

Eastern Busway EB2 and EB3 Residential

Open Spaces Effects Assessment

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List of Abbreviations and Definitions

| Abbreviation and Definitions | Description |
|------------------------------|--|
| AEE | Assessment of Effects on the Environment |
| AC | Auckland Council |
| AT | Auckland Transport |
| AUP(OP) | Auckland Unitary Plan (Operative in part) 2016 |
| BPO | Best practicable option |
| CF | Community Facilities |
| EB1 | Eastern Busway 1 (Panmure to Pakuranga) |
| EB2 | Eastern Busway 2 (Pakuranga Town Centre) |
| EB3R - Residential | Eastern Busway 3 (SEART to Pakuranga Creek) |
| EB3C - Commercial | Eastern Busway 3 (Pakuranga Creek to Botany) |
| EB4 | Eastern Busway 4 (Botany Town Centre Station) |
| EBA | Eastern Busway Alliance |
| HNZPT | Heritage New Zealand Pouhere Taonga |
| HNZPTA | Heritage New Zealand Pouhere Taonga Act 2014 |
| km | Kilometre(s) |
| m | Metre(s) |
| m ² | Square Metre(s) |
| m ³ | Cubic Metre(s) |
| MCA | Multi Criteria Analysis |
| NES - CS | Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 |
| NES - FW | Resource Management (National Environmental Standards for Freshwater) Regulations 2020 |
| NPS - FM | National Policy Statement for Freshwater Management 2020 |
| NPS - UD | National Policy Statement for Urban Development 2020 |
| NZCPS | New Zealand Coastal Policy Statement 2010 |
| NoR | Notice of Requirement |
| PSR | Parks Sport & Recreation |
| PWA | Public Works Act 1981 |
| RTN | Rapid Transit Network |
| RRF | Reeves Road Flyover |
| RMA | Resource Management Act 1991 |
| SME's | Subject Matter Experts |
| UDLP | Urban Design and Landscape Plan |

Executive Summary

The Eastern Busway Project (the Project) is a package of works focusing on promoting an integrated, multi-modal transport system to support population and economic growth in southeast Auckland. This assessment forms part of the Eastern Busway 2 (EB2) and Eastern Busway 3 Residential (EB3R) Resource Management Act 1991 (RMA) application packages.

Three prominent pieces of open space are included in EB2 and EB3R: Pauls Place Reserve, Ti Rakau Park and Riverhills Park, all being impacted during construction and by required land acquisition. Ti Rakau Park is covered under a separate open space assessment associated with the William Roberts Road extension consent package. This assessment provides an overview of the impact on Paul Place Reserve, Bus Stop Reserve, Riverhills Park and esplanade reserves along the corridor. The assessment sets out open space users and the proposed mitigation package to address the land take requirements and disruption to the open space, as well as construction phase disruption.

As Riverhills Park is most affected by the Project, this assessment will primarily focus on that park - 168 Gossamer Drive (the Park) in EB3R. Works within the Park consist of Gossamer Station works, stormwater works, and the western Ti Rakau Bridge abutment works. The assessment identifies impacts that these works will directly have on the playing surfaces and surrounding portions of the park.

The Eastern Busway Alliance (EBA) have worked collaboratively with staff from Auckland Council (AC) and volunteers from Fencibles United AFC to develop appropriate mitigation options. Whilst the effects of the Project on the Park will be significant, these effects will be suitably addressed by the proposed mitigation. Effects on other areas of open space covered in this assessment will be low, with mitigation suitably addressing any adverse effects.

1 Introduction

1.1 Overview of the Project

The Project is a package of works focusing on promoting an integrated, multi-modal transport system to support population and economic growth in southeast Auckland. This involves the provision of a greater number of improved public transport choices and aims to enhance the safety, quality and attractiveness of public transport and walking and cycling environments.

The Project forms part of the previously named Auckland Manukau Eastern Transport Initiative (now known as the Eastern Busway) programme (the programme), which includes a dedicated busway and bus stations between Panmure, Pakuranga and Botany town centres. The dedicated busway will provide an efficient rapid transit network (RTN) service between the town centres, while local bus networks will continue to provide more direct local connections within the town centre areas. The project also includes new walking and cycling facilities, as well as modifications and improvements to the road network.

The programme includes the following works which do not form part of the Project:

- Panmure Bus and Rail Station and construction of Te Horeta Road (completed)
- Eastern Busway 1 (EB1) – Panmure to Pakuranga (completed).

The Project consists of the following packages:

- Early Works Consents – William Roberts Road (WRR) extension from Reeves Road to Ti Rakau Drive (LUC60401706); and Project Construction Yard at 169 – 173 Pakuranga Road (LUC60403744).
- Eastern Busway 2 (EB2) – Pakuranga Town Centre, including the Reeves Road Flyover (RRF) and Pakuranga Bus Station (**this Assessment**)
- Eastern Busway 3 Residential (EB3R) – Ti Rakau Drive from the South-Eastern Arterial (SEART) to Pakuranga Creek, including Edgewater and Gossamer Intermediate Bus Stations (**this Assessment**)
- Eastern Busway 3 Commercial (EB3 Commercial) – Gossamer Drive to Guys Reserve, including two new bridges, and an offline bus route through Burswood
- Eastern Busway 4 – Guys Reserve to a new bus station in the Botany Town Centre, including a link road through Guys Reserve.

The overall Project is shown in Figure 1 below.

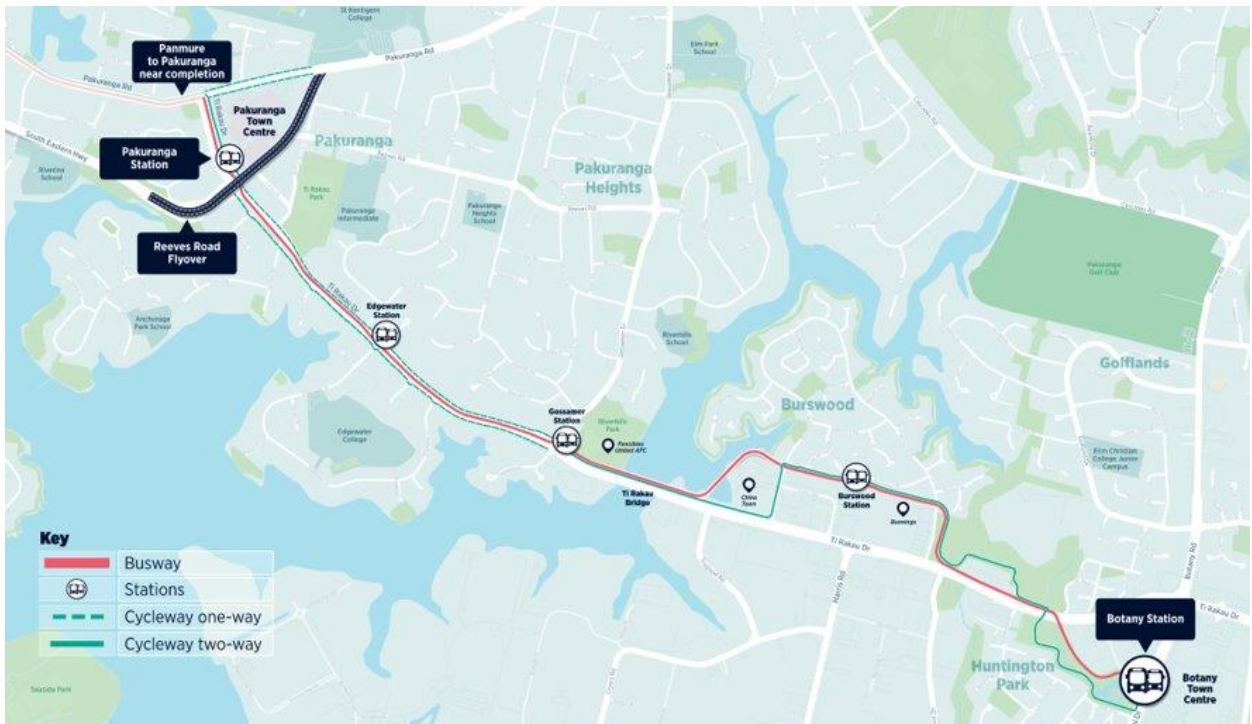


Figure 1. EB Project Alignment

1.2 Project Objectives

The Project objectives are:

1. Provide a multi modal transport corridor that connects Pakuranga and Botany to the wider network and increases access to a choice of transport options
2. Provide transport infrastructure that integrates with existing land use and supports a quality, compact urban form
3. Provide transport infrastructure that improves linkages, journey time and reliability of the public transport network
4. Contribute to accessibility and place shaping by providing better transport connections between, within and to the town centre
5. Provide transport infrastructure that is safe for everyone
6. Safeguard future transport infrastructure required at (or in vicinity of) Botany Town Centre to support the development of a strategic public transport connection to Auckland Airport.

The Project objectives have been considered in relation to this assessment, particularly Objectives 2 and 3 given their relevance to open space management. In order to meet these objectives in relation to the Park, the Park user experience will need to be at least the same as the current situation after construction of the Project. In general, AT looks to enhance Project affected open spaces in order to provide a positive legacy, with improvements to both local open spaces and the wider network for community benefit.

2 Proposal Description

2.1 EB2

EB2 is based within Pakuranga Town Centre, including Pakuranga Plaza, Ti Rakau Drive between the South-Eastern Highway (SEART) and Pakuranga Road, Pakuranga Road from Ti Rakau Drive to Williams Roberts Road, Cortina Place and Reeves Road (Figure 2). Three pieces of open space being Paul Place Reserve, Bus Stop Reserve and Ti Rakau Park sit within the project corridor. Works within Ti Rakau Park is covered under a separate resource consent application (LUC60401706) and associated open space assessment in relation to that consent package.

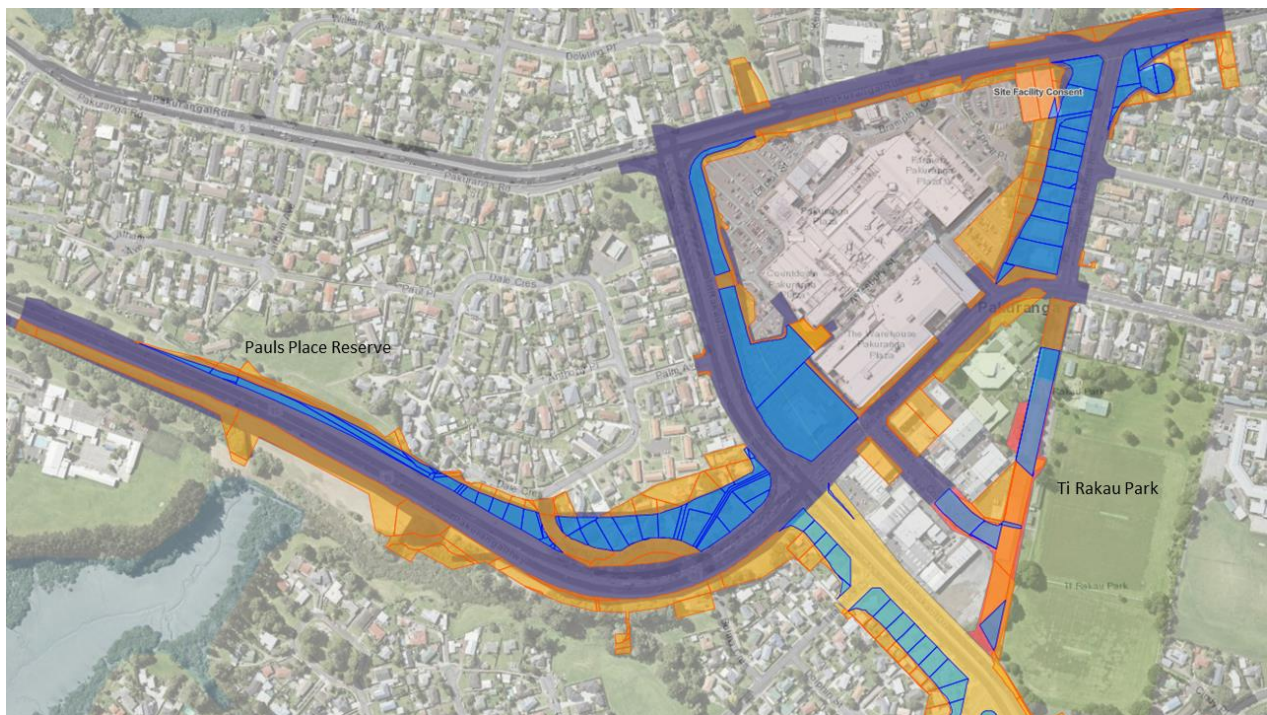


Figure 2. EB2 Footprint

Two esplanade reserves are also impacted along the EB2 corridor. The EBA have met regularly with AC staff to discuss and agree appropriate mitigation for each of the parks and open space impacted by EB2.

2.1.1 EB2 Open Space and Esplanade Reserves

2.1.1.1 Paul Place Reserve

Paul Place Reserve is situated within EB2's footprint at 6R Paul Place, Pakuranga. This reserve is zoned as Open Space - Informal Recreation under the Auckland Unitary Plan (Operative in Part) (AUP(OP)). Approximately 312m² of land will be needed for the new SEART off ramp, as well as a further 1229m² during the construction works. The impact is considered minimal with proposed mitigation covered in section 4.3.1. Access will be maintained throughout the construction period.

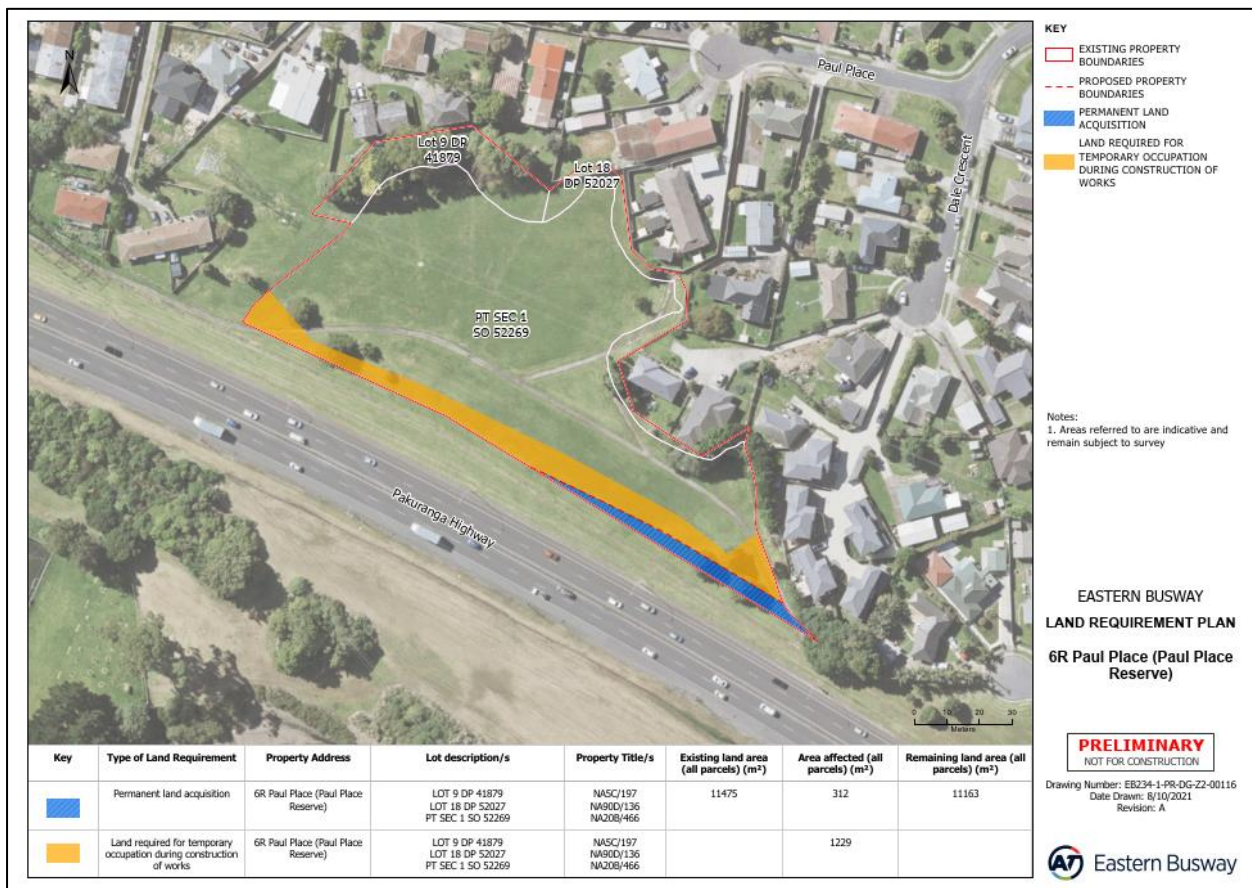


Figure 3. Pauls Place Reserve -Land Requirement Plan

Paul Place Reserve is currently used as passive open space, with the primary use being connectivity via formed walkways into and across the reserve between the surrounding residential areas and Pakuranga town centre. It has poor drainage and often floods during wet periods. During consultation with regards to mitigation, AC have indicated that there are no future plans to develop the reserve and its main function will remain passive open space and serve as access between residential areas and the Pakuranga town centre. The impact on this reserve is considered minimal with proposed mitigation covered in section 4.3.1. Access will be maintained throughout the construction period.

2.1.1.2 Ti Rakau Park

Ti Rakau Park is situated in EB2 at 27R Williams Roberts Road, Pakuranga. This reserve is zoned as Open Space - Sport and Active Recreation under the AUP(OP). Approximately 1555m² of land is needed for temporary occupation during construction and approximately 3146m² will be permanently acquired for the William Roberts Road extension¹. This park is covered under a separate resource consent application (LUC60401706) and associated open space assessment in relation to that consent package.

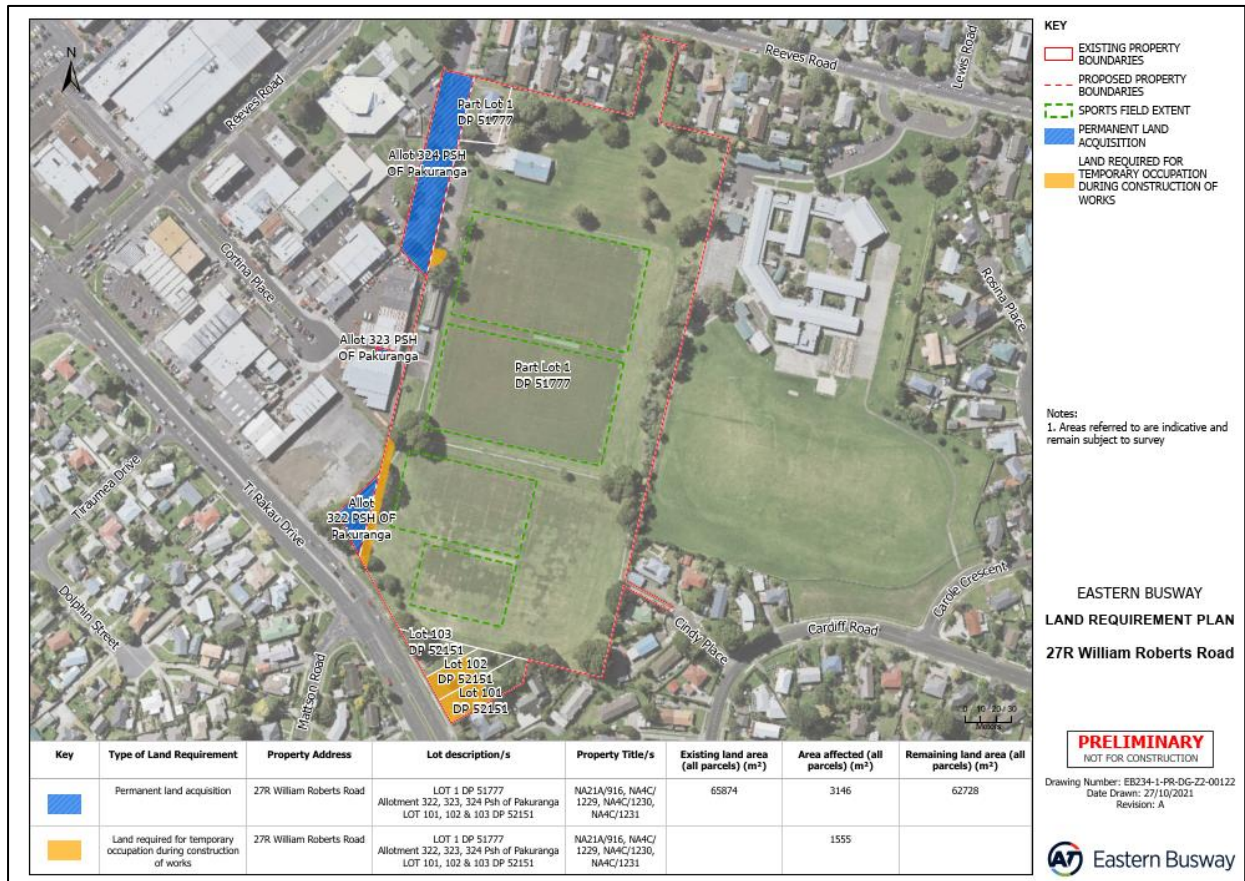


Figure 4. Ti Rakau Park Land Requirement Plan

¹ Ti Rakau Park is covered in a separate open space assessment for the William Roberts Road extension

2.1.1.3 Bus Stop Reserve

Bus Stop Reserve is situated at 96R Pakuranga Road. The reserve is currently used as passive open space, with the primary use being connectivity via formed walkways into and across the reserve between the surrounding residential areas and Pakuranga Road. The reserve is also one of the main access points onto the Rotary Walkway and St. Kentigerns outer fields. This reserve is zoned as Open Space – Conservation Zone under the AUP(OP). Approximately 1135m² is needed for temporary occupation during construction. The impact is considered minimal with proposed mitigation covered in section 4.3.1. Access will be maintained throughout the construction period.



Figure 5. Bus Stop reserve Park Land Requirement Plan

2.1.1.4 Pandora Place Esplanade Reserve

Pandora Place Esplanade Reserve is situated at 35R Pandora Place, Pakuranga. The reserve is currently used as passive open space. This reserve is zoned as Open Space - Informal Recreation under the AUP(OP). Approximately 268m² of land is needed for temporary occupation during construction. The impact on the reserve is considered minimal with proposed mitigation covered in section 4.3.1. The reserve can be accessed from 33 Pandora Place, 11 Undine Street, 25 Tiraumea Drive and 10 Bolina Crescent. Access to the reserve will be maintained during the construction period.

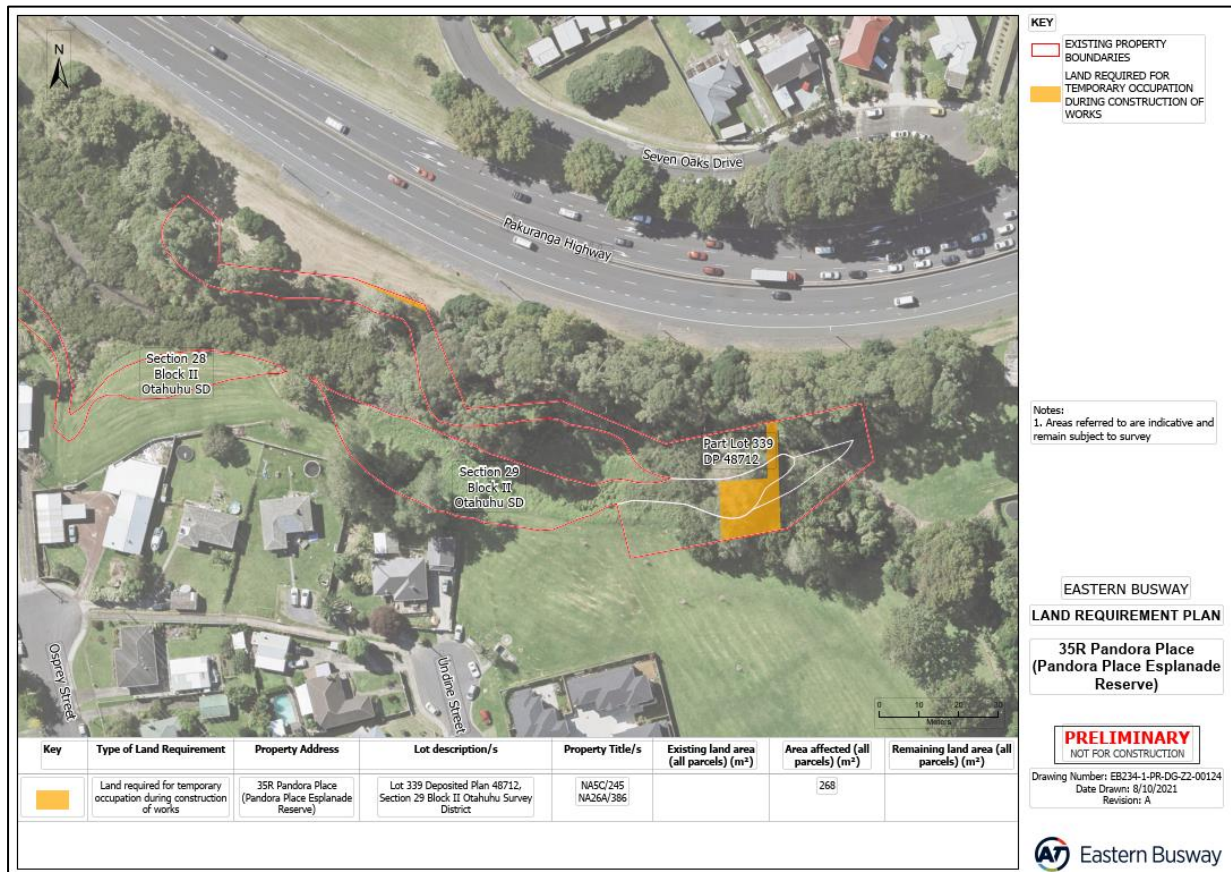


Figure 6. Pandora Esplanade Land Requirement Plan

2.1.1.5 Tiraumea Reserve

Tiraumea Reserve is situated at 25 Tiraumea Drive Pakuranga and can also be accessed from 10 Bolina Crescent. The reserve is currently used as passive open space and connects to Pandora Esplanade Reserve. This reserve is zoned as Open Space - Informal Recreation under the AUP(OP). Approximately 87m² of land is needed for temporary occupation during construction. Impact on the reserve is considered minimal with proposed mitigation covered in section 4.3.1. Access to the reserve will be maintained during the construction period.



Figure 7. Tiraumea Land Requirement Plan

2.2 EB3R

EB3R continues from EB2 southeast from Pakuranga along Ti Rakau Drive towards Botany Town Centre, finishing at Pakuranga Creek (Figure 8). This stage of the Project will largely occupy the properties along the southern side of Ti Rakau Drive. This includes a number of residential properties, parking for the Edgewater Shops and entrances to two esplanade reserves.



Figure 8. EB3R Footprint

2.2.1 EB3R Esplanade reserves

There are two esplanade reserves which are impacted along the EB3R alignment, these are 33R and 159R Edgewater Drive, Pakuranga.

2.2.1.1 33R Edgewater Drive

Edgewater Esplanade Reserve is situated at 33R Edgewater Drive and intersects with other esplanade reserve along the Edgewater Drive peninsula. The reserve is currently used as passive open space and is zoned as Open Space - Informal Recreation under the AUP(OP). Two areas of the reserve (Lot 117 & Lot 116 DP 52151) are impacted as part of the EB3R works. Approximately 195m² of land is needed for permanent acquisition and approximately 1030m² is needed during construction. Impact on the reserve is considered minimal with proposed mitigation covered in section 4.3.1.



Figure 9. 33R Edgewater Drive Land Requirement Plan

2.2.1.2 159R Edgewater Drive

The reserve at 159R Edgewater Drive is currently used as passive open space and is zoned as Open Space - Informal Recreation under the AUP(OP). Approximately 51m² of land is needed for permanent acquisition and approximately 1171m² is needed during construction. Impact on the reserve is considered minimal with proposed mitigation covered in section 4.3.1.



Figure 10. 159R Edgewater Drive Land Requirement Plan

2.2.2 Riverhills Park

Gossamer Station will be located at the north-eastern corner of the Gossamer Drive / Ti Rakau Drive / Fremantle Place intersection. Stormwater infrastructure and the western abutment for the Ti Rakau bridge will be located along the southern edge of the park. Riverhills Park is zoned as Open Space - Sport and Active Recreation under the AUP(OP). Gossamer Station, stormwater infrastructure and the western abutment will directly impact the playing surfaces and surrounding portions of the Park. Approximately 2355m² of the Park will be needed during the construction period and approximately 3318m² will be permanently acquired for the works. Works will include:

- Clearing of the work area
- Modification of existing sports field platforms
- Removal and reconstruction of existing walkway and footpaths
- Earthworks, being removal of topsoil
- Tree removal
- Construction of a cantilever platform in the park
- Construction of the western Ti Rakau Bridge abutment
- construction of stormwater treatment and associated swale

- Deconstruction of adjacent residential buildings



Figure 11. Proposed Gossamer Station Layout and Footprint

Whilst the effects of the Project on the Park will be significant, these effects will be suitably addressed by the proposed mitigation.

3 Open Space Assessment

3.1 Purpose of the assessment

As Riverhills Park is most affected by the project, this assessment will primarily focus on that park - 168 Gossamer Drive (the Park) in EB3R. Works within the Park consist of Gossamer Station works, stormwater works, and the western Ti Rakau Bridge abutment works. The assessment identifies impacts that these works will directly have on the playing surfaces and surrounding portions of the Park. Paul Place Reserve, Bus Stop Reserve, Tiraumea Reserve and a small number of esplanade reserves are also impacted by EB2 and EB3R. Effects on these reserves (determined as being affected in a minimal way) will be addressed through conditions of consent and the Urban Design and Landscape Management Plan.

This assessment also identifies strategies and opportunities to mitigate impacts on open space within the Riverhills Park area which is set out in section 4.3.2, table 1.

An assessment of the Riverhills Park was conducted in consultation and collaboration with AC Parks, Sports & Recreation (PSR), Community Facilities (CF) and lessees of the park to gain an understanding of:

- Current values and use of the Park and its current operation
- Specific recreational value
- Future investment planning
- Importance to the local park network
- Opportunities to enhance all open spaces impacted by EB2 and EB3R for wider recreational activity⁴

3.2 Site Description

The Park's main entrance is located at 168 Gossamer Drive, Pakuranga. The carpark, clubrooms and sports fields are all accessed from this road entrance. The southern edge of the Park abuts Ti Rakau Drive and can be accessed on foot via a grassed embankment (which is located east of 222 Ti Rakau Drive). Parking at the Park is at a premium, which results in the berm along this section of Ti Rakau Drive and Gossamer Drive and the surrounding streets being used for overflow parking during sport events (e.g. football club games).

The Park currently has capacity for three full sized football pitches and one smaller training pitch. The eastern edge of the Park's boundary lies adjacent to an estuarine section of Pakuranga Creek, including a large expanse of mangroves (*Avicennia resinifera*).

3.3 Context and Scope

3.3.1 Context

The Auckland Region is projected to grow by approximately one million people over the next 30 years. This will present challenges and opportunities for planning, developing and managing our parks and open spaces. Urban intensification will also drive a greater dependence on public open space given individual dwellings will have less of their own private open space. Consequently, more people will use parks and open spaces, for a broader range of recreational activities sought by an increasingly multi-cultural city. The key challenge for Auckland is to provide for a growing population's social and recreational needs while ensuring the special features and intrinsic values of parks and open spaces are protected. There is a need to carefully balance these demands so that generations now and, in the future, continue to enjoy the parks and open spaces². This is also recognised in the Auckland Plan, which includes a target to:

“Maintain and extend an integrated network of quality open spaces across the region that meets community needs and provides a diverse range of recreational opportunities by 2040².”

In the context of this assessment, as of 2018, 140,970 people live in the Howick Local Board area or 9 per cent of Auckland’s total population. This is expected to grow to 180,000 by 2051 making it the 5th largest urban area in New Zealand³.

Further urban intensification in the Howick Local Board area to accommodate this growth will result in increased demand on existing public spaces, including the Park. The land requirement needed for EB3R will constrain future development on the Park unless appropriate mitigation can be achieved.

3.3.2 Methodology

The assessment included the following tasks:

- Consultation with AC Parks, and Park lessees to gain an understanding of current values and use of the Park, current operation, future plans and importance to the local park network
- A review of existing documentation on the Park
- primary use of the Park, service provision for lessees and users
- level of investment in the Park and any future known plans
- Review of the Park and identification of effects and impacts on the park and its users due to EB3R
- Identification and assessment of strategies to mitigate impacts from EB3R including:
 - Consideration of reconfiguring arrangement of sports fields and other uses within the Park
 - Consideration of alternative vehicle access and car parking options for the Park
 - Consideration of possible improvements to the functionality of the Park
 - Consideration of a formal entrance to the Park from Gossamer station
 - Identification of opportunities to enhance the Park
 - Consideration of any mitigation strategies that would involve other reserves in the local area.

² Auckland Council Parks & Open Spaces Strategic Action Plan (2013).

³ Data sources: Statistics New Zealand Population Estimates (2018) and Population Projections (2013-base), Auckland Plan 2050: Development Strategy - Monitoring Report 2019).



Figure 12. Riverhills Park (source Auckland Council Geomaps)

3.4 Open Space Values

3.4.1 General Values

The intrinsic open space values that exist between the Park and open space strategies that have been developed, ensure urban parks users are not only catered for now, but in the future. All parks have open space values which are important and applicable to varying degrees depending on the type of park and its classification i.e., local, sports, destination or regional park and include the following values:

| | | |
|---------------|---------------|------------------------|
| Ecological | Landscape | Cultural heritage |
| Natural | Community | Cultural and spiritual |
| Recreational | Amenity | Educational |
| Compatibility | Externalities | Facilities |
| Economic | Connectivity | Social |

Figure 13 General open space values

3.4.2 Specific Values

Specific values of note that have been identified for the Park include:



Figure 14. Specific parks values related to Riverhills Park

Definition of specific values related to Riverhills Park are as follows:

- **Recreational**
 - Refers to the function the Park provides to park users groups and the local community
- **Connectivity**
 - Refers to how the Park connects to the local community and wider park networks
- **Facilities**
 - Refers to the value existing facilities the Park provides, such as clubrooms and other buildings
- **Amenity**
 - Refers to how the Park aesthetic serves the local community in making it a desirable place to live
- **Community**
 - Refers to how the community value the Park as a place to recreate and provide quiet enjoyment
- **Natural**
 - Refers to how the Park provides a more natural transition between urban and natural environments
- **Ecological**
 - Refers to flora and fauna found within the Park or next to or if the Park serves as a wildlife corridor
- **Social**
 - Refers to how the Park enhances a community, enables people to meet up, have access to nature and recreational activities.

3.5 Use and Purpose

3.5.1 Primary use

The Park is primarily a sports park and is home to Fencible United AFC, one of the largest football clubs in Auckland. This club was formed in 1995 following the amalgamation of two East Auckland clubs, Howick AFC and Pakuranga Town AFC. It currently has 1600 members, ranging from junior (under 5) through to the senior grades, across both male and female leagues. Parents or guardians of junior and youth players are classed as associate members and with their inclusion, the club has 6000 total members.

Fencibles AFC own the clubrooms located in the park and holds a community lease for the footprint of the building from AC. There are three full sized fields and one smaller training field (Figure 8). Pitch no.1 is the premier pitch which only the first team play on and features an artificial turf design, enabling good drainage and a reliable playing surface during winter months. The other pitches (No.2 to 4 Fields) do not have artificial turfs, which affects their drainage and use in winter months. The fields are owned and maintained by AC and are currently operating at full capacity. As such, the loss of any playing surfaces will have a high impact to the club and the wider community.

The Park is an important open space area for the local community who use it for a variety of activities including:

- Dog walking, including off leash particularly in the training field area
- Walking – this park is part of the local walkway network
- Quiet enjoyment

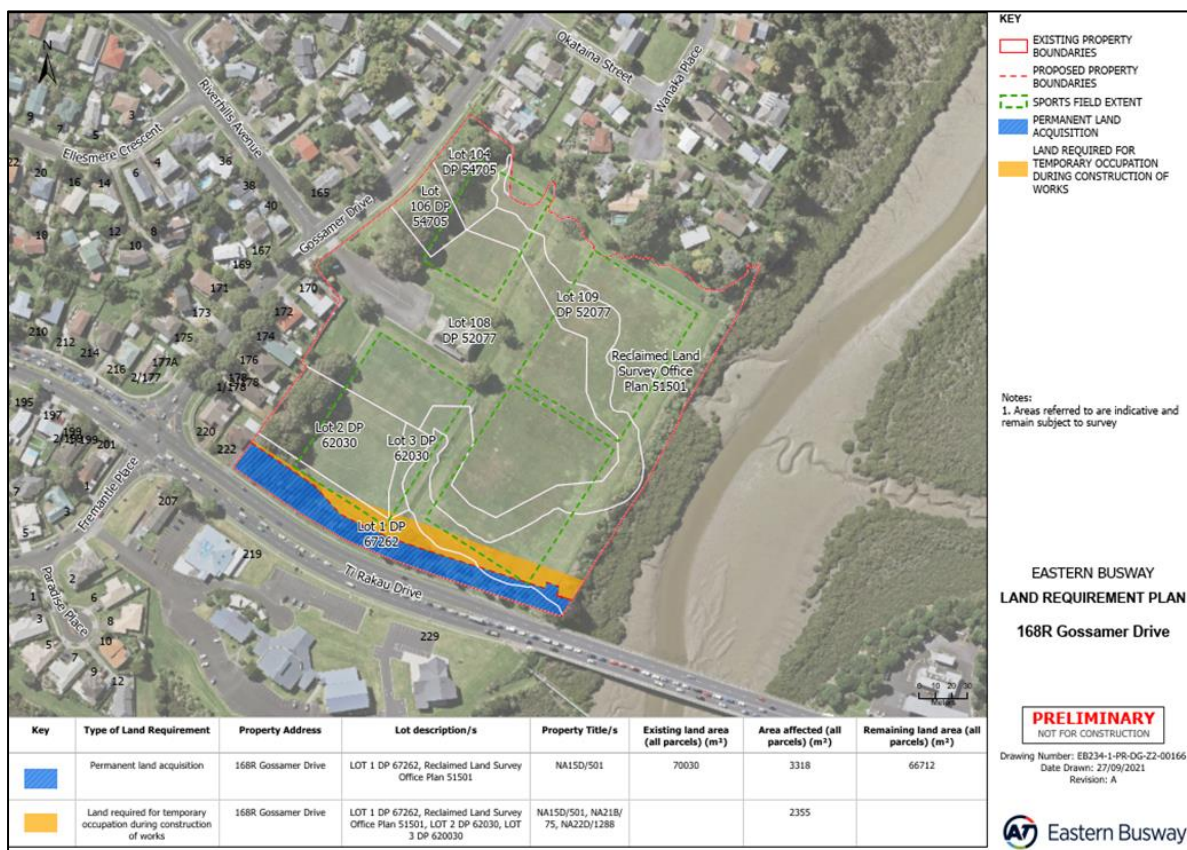


Figure 15. Land Requirement for Riverhills Park

3.5.2 Importance to the local park network

The Park is one of only three sports parks within the Howick Local Board's boundaries and because of the demand for sportfields in the Howick Local Board area, the Park plays an important role in the local parks network⁴. Any proposed adverse impact on the current function of the Park will be detrimental to the Park and parks users. It also has good connectivity to the surrounding area, given the presence of walkways through the Park to the wider walkway network and residential areas.

3.6 Identified Impacts

Approximately 3318m² of permanent land acquisition and 2355m² of land is required during construction for the Gossamer Station, stormwater infrastructure and the western abutment of Ti Rakau Bridge. The impacts of this include:

- Reductions in the playing surfaces on the No.1 & No.2 field, this will impact on the available playing hours on fields that are already oversubscribed. Auckland Council have communicated strongly that there can be no loss of capacity as a result of the busway and will not support any design that reduces that capacity
- Impact on the club's ability to host home games during construction
- Loss of opportunity for the community to use the passive walking areas during construction
- Loss of opportunity for walking pathways to connect to the wider network during construction
- Loss of planted bund and planting buffer from Ti Rakau Drive
- Loss of approximately 72 mature trees along Ti Rakau Drive and Gossamer Drive
- Loss of passive open space in order to construct stormwater treatment devices (swale and piped sections)
- Impact on the football club's operational capacity during construction
- Loss of visual aspect and amenity for residents on Gossamer Drive.

3.7 Consultation

3.7.1 Collaboration with Auckland Council

Monthly meetings with AC's Subject Matter Experts (SME's) have been ongoing throughout 2021 and 2022 and are currently ongoing at the time of writing to establish a working relationship and to develop a 'no surprises' approach to mitigation for the open spaces that will be impacted by the Project. In particular, EBA have worked with Auckland Council PSR and CF to identify specific values for the Riverhills Park to understand its current operation, any future plans and importance to the local park network. Both teams have worked collaboratively to develop options to mitigate the effects of Gossamer Station and the wider Project. There is an understanding that proposed mitigation options presented in this assessment is the minimum requirement and are still subject to final approval, detailed design and consultation with mana whenua and the wider community.

3.7.2 Consultation with Fencibles United AFC

The Project team, with support from AC, has engaged with representatives from Fencibles AFC on a regular basis and have developed a good working relationship. Fencibles AFC have formally submitted

⁴ The other sports parks are Lloyd Elsmore Park in Highland Park & Ti Rakau Park in Pakuranga.

their support for the Project during the consultation period in November 2021. They have been proactive in their approach in helping the EBA understand their needs as a club and have provided valuable input into the mitigation design process. They have provided ideas to EBA that would allow them to operate above current capacity in order to facilitate current and future growth of the club which include:

- Field upgrades to No.2 & No.3 pitches including to artificial turf and provide lighting to allow for more playing hours
- No. 4 pitch upgrade to artificial
- Ideal pitch configuration to allow for four full sized fields
- A public toilet
- A playground to invite more of the community onto the Park.

However, it should be noted that for the purpose of consent requirements, only the minimum requirements are being proposed (Table 1). Additional mitigation measures are still in discussion with AC.



Figure 16. Existing field layout

4 Proposed Mitigation

4.1 Proposed Mitigation Package

As previously mentioned in Section 2, the impacts on open space ranges from minimal to significant. In addition, there is an expectation by AC that any proposed mitigation measures will be viewed holistically and not in isolation when referring to each park that is impacted by the Project. Therefore, much of the conversations and workshops that have taken place have focused on:

- The specific parks value
- The parks potential in relation to future growth within the Howick Local Board area
- The impact of the Project on open spaces
- Opportunities to enhance and showcase the Parks in readiness for increased visitor numbers who will use the busway.

4.2 EB2

There will be minimal impact on the following reserves in EB2 and EB3R, consequently the mitigation proposed is as per the proposed conditions of consent which require all works to be carried out in accordance with the Urban Design and Landscape Plan (UDLP) and the Construction Environmental Management Plan (CEMP). The primary objective of the UDLP is to mitigate the landscape and visual effects of the project whilst the CEMP objective is to avoid, remedy or mitigate any adverse effects associated with the construction of the project.

4.2.1 Pauls Place Reserve

Proposed mitigation for Pauls Place Reserve will be addressed in the UDLP and CEMP as per the conditions of consent. This will include retaining access to the reserve during the construction period.

4.2.2 Bus Stop Reserve

Proposed mitigation for Bus Stop Reserve will be addressed in the UDLP and CEMP as per the conditions of consent. This will include retaining access to the reserve during the construction period.

4.3 EB3R

4.3.1 33R & 159R Edgewater Drive – Esplanade Reserves

Proposed mitigation for works undertaken at esplanade reserves 33R & 159R Edgewater Drive will be addressed in the UDLP and CEMP as per the conditions of consent. This will include retaining access to the reserve during the construction period.

4.3.2 Riverhills Park

The Manukau City Sports Parks Management Plan 2007 (Figure 17) proposed a number of notes for future enhancement in the park and in particular:

- Investigate enhancing connection to adjacent esplanade reserve

- Retain existing playing fields and associated lighting⁵
- Potential for all weather pathway to provide year-round access through the site.

These were referred to during a number of meetings with AC and formed the initial basis for mitigation discussions.

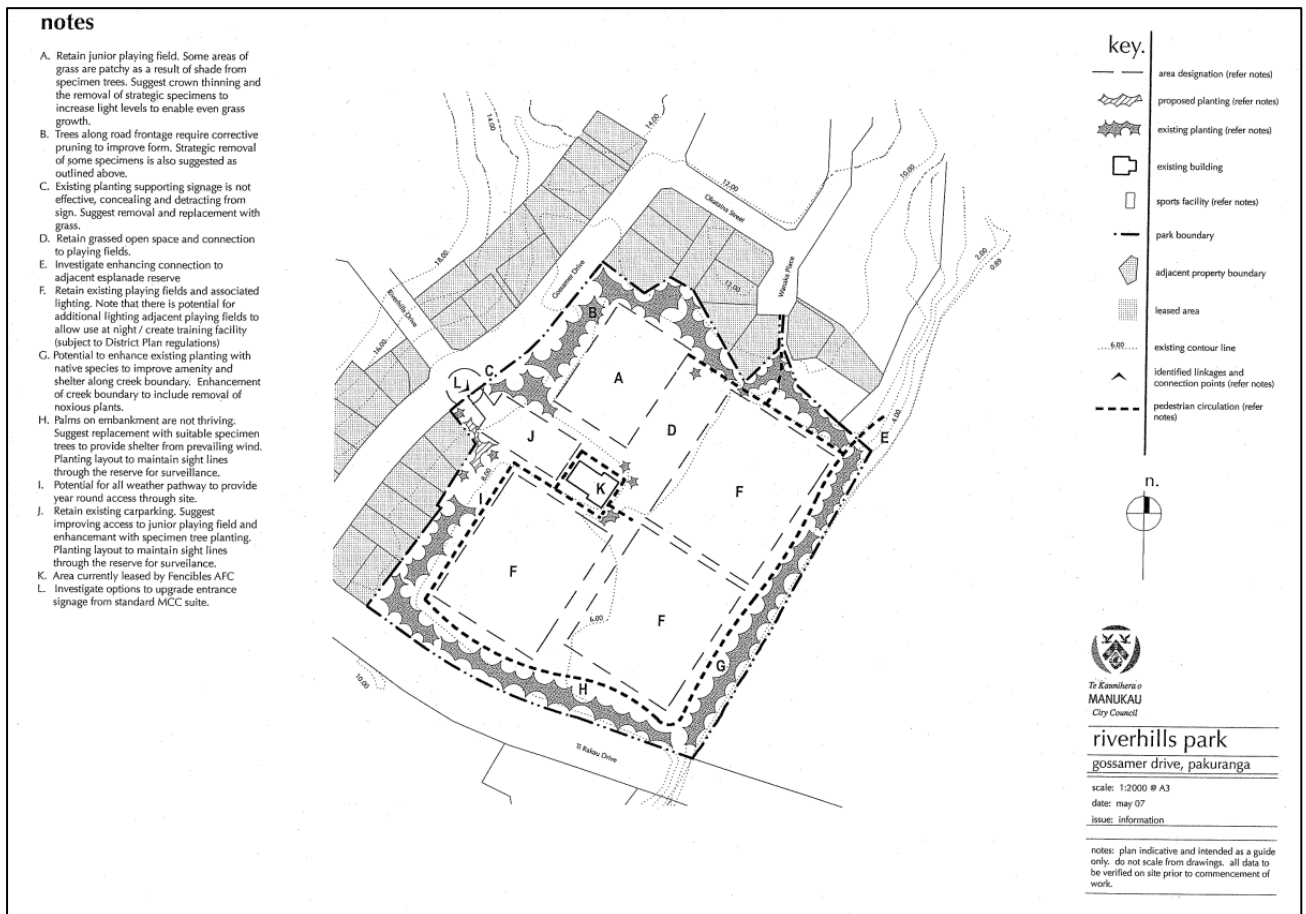


Figure 17. Manukau City Council Sports Parks Management Plan 2007

A number of options were discussed for mitigation of the impact on the Riverhills sport fields. These discussions also sought to understand what impact the station design and land required for stormwater treatment would have on functionality for all Park users. However, given the land requirement to accommodate Gossamer Station, stormwater treatment and the western bridge abutment, as a minimum, EBA would be required to ensure that there is no impact leading to a reduction in capacity or quality of the playing surfaces.

Therefore, minimum mitigation requirements would be as stated in Table 1.

⁵ Note that there is potential for additional lighting adjacent playing fields to allow use at night/ create training facility

Table 1. Minimum mitigation requirements

| Item | Description / clarification |
|---|--|
| Rotate the No1. pitch to an east-west configuration to ensure no reduction of the playing platform. | Earth works, extension of artificial turf and drainage/irrigation as required for new re-oriented platform |
| Tree removal | Removal of 72 trees (as per arborist report) to facilitate the Gossamer station and rotation of the No.1 field |
| Tree replacement at 3:1 ratio | Planting of 216 native trees (planting plan as per landscape report) |
| Remove and re-install / replace dug outs x 2 | Current dug outs are on the east side of Pitch #1 along touch line, by halfway line. They would need to be moved with the new pitch orientation, and reinstalled / upgraded |
| Remove and re-install spectator railings and advertising panels around No1. Pitch (yellow line figure 18) | Metal spectator railings to allow viewing and advertising signage on three sides of pitch #1 |
| Access path | Re-connect/align pathway connecting the Gossamer Station to the park- shown as a 'zigzag' path in plan. Alignment and design to be confirmed |
| Updated field line markings and reinstated advertising hoardings | <p>New field marking for new #1 pitch orientation</p> <p>Move pitch #2 to the east – just new markings, no earthworks and upgraded drainage</p> <p>No change to pitches #3 or #4</p> |
| Misc. – soil removal / landfill treatment / design / earthworks | As required, for re-orientated pitch #1 |

Additional mitigation measures other than those in table 1 to provide broader outcomes for the community are currently still being discussed with AC.



Figure 18. Concept plan for proposed mitigation - minimum requirement

5 Conclusion

The effects on open space from EB2 at Pauls Place Reserve, Tiraumea Reserve and Bus Stop Reserve, and the esplanade reserves at 33R and 159R Edgewater Drive in EB3R are minimal. Mitigation will be in accordance with the UDLP and as per the proposed conditions of consent. This will include retaining access to these open spaces during the construction period.

The effects on open space at the Riverhills Park arising from EB3R are significant prior to the proposed mitigation. The Park is a vital asset for the community and consequently any loss of open space in an area with limited access to recreational activities requires mitigation. It is important that the Park still provides its primary function as a sports field, with no loss of playing capacity. This will be achieved through the minimum mitigation requirements proposed in this assessment. A positive benefit of the project is that the Gossamer Station will provide rapid transport options to access the park for current and future users.