLON
	SPARK INTERNATIONAL CABLE

Reasons for Submission

- The Submitter supports the NoR subject to amendments which reduce the overall width of land required along the frontage of 1368 - 1404 Coatesville-Riverhead Highway. The reasons for the Submitter’s view are as follows.
- The Assessment of Transport Effects states that it is proposed to upgrade the southern section of the corridor between SH16 and Short Road (including the eastern boundary of the subject site) to a 33m-wide two-lane low speed rural arterial with active mode space on the western side, as illustrated below.

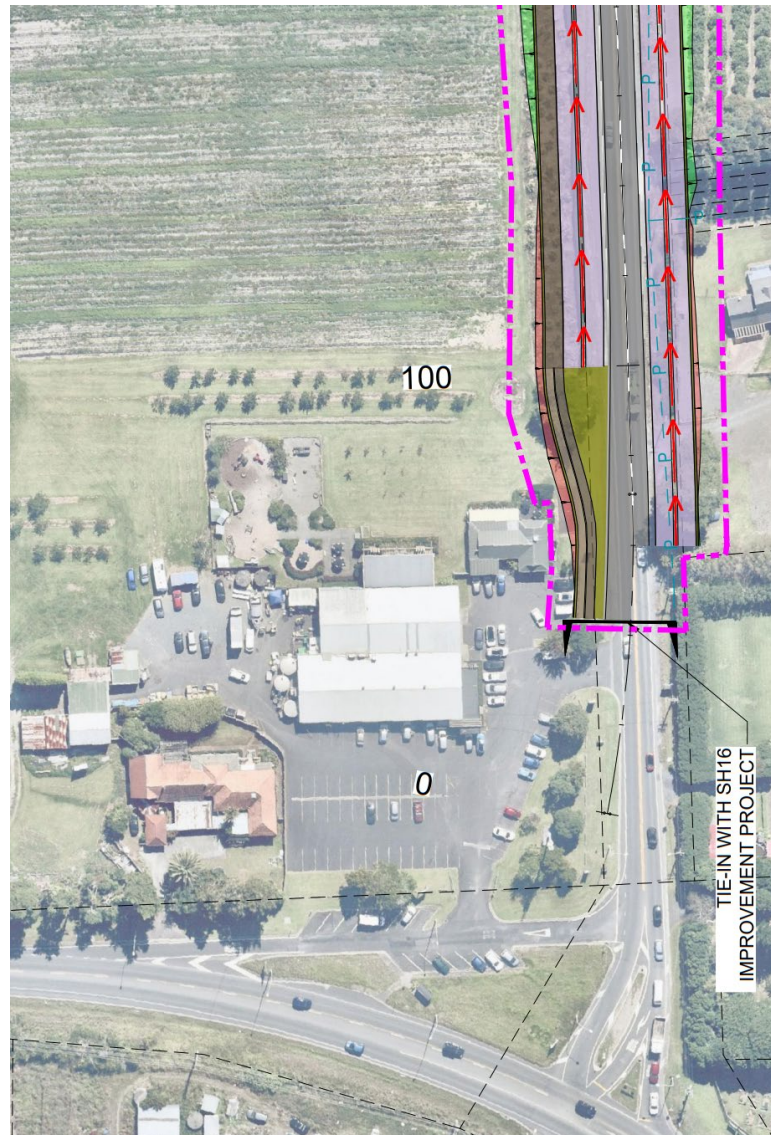
Figure 8-2: Indicative future Coatesville Riverhead Highway corridor design between SH16 and Short Road (adjoining eastern boundary)



Implications of NoR on Boric Food Market

- Firstly, the southern end of the land to which this NoR relates culminates on the northern edge of the existing vehicle crossing to the Boric Food Market. The southern end will tie into the future roundabout at SH16 as part of the Waka Kotahi SH16 Safety Improvements Project, which is understood to be the subject of a separate (yet to be notified) application. Without understanding how both NoR applications will tie in together, it is difficult to understand and assess the potential effects the proposal will have on the existing access arrangement, being the main vehicle access to the commercial activity on the site. In particular, the potential

impacts from the proposed active mode path on the western side of the Highway on the access are unclear.

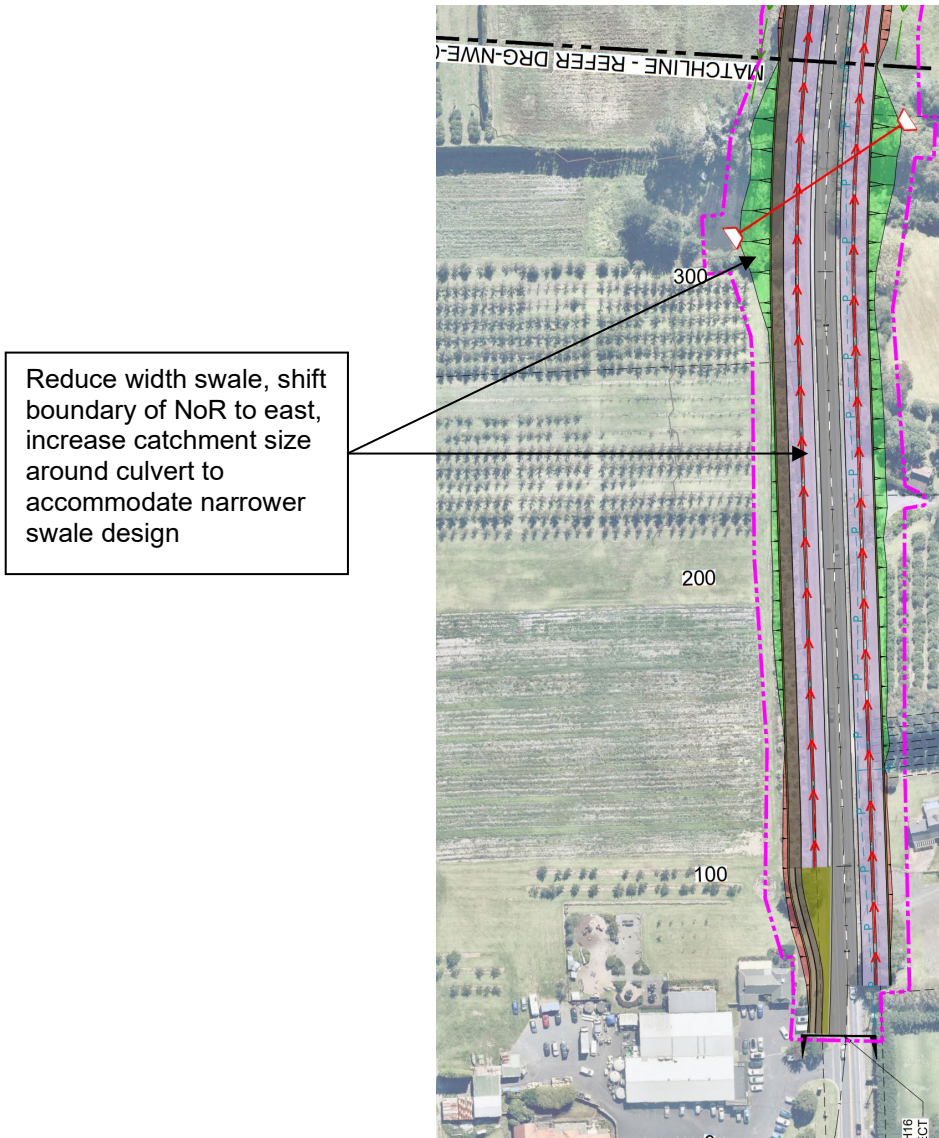


6. At its southern end, the proposed boundary of the NoR (pink dashed line) appears excessively wide relative to the proposed extent of works within the corridor, resulting in the loss of at-grade parking at the eastern boundary of the Boric Food Market and require the site's western boundary to be relocated immediately adjacent to an existing building on the site – further separation is required in order to maintain the existing building.

Implications of NoR on the horticultural activity

7. The width of the NoR boundary appears overly wide relative to the extent of proposed works along the full length of the corridor between SH16 and Short Road. The swale shown in purple appears overly wide, contributing to the width of the

designation overall. It is suggested instead to narrow its width and rather increase the area of land that is proposed to be taken around the existing stormwater pond adjacent the culvert (illustrated below). This approach will coincidentally narrow the extent of highly productive land that is required to be taken for swales, utilising land already used for stormwater purposes.



8. The NoR boundary appears to have been designed to stop short of the eastern end of trees within the orchard. However, this is not the case as in practice, a buffer of approximately 18-20m is required between the eastern boundary and the nearest productive trees, for the reasons set out below.
9. The proposed works will have the following implications on the operation of the orchard activity:

- a) Loss of around six rows of trees (and equivalent productive land) to provide a buffer of 18-20m at the eastern end of the orchard to accommodate the designation, comprising the necessary separation distance between horticultural land use and underground wastewater discharge driplines, perimeter hedging, trees and fencing along the new eastern boundary, resulting in long-term commercial implications on the orchard and loss of income.
- b) Removal and relocation of 10m wide underground wastewater discharge driplines which are currently situated parallel to the eastern boundary, between the orchard and road boundary;
- c) Removal and relocation of approx. 260m of hedging, trees and fencing along the eastern boundary, all requiring relocation / replanting within the new site boundary.

10. The Submitter acknowledges these works are physically possible and is open to working with the Requiring Authority to undertake these works if required, however all associated costs and loss of income from the removal of productive trees within the orchard will require compensation accordingly, over and above the value of the land itself.

Implications of NoR on access to Lot 400

11. A residential dwelling is located at the northern extent of the site's eastern frontage (within Lot 400). The extent to which the existing vehicle crossing serving Lot 400 will be impacted by the corridor widening works is unclear as it is proposed to introduce active modes, a diversion drain and swale, and cut earthworks in the location of the access, shown below. Further detail is required to assess the actual and potential transportation effects accordingly.



12. Finally, the Submitter requests certainty that construction effects on the Submitter's property will be appropriately managed at the time of construction.

Relief Sought

13. The Submitter seeks that NoR Coatesville-Riverhead Highway be accepted provided conditions are inserted to address the following:

- a) That the designation be amended and conditions imposed on the designation to ensure that:

- i. The NoR is removed entirely from the Submitter's property, and if this is not possible, that:

- The width of the swale on the western side of the corridor is reduced in and coincidentally reduce the extent to which the western NoR boundary encroaches the Submitter's property. Assess the option to increase the area of the stormwater pond at the culvert to mitigate this change accordingly and reduce the extent to which highly productive land is affected by the proposed works.
- The Requiring Authority confirms it will compensate the Submitter for the costs associated with the loss of income otherwise generated by the productive trees that are required to be removed, the physical works necessary to accommodate the proposed corridor widening, and for the land itself.
- The Requiring Authority confirms the on-going operation and safety of the existing vehicle access serving Lot 400 will not be adversely affected by the proposed active modes, swale nor cut works at the eastern boundary of the site.

- b) That conditions are imposed on the designation to ensure that:

- i. Prior to the commencement of construction in the vicinity of the Submitters' land, a site-specific construction management plan applying to the area in the immediate vicinity of the Submitters' land is:

- Prepared by the requiring authority in consultation with the Submitter;
- Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
- Approved by the Council.

- c) Such other conditions, relief or other consequential amendments as are considered appropriate or necessary to address the matters outlined in this submission.
14. If the above relief is not accepted, the Submitter seeks that NoR Coatesville-Riverhead Highway be declined.
15. The Submitter wishes to be heard in support of this submission.
16. If others make a similar submission, the Submitter would consider presenting a joint case with them at the hearing.

DATED at Auckland this 24th day of **April 2023**

Signature:

Milenko Boric
Director

Address for Service:
Forme Planning Ltd
Suite 203, Achilles House
8 Commerce Street
Auckland 1010
Hannah@formeplanning.co.nz

From: [Campbell Barbour](#)
To: [Unitary Plan](#)
Subject: Northwest Auckland NOR"s
Date: Friday, 28 April 2023 3:54:26 pm

Re Joint notification of 19 Separate Notices of Requirement by Auckland Transport and Waka Kotahi NZ Transport Agency to protect routes in Whenuapai, Kumeu, Huapai and Redhills.

This submission is made on behalf of the NZRPG group of companies which includes as it relates to this matter, Westgate Properties 2017 limited, NZRPG management 2017 limited, Westgate Town Centre 2017 limited, Northside Land Holdings Limited, Westgate Town centre limited Apologies for this submission not being received by Monday 24 April, the person responsible for its submission has been ill and its completion was overlooked. We trust that given the short period of lateness a waiver in this instance would not unduly prejudice anyone.

This submission(s) relates to the entire "bundle of 19 NOR's. We record our general support for the overdue provision of adequate roading infrastructure to support the Auckland's Northwest and in particular its growth. We are concerned however about the practical delivery of some of the proposals, the expected timeframe for their delivery and the extent to which they have "future proofed" to provide intergenerational solutions. We expect to join other submitters in response to specific aspects of design and delivery.

Our primary submission at this point in the process relates to the integration of these proposals with existing infrastructure (or lack of it) in particular surrounding the Westgate Town centre. We submit that these proposals should not proceed until the outstanding list of infrastructure projects at Westgate have been completed. We would like further information on how these proposals interconnect with those incomplete roads, including but not limited to, the incomplete northside drive (east and overbridge), the northside drive motorway ramps, the Westgate bus interchange, the incomplete conversion of Fred Taylor Drive between SH16 and Don Buck Road roundabout a road appropriate to travel through a Metropolitan Centre.

The NZRPG group is prepared to be heard in relation to this submission

Our contact is hereunder

Campbell Barbour

General Manager

www.nzrpg.co.nz | ph +64 9 831 0200 | mob 0274 755 188

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The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Stephen and Hayley Plowman

Organisation name: Hallertau Brewery

Full name of your agent: Joe Holden

Email address: joe@projectcontrol.co.nz

Contact phone number: 0212537942

Postal address:
51 Taylor Road
Waimauku
Waimauku 0882

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:
possible effects on business operations and increased flood risk

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

We do not believe full consideration has yet been given within the applicants proposal regarding adverse effects on business operations, visual amenity and in particular flood risk associated with the changes to the road corridor

I or we seek the following recommendation or decision from Auckland Council:
We have listed a number of designation conditions within our submission

Submission date: 12 April 2023

Supporting documents
Hallertau NOR submission.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,

- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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Northwest Local Arterials Notices of Requirement (NOR)

Submission on behalf of Hallertau Brewery.

2 – 8 Riverhead Point Drive and 1171 Coatesville Riverhead Highway

Submission Reference - NOR R1 / 801314, 801242 and 801234

Hallertau Owners – Stephen Plowman 021 412 592 stephen@hallertau.co.nz

Hayley Plowman 021 812 592 hayley@hallertau.co.nz

Submission made on behalf of Hallertau by Project Control Limited

Contact at Project Control – Joe Holden 021 253 7942 joe@projectcontrol.co.nz

Reason for this submission

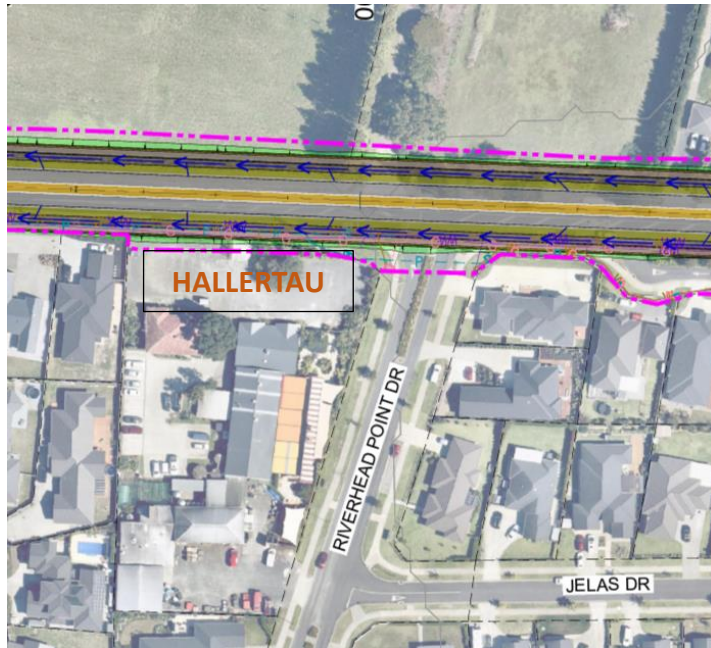
Hallertau operates a brewery and restaurant located at 1171 Coatesville Riverhead Highway with street entrances to the property from the Highway and Riverhead Point drive.

The business has been in operation for over 18 years and employs 50 people. Hallertau is a well-established brand with a presence in New Zealand, Australia, the Pacific Islands and Thailand.

The owners have sacrificed and worked hard to get to build their business and brand identity, they have no wish to risk any loss of brand equity or income that could result either during the construction of the arterial project or as an outcome of the detailed design of the new arterial.

Therefore, Hallertau raise a number of concerns they believe are possible to mitigate within the detailed design and construction phases of the project so long as those concerns are given weight or given effect within the NOR designation conditions.

The image below shows the subject site and location of Hallertau in relation to the Riverhead Point Drive and Coatesville Riverhead Highway



Concerns and Mitigations

- Hallertau wish to comment on potential adverse effects and seek to have these concerns addressed within the designation / NOR consent conditions. This is our primary goal.
- Hallertau wish to be part of the solution to mitigate adverse effects by working with Council, Waka Kotahi and The Contractor and also with Fletcher Building who should their plan change (which will impact intersection design and delivery) be approved.
- Hallertau believe that early engagement with these stakeholders and a transparent partnering approach is the key to success. We understand that the Fletcher Building Plan change has not yet been lodged but we are working on that basis that once it is lodged then ultimately it will be approved and that needs to be considered when drafting the designation conditions in the event of Fletcher Building being the entity that delivers the portion of the Coatesville Highway that impacts Hallertau.
- Hallertau are an established business with important links to the wider community we leverage that success to promote and support healthy activities in the community which have become annual events and these activities align with the active mode aspirations that underpin the NOR design and wider aspirations of AT and Waka Kotahi.

Examples include.

- Riverhead Rampage Fun Run
- Riverhead Re-laps Ultra Endurance Event
- Woodhill Mountain Bike Park
- Woodhill Disk Golf Park
- Clevedon Fourforty Mountain Bike Park
- Big Street Bikers

- Installation of a free to use E Bike Charge station at Hallertau (Locky Dock). Install is being organised at the time of writing and adds value to the applicants project outcomes.
- Behind the scenes Hallertau supports local charities and people in need – critically relevant for this submission Hallertau have provided many levels of support for families and businesses impacted by the increased incidences of flooding in the wider Riverhead and Kumeu catchment area. Hallertau firmly believes any future infrastructure or development needs to add to the flooding solution not the flooding problem, so there is a lot of concern about the increased flood risk recognised within the project goals.

Positive Effects

- Hallertau support the positive effects of population growth in the area so long as the services and infrastructure are provided at the front end in a proactive delivery rather than the approach, we have seen over the last 10 years since the Auckland Unitary Plan became operative where intensive infill development has occurred without the infrastructure to support that growth.

Traffic Considerations During the Detailed Design Phase

- The Integrated Transport Assessment (ITA) required to support the detailed design needs to consider (and the detailed design needs to mitigate) the potential for traffic from the Northshore backing up through the intersection of Riverhead Point Drive and Coatesville Riverhead Highway due to traffic turning left from the Highway into Hallertau.
- There cannot be a no left turn and there cannot be a raised median preventing a left turn into the business. The impact of this on patronage would be huge. This needs to be confirmed during the Resource Consent design phase not left to the EPA design phase.
- If the entry to Hallertau is to be shifted to the west (further from the intersection) then consideration needs to be given to the residential lots adjacent to the Hallertau lot boundary.
- When or if the Fletcher Building Plan change goes through and assuming the detailed design and construction of that vested intersection is executed by Fletchers instead of AT/WK its critical the Fletcher Building revised ITA considers this and the design allows for mitigation of the Hallertau fore mentioned concerns. All designation / NOR conditions must pass to any third party undertaking the scope of works.
- The purchase of the road frontage from Hallertau will reduce onsite of street parking by 11% and these patrons may park in the surrounding local road network. The ITA needs to consider this and any future redevelopment or extension of the Hallertau property should not be held back or hindered by the surrender of these parking spaces, nor should there be any reduction in public parking spaces within the local road network. Due to growth in the business seating space in the restaurant has increased dramatically over the last 10 years and we expect that trend to continue for the foreseeable future.

Traffic Considerations Affecting Hallertau During Construction

- The contractor must liaise with Hallertau while drafting relevant construction management plans to ensure truck and bus movements in and out of Hallertau remain viable and consideration is given to public parking in the surrounding networks. It is important to note

that to maintain business operations for the Tavern and Restaurant Hallertau target a lunch and early dinner crowd to avoid disturbing the quiet enjoyment of neighbouring properties at night. Adverse traffic effects during construction between 10am and 8pm will reduce patronage and will cause distress to the business.

- It should be noted that Hallertau trades 7 days a week for most of the year and only closes on Mondays in winter, however those Mondays are then utilised for repairs, maintenance and upgrades in preparation for the return to 7-day trading so access to the site for trucks remains critical all year round.
- The contractor must liaise with Hallertau while drafting relevant construction management plans to ensure access for fire trucks is unhindered, this is a condition of Hallertau's insurance and dangerous goods licence (there is a distillery on site). At no point during construction can there be any obstruction or lack of access to a hydrant for the fire service.

Other Project Considerations

Stormwater

- Hallertau is hugely concerned that on page 18 of the designation covering letter (form 18) under flood hazard a) (iii) the designation proposes that an increase of 50mm in storm water levels is acceptable on land zoned urban or future urban. a) (v) states that a 10% increase in flood hazard affecting access to existing habitable dwellings is an acceptable outcome. A significant aspect to this element of the designation being that the 2021 Kumeu flood review carried out by Auckland Council concluded that the 2009 flood modelling being used for new infrastructure and development in the catchment was out of date and not fit for purpose as it did not take into consideration the impacts of increased density and increased impermeable area that will occur under the Operative Auckland Unitary Plan. A new flood model is due in 2023 but this is not referenced in the application.
- All the NOR applications lodged as part of the Northwest rapid transport corridor which includes this application state a 10% increase in flood risk is acceptable – is that 10% per application or 10% prorated across the entire set of applications? Hallertau do not think this risk has been given the appropriate weighting and do not accept any increase in flood risk is acceptable. Please note Hallertau have live insurance claims for flooding at the time of writing this submission.
- Hallertau would suggest that given recent property loss and loss of life due to flooding and slips in the catchment the project must only accept a reduction in flood risk and never accept any increase in flood risk and further believe that the wider community would never accept any sort of increase in flood risk for any infrastructure project. We would suggest that this could prove to be a polarising issue for the community which will distract from the wider benefits and may even halt the project in its tracks.
- Hallertau would also like to understand the reduction in phosphorus that the SW treatment train is targeting and how this will be monitored post construction. We believe the national Policy statement on fresh water calls out to a 70 or 80% reduction in phosphorus entering the ecology of water ways. We would like to see this stipulated as a condition of the designation.

Visual Amenity

- Hallertau have invested in providing a unique visual amenity along the road frontage on the land which the project will seek to acquire. In particular the Hop plants which are harvested each year, and which would otherwise need to be purchased. The land value apportioned to

the piece being designated needs to consider that it does generate income as well as provide a visual amenity specific to Hallertau and the Riverhead Village. A condition of the NOR could require a mitigation planting plan and reuse of the Hop plants in a revised location on site.

- Please also note that a condition of the legacy Hallertau resource consent which was given affect approx. 10 years ago was that the planting on the road frontage be maintained. The applicant must ensure the legacy resource consent is amended to ensure there are no unintended consequences for the removal of this vegetation.
- The road frontage contains many established trees – Hallertau believe WK should engage an arborist to assess these trees and consider their ecological and potential for re use rather than see them removed and disposed of.
- Loss of the road frontage means that customer car parks will dominate the business frontage, and this will be a negative outcome which will not be welcomed by the local community. There needs to be a plan to manage and mitigate this outcome.

Removal of existing signage

- The existing Hallertau signage did not at the time of install trigger a resource consent however there is now concern from the business that when the sign is removed in order for construction to proceed it will no longer be permissible to reinstate it. The sign is of high value and its removal and reinstatement needs to be part of the RC and EPA for the new road corridor.
- When the sign is removed in order to construct the road customers will no longer have a way point to mark off on their journey which they use to locate access to the business. Many roading contracts do not consider the loss of custom these actions inflict on a business and so Hallertau request that a condition of the resource consent for earthworks and roading include a PC sum to site it temporarily including a power connection.

Integration with any future subdivision consents – I.e., Fletcher Building Plan change

- It is clear that the Fletcher Building Plan change and future development may supersede the NOR intersection design adjacent to Hallertau therefore any condition of the NOR and designation or any associated RC or EPA lodgement should carry over those conditions in so far as they affect Hallertau or have the potential to affect Hallertau.

Crime prevention measures

- Construction works can be a magnet for vandals and reprobates, Hallertau wish to understand what conditions will be included in the NOR to mitigate the out-of-control crime we are seeing committed by young people across our city to ensure neither Hallertau, Riverhead or the contractor become targets.

Review of NOR designation conditions

- Hallertau wish to have a fair opportunity to review and comment on the designation conditions before they are ratified, please. We do understand that Council appoint specialists to carry out this work during the NOR process but with respect we do not think they will necessarily understand the day to day workings of the Hallertau operation, we would have Project Control review the draft conditions on our behalf – they have been engaged by AT in the past to work on sensitive public facing projects and understand the deliverables on both sides of the table.

Bronnie Styles

From: NoticeOfRequirementOnlineSubmissionForm@donotreply.aucklandcouncil.govt.nz
Sent: Friday, 21 April 2023 2:45 pm
To: Unitary Plan
Subject: [ID:593] Notice of Requirement online submission - Richard Middleton and Maureen Gael Poynter aka Rick and Willie Poynter

Categories: Bronnie

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Richard Middleton and Maureen Gael Poynter aka Rick and Willie Poynter

Organisation name: Poynter Family Trust

Full name of your agent:

Email address: rick@poynteragencies.com

Contact phone number: 021 998155

Postal address:
1385 Coatesville-Riverhead Highway
Kumeu
Auckland 0892

Submission details

Name of requiring authority: Auckland Transport

The designation or alteration: Coatesville – Riverhead Highway (NoR R1)

The specific provisions that my submission relates to are:

The lifestyle impacts of proposed changes to the strip of our land subject of the notice of requirement, and seeking to minimise impacts of the construction process on our lifestyle and wellbeing.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

The reasons for our views are: We are neutral to the notice of requirement in supporting some measures and opposing others. We support the proposed storm water management improvements and would be dismayed if this work wasn't done concurrently with the upgrade of SH16. If it isn't, our exposure to climate change related extreme weather events will be significantly increased. We oppose the reduction in security privacy, functionality and the increase in road noise, that the proposed modifications to the subject strip of land imply. The requirement now is premature, given that construction is not expected for 15 years or even up to 20 years, and this will have the effect of blighting all the land affected for years to come. It has taken us more than 25 years to establish the existing roadside garden, where the combination of mature exotic and native trees, shrubs, flaxes etc., provides security, visual privacy, reduction of road noise and a habitat that supports native birds. There is also a gazebo on its eastern border. This property was already an established and well known garden, when we bought it, and that was reflected in the purchase price. Both before and since we bought the property, it has featured in multiple public garden tour charity fund raising events, fund raising concerts, and weddings for family and friends. The cottage has provided accommodation for family and friends, and we are concerned that unlike the other buildings on the property (our house and office/barn), it has not been identified as a protected building. Because of our comparatively long road frontage, relative to the total area of the property, taking an approximately 20 metre wide strip parallel to the road, represents a disproportionate disadvantage to us, and the likelihood of little or no compensation for the years of work

and monetary expense. As long as our concerns remain unaddressed, they represent an impediment to our selling the property, which given our ages (79 & 73) is likely to occur before the proposed work starts.

I or we seek the following recommendation or decision from Auckland Council:

We seek the following recommendation or decision from Auckland Council: 1. We are concerned about the possibility that the habitability and functionality of the separate 2 bedroom, 2 storey cottage and its road facing western courtyard, garden and hedge, could be permanently or temporarily impaired in respect of security, privacy, access, parking, and noise, during and after the construction phase. We therefore seek Auckland Council commitment that effective measures and procedures will be taken to either eliminate such risk, or if not totally eliminate such risk then provide effective compensation. (See also 4. & 7. below) 2. The strip of roadside land subject to the notice of requirement, running parallel to the road, comprises a large gravel parking area between the cottage hedge and the road, and north of that, a post and rail fence on the boundary with the existing berm. Between the post and rail fence and the western most lawn, is a mature garden averaging about 9 metres wide. We planted this garden starting over 25 years ago, replacing the existing cypress hedge that was terminally diseased. For about a decade, our privacy and security were severely impacted. The cottage and our home were both burgled on separate occasions. Road noise was much greater until the garden achieved sufficient height and density to effectively muffle it. If acquisition must happen, we seek Auckland Council commitment to effective mitigation, such as anticipating the issue now, by establishing an equivalent (essentially duplicate) garden now, east of what would become the new eastern boundary of the widened public corridor. This would maximise the likelihood that by the time the required land is acquired and construction commences, the issue of loss of security, privacy, functionality and an increase in traffic noise, as well as the habitat for native birds would have been effectively mitigated. We would also want commitment that the purchase price for the required land, reflected the loss of ambience and facility of the resulting smaller area, as a premium over its fair market value. We are however sceptical that any such compensation would be forthcoming, and so deny natural justice. In the case of public garden tours and Art in the garden type charity fundraising events, there is a steady flow of visitors, and we've been able to manage parking on existing gravelled areas, and in particular the large area between the road and the cottage. However for other charity fundraising events such as concerts in the garden, where the whole visiting crowd is present for the duration of the event, the large lawn immediately to the east of the road, has provided the extra necessary parking area. Losing around 2000 sq metres of that land, would effectively eliminate that as a practical parking option, and as there is no obvious alternative, such fundraising events would no longer be possible. 3. Given that a 60 km/h speed limit will apply, there seems no good argument to support a physical median barrier, which is included in the plan as an option. We request that Auckland Council (Auckland Transport) commit to nothing that would prevent residents either side of the southern end of the Coatesville-Riverhead Highway, from making a right turn into or out of their property. A painted median would seem to be the sensible option. 4. We believe that the proposed requirement disproportionately disadvantages our property, because of our length of road frontage in proportion to our total land area, and the probability that the years of work and monetary investment in that part of the garden, would be inadequately compensated. We therefore urge the Auckland Council to agree that the designation should be amended outside our property to allow for all roading and related works to take place to the west of our property. 5. Once during our 3 decades living at 1385 Coatesville-Riverhead Highway, the road was completely resurfaced. For reasons better known to Auckland Council than to us, the work was carried out at night, and the noise and vibration led to a long series of sleepless nights. Prior to commencement of any work permitted by this Designation, the Requiring Authority shall produce in consultation with us, a Management Plan (to be observed by the Requiring Authority and its contractors and agents) detailing measures to be followed to ensure that noise of construction is controlled to avoid sleep disturbance during the hours of 6pm to 8am, and to minimise noise and vibration at all times. 6. As the road surface at the north western corner of our property, is the highest point, surface water off the road, takes the line of least resistance, runs down our neighbours' driveway at 1387 Coatesville-Riverhead Highway, across the shared ROW and onto our property. This has contributed to flooding of the cottage in two extreme weather events since 2021. Therefore prior to construction of any impermeable road surface, median strip, or roundabout, a Management Plan binding on the Requiring Authority, its contractors and agents, shall be prepared in consultation with us and our neighbours at 1387 Coatesville-Riverhead Highway (who share our right of way) which: 1) ensures the safe passage of Stormwater, and 2) ensures that traffic on our driveway can safely leave the site, and traffic entering the site can safely turn off the Highway, fully allowing for any people or vehicles using the driveway at the time. 7. The following link provides an aerial photo of our property identifying via pink highlighting the main house (our dwelling) and the adjacent office barn, as Protected buildings. It does not however identify the cottage as sharing that same protected status. We submit that the cottage on our site should also be identified as a Protected Building, and thus be protected from any adverse effects from the Designated works. <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/02-r1-form-18.pdf> That concludes our submission.

Submission date: 21 April 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission? Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.



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**SUBMISSION ON AUCKLAND TRANSPORT AND WAKA KOTAHI'S NOTICES OF
REQUIREMENT FOR THE NORTH WEST LOCAL, STRATEGIC AND HIF REDHILLS
&TRIG ROAD NETWORK BY KĀINGA ORA HOMES AND COMMUNITIES**

TO: Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1010

Submission via email: unitaryplan@aucklandcouncil.govt.nz

KĀINGA ORA HOMES AND COMMUNITIES (Kāinga Ora) at the address for service set out below makes the following submission on the Notices of Requirement (**NoR**) for the North West Local, Strategic, and HIF Redhills & Trig Road Network (**The Project**) (Requiring Authority – Auckland Transport and Waka Kotahi).

Background

1. Kāinga Ora was established in 2019 under the Kāinga Ora-Homes and Communities Act 2019. Kāinga Ora consolidates Housing New Zealand Corporation, HLC (2017) Ltd and parts of the KiwiBuild Unit. Under the Crown Entities Act 2004, Kāinga Ora is listed as a Crown entity and is required to give effect to Government policies.
2. Kāinga Ora is now the Government's delivery entity for housing and urban development. Kāinga Ora will therefore work across the entire housing spectrum to build complete, diverse communities that enable New Zealanders from all backgrounds to have similar opportunities in life. As a result, Kāinga Ora has two core roles:
 - (a) being a world class public housing landlord; and
 - (b) leading and co-ordinating urban development projects.
3. Kāinga Ora's statutory objective requires it to contribute to sustainable, inclusive, and thriving communities that:

- (a) provide people with good quality, affordable housing choices that meet diverse needs; and
 - (b) support good access to jobs, amenities and services; and
 - (c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.
4. Kāinga Ora is focused on delivering quality urban developments by accelerating the availability of build-ready land, and building a mix of housing including public housing, affordable housing, homes for first home buyers, and market housing of different types, sizes and tenures. In addition to housing, Kāinga Ora has a key interest in critical infrastructure projects to enable housing supply, build-ready land and well-functioning urban environments. Therefore, its interest is across the urban development spectrum.
 5. The public housing portfolio managed by Kāinga Ora in Auckland comprises approximately 30,100 dwellings¹. Auckland is a priority to reconfigure and grow Kāinga Ora housing stock to provide efficient and effective public and affordable housing that is aligned with current and future residential demand in the area, and the country as a whole.
 6. Kāinga Ora has a shared interest in the community as a key stakeholder, alongside local authorities. Kāinga Ora interests lie in the provision of public housing to persons who are unable to be sustainably housed in private sector accommodation, and in leading and co-ordinating residential and urban development projects. Kāinga Ora works with local authorities to ensure that appropriate services and infrastructure are delivered for its developments.
 7. In addition to its role as a public housing provider, Kāinga Ora also has a significant role as a landowner, landlord, and developer of residential housing. Strong relationships between local authorities and central government are key to delivering government's priorities on increasing housing supply.
 8. Kāinga Ora owns land within, adjacent and nearby to the proposed designation subject to this submission.
 9. Policy decisions made at both central and local government level have impacts on housing affordability and community wellbeing. The challenge of providing affordable

¹ As of December 2022; <https://kaingaora.govt.nz/publications/housing-statistics/>

housing will require close collaboration between central and local government to address planning and governance issues to reduce the cost of construction, land supply constraints, infrastructure provisions and capacity as well as an improved urban environment.

10. Kāinga Ora is interested in all issues that may affect the supply and affordability of housing, as well as the well-being of their tenants. This includes the provision of services and infrastructure, and how this may impact on Kāinga Ora existing and planned housing, community development and Community Group Housing (CGH) suppliers.

Wider Context

11. In addition to the above, Kāinga Ora will play a greater role in urban development in New Zealand. The legislative functions of Kāinga Ora, as outlined in the Kāinga Ora Act, illustrate this broad mandate and outline two key roles of Kāinga Ora in that regard:
 - a) initiating, facilitating and/or undertaking development not just for itself, but in partnership or on behalf of others; and
 - b) providing a leadership or coordination role more generally.
12. Notably, the statutory functions of Kāinga Ora in relation to urban development extend beyond the development of housing (which includes public housing, affordable housing, homes for first time buyers, and market housing) to the development and renewal of urban environments, as well as the development of related commercial, industrial, community, or other amenities, infrastructure, facilities, services or works.

The Government Policy Statement on Housing and Urban Development 2021 (“GPS-HUD”)

13. The GPS-HUD sets a direction for housing and urban development in New Zealand. Its overarching vision is that everyone in New Zealand lives in a home and a community that meets their needs and aspirations. The four main things it sets out to achieve are:
 - (a) **Thriving and resilient communities** – the places where people live are accessible and connected to employment, education, social and cultural opportunities. They grow and change well within environmental limits, support our culture and heritage and are resilient.

- (b) **Wellbeing through housing** – everyone lives in a home, whether it’s rented or owned, that is warm, dry, safe, stable and affordable, with access to the support they need to live healthy, successful lives.
- (c) **Māori housing through partnership** – Māori and the Crown work together in partnership so all whānau have safe, healthy, affordable and stable homes. Māori housing solutions are led by Māori and are delivered locally. Māori can use their own assets and whenua Māori to invest in and support housing solutions.
- (d) **An adaptive and responsive system** – Land-use change, infrastructure and housing supply is responsive to demand, well planned and well regulated.

The National Policy Statement on Urban Development (“NPS-UD”) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the “RMAA 2021”)

- 14. The NPS-UD aims to ensure councils better plan for growth and remove overly restrictive barriers to development to allow growth in locations that have good access to services, public transport networks and infrastructure. The NPS-UD’s intensification policies require councils to enable greater heights and densities in areas that are well-suited to growth, such as in and around urban centres and (existing and proposed) rapid transit stops. The RMAA 2021 introduced the Intensification Streamlined Planning Process for tier 1 councils to implement the intensification policies and additionally required these councils to introduce the Medium Density Residential Standards.
- 15. Together, the NPS-UD and RMAA 2021 are intended to ensure New Zealand’s towns and cities are well-functioning urban environments that support housing supply and affordability, accessibility to jobs and services, and emissions reduction.

Scope of Submission

16. The submission relates to the 19 NoR's for the North West Local, Strategic, and HIF Redhills & Trig Road Network Project in their entirety.

The Submission is:

17. Kāinga Ora **supports** the Project and **supports** the NoR's for the Project **in part**, which seeks to undertaken the following works to provide a Rapid Transit Corridor and stations, buses priority lanes and associated walking and cycling facilities²:
 - (a) Widening and upgrade the existing corridors on Coatesville – Riverhead Highway, Don Buck Road, Fred Taylor Drive, Māmari Road, Brigham Creek Road, Spedding Road and sections of Hobsonville Road to local arterial and include buses priority lanes and separated cycle lanes and footpaths (**NoR R1, RE1, RE2, W2, W3, W4 and W5**);
 - (b) Widening and upgrade the existing corridors on Trig Road and sections of Hobsonville to a corridor with separated active mode facilities (**NoR W1 and W5**).
 - (c) Construct a new Alternative State Highway, an upgrade to the current State Highway 16, and a new Rapid Transit Corridor with two new Rapid Transit Stations as well as an upgrade to Access Road (**NoR S1, S2, S3, S4, KS and HS**).
 - (d) Construct two arterial transport corridors in Redhills (**NoR 1, 2a, 2b and 2c**)
 - (e) Upgrade and widening the existing Trig Road corridor to an urban arterial corridor (**NoR Trig Road Corridor Upgrade**).
18. This support is subject to the relief Kāinga Ora seeks being granted and matters raised in its submission being addressed.
19. In particular, but without limiting the generality of the above:
 - a) Kāinga Ora supports the outcomes derived from the project particularly as they relate to the delivery of regionally significant transportation infrastructure, enhanced accessibility, and the overall improved rapid transport, walking and cycling provision, however support in part the proposed NoR for the Project.

² Refer Section 1 of the AEE for specific details.

Kāinga Ora considers that the Project will support urban growth and intensification objectives along its alignment, contained within the strategic planning documents, including those within the NPS-UD.

- b) Kāinga Ora considers the designation process is appropriate due to the regional significance of the infrastructure proposed and the ability of the designation process to avoid unreasonable delay.
 - c) Kāinga Ora generally supports the proposed conditions of the designation and the use of the mechanisms outlined to avoid, remedy, or mitigate potential adverse effects and to regularly communicate with the community, including but not limited to: the submission of an Outline Plan of Works (OPW), the Stakeholder Communication and Engagement Management Plan (SCEMP), Urban Landscape Design Management Plan (ULDMP), Construction Environmental Management Plan (CEMP), Cultural Monitoring Plan (CMP), Construction Traffic Management Plan (CTMP), Construction Noise and Vibration Management Plan (CNVMP), Construction Noise and Vibration Management Schedule (CNVMS), Historic Heritage Management Plan (HHMP); Ecological Management Plan (EMP), and a Tree Management Plan (TMP).
20. Notwithstanding the general support of the Project, Kāinga Ora considers that further information or details about the project are required. Depending on the outcome of these investigations, there may need to be some changes to designation conditions and/or the design of the project to address the concerns expressed in this submission.

Designation Boundary Review

21. Given the designation is proposed to be in place for 15 years (for the Local, HIF Redhills and Trig Road Network) and 20 years (for the Strategic Network), and given the boundaries are likely to impact future development along the Project alignment for some time (and may lead to unintended consequences as a result), Kāinga Ora requests that a more refined approach is adopted to determining the designation boundary. This would ensure that only the minimum amount of land required is designated (for both construction and operational needs), so that efficient and effective land use is not compromised.
22. Kāinga Ora proposes the incorporation of a periodic review condition where the extent of the designation boundary is reviewed every 12 months following the lodgement of

OPW(s) to ensure this is being refined continually, and that any land no longer required for construction and operation as a result of the refinement exercise shall be uplifted from the designation.

Flooding

23. Kāinga Ora is concerned that the proposed conditions manage flooding at the expense of neighbouring properties. In particular, Kāinga Ora notes that proposed conditions for 'Flood Hazard' would enable an increase in the level of flooding toward adjoining properties. As an example, this condition proposes that a 10% reduction in free board for existing habitable floors is permitted, and an increase in flood levels of 50mm is permitted where there is no existing dwelling (among others).
24. It is of Kāinga Ora opinion that the Project should be required to manage the flooding effects within its own boundary.
25. Kāinga Ora requests that a flood hazard condition is added so that, simply put, the Requiring Authority does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.

Noise and Vibration

Construction Noise and Vibration

26. Kāinga Ora acknowledges that compliance with construction noise and vibration standards are not always practical and supports the management of construction noise and vibration by way of a CNVMP and CNVMS, provided this is in accordance with best practical options and provided the effects of construction noise and vibration are minimised as far as is practical.
27. Kāinga Ora requests that they are directly consulted as part of the preparation of the CNVMP and CNVMS.

Operational Noise and Vibration

28. It is acknowledged that transport infrastructure is critical to enabling a well-functioning urban environment, and that a degree of noise and vibration emissions are expected. However, it must be recognised that significant noise emissions have potential adverse

effects on surrounding residential environments and the health and well-being of people living nearby. Therefore, Operational Noise and Vibration requires careful consideration to ensure that the effects are appropriately avoided, remediated or mitigated in accordance with Section 16 and 17 of the RMA.

29. Kāinga Ora is concerned that the Project does not fully assess the health effects associated with traffic noise of the Project. While the Project assesses the traffic noise effects in the context of NZS6806, Kāinga Ora is concerned that the standard does not fully capture the potential health effects of a proposal. This was raised within the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network (which in turn took reference and guidance from the Board of Inquiry decision for the Waterview Connection)³ where it was noted that NZS 6806: potentially discounts the adverse cumulative effects of elevated noise on recipients; inadequately addresses those parts of s.5 (2)(c) of the RMA concerned with avoiding, remedying and mitigating adverse effects; does not engage those parts of Section 7 of the RMA concerned with amenities and the quality of the environment likely to be of concern to impacted persons; and inadequately addresses Section 16 of the RMA (among others).
30. Kāinga Ora notes that Auckland Transport identifies that activities subjected to an operational noise level of 55 dB LAeq require mitigation to address potential adverse health effects. Kainga Ora requests a condition requiring operational noise levels to not exceed 55 dB LAeq beyond the boundaries of the designation or, where exceeded at a sensitive receiver, mitigation is provided.
31. This operational noise level was the baseline utilised within Auckland Transport's Acoustic Expert Evidence by Claire Drewery for Private Plan Change 51 (**PPC51**)⁴, who considered that there are adverse health effects in relation to road traffic, referencing both the World Health Organisation (WHO) Environmental Noise Guidelines for the European Region (2018) and enHealth's The Health Effects of Environmental Noise (2018). The WHO's guidelines are (in part) copied below:

WHO guidelines for Community Noise 1999 states the following in relation to dwellings

³³ Refer paragraph 229 of the Recommendation for the Notices of Requirement sought for the route protection of the Drury Arterial Network dated 20 April 2022

⁴ Paragraphs 6.7 and 6.9 of Statement of Evidence of Claire Drewery on behalf of Auckland Transport – Acoustic, dated 24 August 2021 for Private Plan Change 51 – Drury 2 Precinct.

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... The effects of noise in dwellings, typically, are sleep disturbance, annoyance and speech interference. For bedrooms the critical effect is sleep disturbance. Indoor guideline values for bedrooms are 30 dB LAeq for continuous noise and 45 dB L_{Amax} for single sound events. Lower noise levels may be disturbing depending on the nature of the noise source. At night-time, outside sound levels about 1 metre from facades of living spaces should not exceed 45 dB LAeq, so that people may sleep with bedroom windows open. This value was obtained by assuming that the noise reduction from outside to inside with the window open is 15 dB. To enable casual conversation indoors during daytime, the sound level of interfering noise should not exceed 35 dB LAeq. To protect the majority of people from being seriously annoyed during the daytime, the outdoor sound level from steady, continuous noise should not exceed 55 dB LAeq on balconies, terraces and in outdoor living areas. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound level should not exceed 50 dB LAeq. Where it is practical and feasible, the lower outdoor sound level should be considered the maximum desirable sound level for new development.

WHO Environmental Noise Guidelines for the European Region (2018) states the following

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Environmental noise is an important public health issue, featuring among the top environmental risks to health. It has negative impacts on human health and well-being and is a growing concern among both the general public and policy-makers in Europe.

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For average noise exposure, the Guideline Development Group (GDG) strongly recommends reducing noise levels produced by road traffic below 53 decibels (dB) L_{den}, as road traffic noise above this level is associated with adverse health effects.

Based on the above, Ms Drewery adopted 55 dB LAeq_(24 hour) as the noise level above which potential health effects could occur and made subsequent recommendations for

PPC51. Kāinga Ora considers that it is appropriate that a similar baseline is utilised for the Project.

32. Kāinga Ora considers that it is appropriate that the Requiring Authority is incentivised to ensure that such measures are undertaken to reduce noise and vibration at source, while at the same time utilising the AUP to manage those effects that cannot be controlled at source, if required.
33. Kāinga Ora submits that there would be a number of advantages with minimising noise and vibration at source that should provide benefits to future residents in surrounding urban areas, namely the ability for existing and future occupants to enjoy greater amenity outside their dwellings. While acoustic attenuation could be an appropriate response to address a health or amenity issue, any reduction of noise (or vibration) at source would enable future residents to enjoy their outdoor living areas, rather than being 'locked-up' in their homes.
34. At the same time, Kāinga Ora submits that there may be circumstances whereby existing dwellings that experience increased exposure to noise and vibration require further mitigation in the form of building modifications, including but not limited to wall insulation, double glazing, forced ventilation and temperature controls. Kāinga Ora would like to discuss this aspect with the Requiring Authority.
35. Kāinga Ora is concerned that the conditions as drafted are not user friendly, are over complicated and would be difficult to understand for adjoining landowners. Kāinga Ora requests that the conditions are simplified for the benefit of adjoining land owners.
36. Kāinga Ora supports the application of structural mitigation measures (low noise and vibration road surfaces, acoustic barriers insulation, where appropriate) to all roads within the NoR. However, it is sought that where mitigation is applicable along the alignment of the Project, that this offer for mitigation shall stay in perpetuity (i.e. not be limited to three months), until an offer has been taken up, in the interests of natural justice and mitigating adverse health effects for future occupiers.
37. Kāinga Ora requests that the condition for Low Noise Road Surface is amended to require the use of low noise and vibration road surfaces, such as an Asphaltic mix surface, for all road surfaces within this designation, unless further information confirms that this is not warranted from a health and safety perspective.

Other Items

Validity of Advice Note – Designation Boundary

38. Kāinga Ora has concerns with the validity of the advice note associated with condition associated with the UDLMP, which states that a front yard setback is not required from the designation boundary as the designation is not specifically proposed for road widening purposes. It would appear to Kāinga Ora that the proposal is, at least in part, for road widening to accommodate the Project. A designation cannot modify a rule in the plan, and it is expected that the Council are likely to require the front yard to be taken from the designated boundary which would potentially result in unintended consequences along the alignment of the Project, and compromise efficient land use and development along the Projects alignment.

Designation Review

39. The proposed designation conditions include a requirement for the Requiring Authority to review the designation within 6 months of completion of construction or as soon as otherwise practicable. While Kāinga Ora generally supports this notion and the intent to do this as soon as is practical, Kāinga Ora considers that the condition should also include a requirement for the Requiring Authority to provide the land in a suitable state once the land is relinquished from the designation and surrendered, in agreement with the property owner.

Relief Sought

40. Kāinga Ora seeks the following further actions regarding the NoR:
- (a) That the Requiring Authority adopts a more 'refined' approach in determining the extent the proposed designation boundary and the construction requirements, to ensure that only the minimum amount of land required is designated, and that the designation boundaries are refined accordingly with details provided prior to the hearing.
 - (b) That the Requiring Authority undertakes an assessment of the health and safety effects of the operational traffic noise prior to the hearing.
 - (c) That the design of the Project is updated to incorporate the full suite of recommendations contained within (a) and (b) above, or alternatively that appropriate conditions are recommended requiring the recommendations within these assessments to be incorporated.

41. Kāinga Ora seeks the following decisions from Auckland Council regarding the NoR:
- (a) The provision of a condition which requires that, where property access that exists at the time of submitting the OPW is altered by the Project, that the Requiring Authority shall consult with the directly affected land owner regarding the changes required and the OPW should demonstrate how safe alternative access will be provided.
 - (b) That flooding condition is amended to require the Requiring Authority to ensure that the Project does not worsen any flooding effects onto neighbouring properties and appropriately avoids, remediates and/or mitigates the effects of their construction activities.
 - (c) The provision of a condition requiring operational noise levels to not exceed 55dBA beyond the boundaries of the designation and, where exceeded at a sensitive receiver, mitigation to then be provided by the Requiring Authority.
 - (d) That where the operational noise effects require mitigation that the offer for mitigation is retained in perpetuity, until an offer is taken up.
 - (e) That low noise road surface condition is amended to require this to be on all roads within the designation.
 - (f) That the Designation Review condition should be amended to:
 - (i) add a clause requiring the Requiring Authority to, once the land is relinquished from the designation, leave the subject land in a suitable condition in agreement with the property owner/s; and
 - (ii) add a clause requiring the Requiring Authority to assess in conjunction with the land owner, every 12 months following the lodgement of OPW(s), whether any areas of the designation that have been identified as required for construction purposes are still required, and identify any areas that are no longer required, and give notice to the Council in accordance with section 182 for the removal of those parts no longer required.
 - (g) Such further or other relief, or other consequential or other amendments, as are considered appropriate and necessary to address the concerns set out herein.

- (h) Any other alternative or consequential relief to give effect to this submission.
42. In the absence of the relief sought, Kāinga Ora considers that the NoR:
- (a) is contrary to the sustainable management of natural and physical resources and is otherwise inconsistent with Part 2 of the Act;
 - (b) will compromise urban development outcomes;
 - (c) will in those circumstances impact on the ability of people and communities to provide for their social, economic and cultural wellbeing.
43. Kāinga Ora does not consider it can gain an advantage in trade competition through this submission.
44. Kāinga Ora wishes to be heard in support of its submission.
45. If others make a similar submission, Kāinga Ora would be willing to consider presenting a joint case with them at hearing.

Dated this 11th Day of May 2023



Jennifer Chivers on behalf of

Brendon Liggett

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Kāinga Ora Homes and Communities

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