

Appendix B

Summary of Engagement

October 2023

Version 1.0

Appendix B – Summary of engagement

SIA Engagement

Information from engagement used in the SIA has been drawn from interviews with SIA stakeholders, community led engagement, information from engagement in 2022/2023 and a review of information from consultations undertaken in earlier phases of the project.

Interviews with SIA Stakeholders

Interviews were undertaken with a cross section of people/organisations likely to be impacted by the Project. Not all stakeholders were able to participate in the SIA or were able to complete the SIA process. Table 1 sets out the interviews held with stakeholders. The project was explained at the start of each meeting and discussion was held to ensure an understanding of the project by stakeholders. An Information and Consent form was provided to stakeholders as part of the interview process.

Table 1: Interviews with SIA stakeholders

SIA Stakeholder Group	SIA Stakeholder
Business	Takanini Business Association Wallace Group
Education	Go Bananas Early Childhood Educational Centre Skills Update Training and Education Group Amber Learning Centre
Elected Members	
Health Providers	Takanini Care Centre
Freight and heavy vehicle industry	AT Regional Freight Group

SIA Engagement Interview notes

Takanini Care Centre

Takanini Care Centre is a 90-bed facility which caters to those 65 and older who are no longer able to live independently. It has been in operation for more than 20 years and includes one of the few dementia wards in South Auckland. Around 60% of residents are from the local community. The proximity of the Takanini Train Station and a bus stop enable family and friends to visit the facility and those residents who have been assessed as being able to make their own decisions (around 40% of residents) to access public transport independently.

There is high demand for aged care in South Auckland and they are often full. Any vacancies are filled quickly. They occupy three separate lots, and any expansion would likely be closer to the rail line, acquiring the single residential property between the Lodge and the rail line within the next few years.

There is a strong relationship between the early childhood educational centre (**ECE**) over the road (Amber Early Learning Centre) and the Lodge. Some staff have kids in the ECE and many residents have grandchildren or great grandchildren in the ECE. There are planned activities between each with residents of the Lodge visiting the ECE and kids from ECE coming over to the Lodge.

Both construction and operational noise would impact Takanini Care Centre. Older residents would be particularly sensitive to construction activity, and it would affect day to day activity of residents and the ability of residents to enjoy planned activities within the facility.

In terms of access, maintaining both vehicle and pedestrian access to the facility is also important to the care centre. Pedestrian access between the care centre and the train station is important for both visitors and staff. For new residents during the settling in period and those experiencing end of life care visits are more frequent and there are more visitors – this means on-street parking is used more frequently. Maintaining the bus service and stop will also be important.

Early and ongoing regular communication with the care centre is important to ensure they are aware well in advance what construction activity is proposed and when so they can also communicate to patients.

Skills Update Training and Education Group

The Skills Update Training and Education Group provides training on building and construction, automotive and electrical engineering, hospitality, health and exercise, and horticulture and primary production. They currently have around 30 students, most of which are young. The adult students are generally training to re-enter the workforce after some time away.

The training group is very conscious of and concerned about the safety issues around the level crossings, particularly for the younger students. Many students cross the rail line on a daily basis and go to the Town Centre for lunch.

Go Bananas Early Childcare Educational Centre

Go Bananas is an ECE that has been in operation at the site since May 2021, taking over from a previous operator. The centre operates from 7am to 6pm and includes both inside and outside spaces.

When Go Bananas opened, they had a license for 50 children. However within two weeks of operation the demand was so great they sought to increase their license to 100 children. The ECE is currently at capacity with 30 under two's and 70 over two's. There is a waitlist which will fill up any new spaces very quickly if they increased their capacity. Capacity and management of the centre is dependent on staff as it is difficult to hire qualified ECE staff.

The majority of families with children who attend Go Bananas are Asian (Indian and some Filipino), alongside a few Māori and Pasifika families. Most of these families come from the residential areas east of the rail line, around the Bruce Pullman Park, Addison areas, and further along Arion Drive. As more residential development occurs in the area, more parents are wanting to enrol their children.

Most families are working and drop their children off on their way to work in private vehicles. Very few parents walk their children to the ECE.

Traffic and access is a concern for the centre as many parents are caught in congestion on the way to drop-off or pick-up. Aside from wider congestion issues in the area, getting access this close to the

level crossings is very challenging, particularly when the barrier arms go down. However, noise is not an issue for the centre as it is generally quiet inside. Road traffic noise is imperceptible and level crossing bells are audible but not loud or distracting to the children and staff.

Amber Early Learning Centre

Amber Early Learning Centre is an ECE with 10 employees and a licence for 60 children. They are at capacity and have a waitlist. Any new spaces are quickly filled. They are owner operated and are not part of a larger franchise business. They have invested significantly in the business since purchasing it and are about to invest further up upgrade the outdoor play area. Most children at the centre are from the eastern side of the railway, with the centre located on the western side of the railway. The proximity of the centre to the Takaanini Train Station makes it convenient for a number of families.

They have a very strong working relationship with Takaanini Primary School who has noted the children from Amber Learning are very well prepared for school and integrate well into school routines. They also work closely with the Takaanini Care Centre across the road and have a programme whereby children from the ECE regularly visit the residents of the Care Centre and residents of the Care Centre visit the children. Since the Takaanini Library has opened they have worked closely with them to introduce a reading programme into the centre which is just getting started. They had introduced one into another centre they used to run in Papatoetoe and it was very successful. This is an initiative other centres in the area don't run and one that was new to the library staff.

The centre has a strong relationship with the community with the centre working with families to support child nutrition and preparedness for school. They have on occasion opened earlier or closed later to assist families in exceptional circumstances. They are generally more affordable than other centres in the area.

The Ministry of Education (**MoE**) has, in February 2023, changed the licencing requirements for ECE's meaning licences are granted to sites. If a site closes for whatever reason the licence cannot be transferred with the existing operator to another site. In order to apply for a licence it is understood the centre needs to have been built and issued with a Fire Safety Certificate. This means 100% investment in the centre needs to have been made before an application for a licence can be made, and there is no guarantee MoE will grant a licence. That's a significant financial risk, and one a bank may not see as one it is prepared to lend against. In order for them to maintain financial security for themselves, employment for others, and continue to offer ECE services in the community, they would need another site within the Takaanini area to move into before they closed their existing centre. Under the current MoE requirements that means investing in building a new centre, or renovating an old centre while operating the existing centre with no guarantee they will get a licence and be able to move anyway.

Conversations need to be had with MoE to better understand their licencing requirements and how their proposed situation as an affected landowner could be managed with them so they can stay in the area and continue to operate.

Takanini Business Association

The Takanini Business Association has around 40 formal members from the retail and industrial sectors but is in active contact with and represents all 500 (approximately) business in the Takaanini area. They recently hand delivered newsletters to more than 500 businesses.

While not currently a Business Improvement District (**BID**), they are planning to enter the ballot to become one in 2024.

The business association acknowledges the safety issues of the level crossings but is concerned about the impacts particularly around the Walters Road end and the retail-focused Takaanini Town Centre.

Wallace Group

The Wallace family have a long association with the Takaanini area since the 1930's, spanning three generations. They are a family-owned business that own and has developed the Takanini Town Centre which opened in 2013 and is held on one title covering approximately 5.5 hectares. The Town Centre is a high-quality development which has lifted the overall amenity of the Takaanini area and currently has 24/7 trade.

Further development of the Town Centre is underway towards the north, which will provide more outdoor areas for people to gather and capacity for around 50 leases. Current leases include a medical centre, the council owned Takaanini community hub, a gym, retail outlets and restaurants.

The Wallace's are committed to the ongoing development of the Takaanini area as a quality destination for retail, services and dining. They invest in maintaining the appearance of the Takaanini area as a whole, including funding rapid removal of graffiti at the Takaanini Interchange to maintain a high quality 'entry' to the area from the motorway.

The Wallace's agree that grade separation at the level crossings in Takaanini is important for the overall functionality of Takaanini in the future. They would like a positive outcome and solutions that are integrated into the wider area, not just seen as structures to move people and vehicles from one side of the rail line to the other.

The Wallace's believe that the construction of a bridge at Walters Road will have negative social outcomes on the town centre, particularly at the southern end where the bridge will encroach within the town centres boundary. There will be implications to the amenity value of the centre with reduced accessibility and visibility, as well as increased severance and anti-social behaviour (such as graffiti). The Walters Road entrance is also the main thoroughfare for traffic, and it is a concern that the loss of this entrance and the loss of visibility of the centre from the south will reduce the number of visitors into the centre and in turn result in the loss of tenancies.

It was suggested by the Wallace's that an underpass instead of a bridge at Waters Road will provide better integration with the surrounding area and better maintain visibility of the centre from Walters Road. An underpass provides an opportunity for more greenspace connecting communities and not severing and creating barriers between communities. Areas used for construction could then become future retail.

AT Regional Freight Group

The AT Regional Freight Reference Group and Working Group is facilitated by AT and meets regularly to discuss region wide freight issues. Members of the group include representatives from National Road Carriers, NZ Trucking Association, Transporting New Zealand, Automobile Association, Heavy Haulage Association, some couriers and large freight companies among others.

While grade separation of level crossings is acknowledged as positive, the freight group raised a number of concerns including:

- The need for Oakleigh Avenue to also cater for over dimension vehicles as an over dimension route, and around the close proximity of footpaths to the road;
- With regard to the proposed new Manuia Road intersection and bridge, the freight group expressed concern around the visibility of queues at the traffic signals. Questions were also raised around the grade of the bridge and the ease at which heavy vehicles can cross over it and brake on the other side;
- VTNZ experiences more than 160 truck movements per day. The freight group noted it is important that traffic modelling includes both summer and winter as the summer numbers can be higher. The freight group expressed concern that it will be difficult to move heavy vehicles on all the new crossings as they go through residential areas with a number of vehicles parked on-street and mostly vehicles with no air brakes allowed; and
- Vehicles from Halls Refrigerated Transport Ltd currently do a diversion as they cannot turn right out of Spartan Road. The U-turn at the Walters Road roundabout is over 2km away. Halls Refrigerated Transport Ltd also service a number of other cold store facilities (including their own) as they operate on both sides of the rail line. This will mean a detour of several kilometres.

There is ongoing communication with the freight group to provide further information in response to queries and maintain communication about Project progress.

Information from other Engagement

Meetings have also been held by other members of the Project team with a number of residents and businesses. Information from those engagements has been included in Table 2.

Summary of impacts identified through engagement

The impacts identified through engagement included potential impacts on water, quality of the living environment, visual amenity, access, housing, community services, culture, the local economy, employment and community cohesion. Table 2 presents positive and negative impacts and opportunities in each of the social impact areas.

Table 2: Potential impacts (positive and negative) and mitigation measures from engagement

Impact area	Positive	Negative	Opportunities or mitigation identified
<p>Way of life, including:</p> <ul style="list-style-type: none"> • how people live, for example, how they get around and access to adequate housing • how people work, for example, access to adequate employment • how people play, for example, access to recreational activities and • how people interact with one another on a daily basis. 	<p>Improved safety for users of the crossing, including students from the Skills Update Training and Education Group who cross the rail line on a daily basis to the Town Centre for lunch.</p>	<p>Currently a strong relationship between Amber Early Learning Centre and Takanini Care Centre situated opposite each other. Planned activities between the two facilities will be disrupted if one needs to relocate.</p> <p>Difficulty detouring heavy vehicles from Spartan Road – long diversions and difficult to go through residential areas with lots of vehicles parked on-street.</p> <p>Local communities who use Manuroa Road regularly will need to divert their travel routes.</p> <p>The loss of the Walters Road entrance at the Town Centre will lead to the reduced visibility and accessibility of the centre from the south.</p> <p>Impacts on access to businesses, especially heavy vehicles for deliveries off Walters Road around the back to Mitre 10 and Carters.</p> <p>Concerns about impacts on the Trade Training Centre and its ability to remain within the community as an educational facility. If not, there would be a loss of access to education facilities.</p> <p>Impacts on access to the Takaanini Train Station during construction, particularly from Taka Street. This could affect the ability of people to visit friend and whanau in the area.</p>	<p>Full and open communication strategy so businesses are able to prepare and advise customers ahead of time about changes.</p>
<p>Cultural impacts – including shared beliefs, customs, values and stories, and connections to land, places and buildings</p>	<p>Opportunity to integrate values or cultural values that sit alongside ISCA tool. Iwi/Mana Whenua decision.</p>		<p>Integrate a Mātauranga Māori framework approach which can assist in determining success eg. 'Take Hono, Take Mauri', iwi models such as 'Tai Tumu, Tai Pari, Tai Ao'</p>

Impact area	Positive	Negative	Opportunities or mitigation identified
	Early engagement with iwi can define resourcing needs and the process of engagement.		(to plant, grow, foster, bloom-Waikato-Tainui) or 'Te Whare Tapa Whā' model for wellbeing. Develop a Māori baseline for all projects and how can we improve and measure success. Can be utilised in all reporting.
Family and community its cohesion, stability, character, access services and facilities		Potential land take can affect ECEs which are currently in high demand and at capacity serving the local communities. Removing ECEs from this area will further strain this limited service and could compromise the education opportunities for young children in the community. Loss of the Trade Training Centre could also impact tertiary education opportunities in Southern Auckland with students potentially having to travel further or time/distance for travel becoming a barrier to accessing tertiary trade education. The proposed bridge at Walters Road can increase the community severance with the Town Centre.	The bridge at Walters Road provides an opportunity to improve connectivity across Walters Road. Future bridge design creating as much open space underneath as possible enables potential positive urban design and social outcomes.
Quality of the environment – including access to and use of ecosystem services; public safety and security; access to and use of the natural and built environment, and its aesthetics value and/or amenity; the quality of the air and water people use; the level of hazard or risk, dust and noise they are exposed to; the adequacy of sanitation; their physical safety; and their access to and control over resources	Improved safety for the local community and other users to cross the rail line.	Bridge at Walters Road can affect amenity values to the Town Centre and potentially attract anti-social behaviour such as graffitiing. Construction impacts – proximity to sites, noise and vibration.	
Decision making systems – particularly the extent to which people can have a say in decisions that affect their lives, the level of democratisation		Lack of knowledge about the project and an ability to influence decision making as people have not participated in engagement opportunities or new people	

Impact area	Positive	Negative	Opportunities or mitigation identified
that is taking place, and the resources provided for this purpose		now live in the area that were not there during previous engagement.	
<p>Health and wellbeing - health is a state of complete physical, mental, social and spiritual wellbeing and not merely the absence of disease or infirmity. It includes psycho-social impacts such as solastalgia (a form of mental or existential distress caused by environmental change)</p>	Increased walking and cycling.	<p>Potential mental distress during construction due to noise and vibration. Older residents (particularly those with dementia) will be particularly sensitive to this.</p> <p>Concerns around the grade of the Manuia Road bridge and the ease at which heavy vehicles can cross over it and brake on the other side. Also, safety concerns around the visibility of queues at traffic signals.</p> <p>Safety concerns around the capacity of Oakleigh Avenue to cater for over dimension vehicles from Manuroa Road. The footpath is also very close to the road.</p>	Early and ongoing regular communication with the care centre to ensure clarity on the type and extent of construction activity to communicate early to patients and elderly residents.
<p>Personal and property rights, including whether economic livelihoods are affected, and whether people experience personal disadvantage or have their civil liberties affected</p>		<p>Loss of businesses from within the Takaanini Town Centre area – loss of commercial tenants particularly around Walters Road and the retail-focused area.</p> <p>The loss of the Waters Road entrance (primary entrance) to the Town Centre could reduce the number of visitors in the centre and in turn lead to the loss of tenancies.</p> <p>Impact on affected businesses located in proximity of Great South Road on ‘high visibility’ sites. Including sites with dealer licensing and are unable to relocated to a similar site so may lose their licenses o ability to operate under existing contractual obligations.</p> <p>Impact on businesses affected by partial acquisition, esp as a result of loss of carparking or on-site maneuvering.</p>	

Impact area	Positive	Negative	Opportunities or mitigation identified
		<p>Potential impacts on site compliance and ability to continue to operate in the same way – particularly ECE's which have carparking requirements related to the number of students they can cater for.</p> <p>Feelings of helplessness about the project and process, views it can't be influenced and moved away from specific properties.</p>	
<p>Fears and aspirations - perceptions about their safety, their fears about the future of their community, and their aspirations for their future and the future of their children.</p>		<p>Uncertainty for business owners to plan for the long term. Timeframes for communication needs to be more regular during planning as the designating of land is for 15 years can cause uncertainty for businesses, especially where only partial land is required.</p> <p>Uncertainty for residential property owners who may have aspirations to develop or sell their properties – uncertain of what impact the designation may have on their ability to sell their property.</p>	
<p>Socio-economic impacts – including standard of living, level of affluence, economic prosperity and resilience, property values, employment, replacement costs of environmental functions and economic dependency</p>	<p>Will make it easier for people to cross the rail corridor with reduced delays.</p>	<p>Loss of employment for those working for businesses on sites where land is required for the Project.</p> <p>Ability to continue to lease partially impacted sites where the impact of partial acquisitions or closing level crossings makes existing commercial use of the site more challenging.</p> <p>Lessees could seek to move.</p>	<p>Local business participation during construction.</p>

Appendix C

SIA Assessment

Methodology

October 2023

Version 1.0

1 Introduction

The assessment methodology for the Takaanini Levels Crossing Project is based on the methodology outlined in Esteves *et al* (2017)¹. The work undertaken by Esteves *et al* builds on the IAIA's 2015 SIA Guidance² and considers the concept of risk in more detail. It differentiates social risk (risk to people) from business risk (risk to business), thereby conforming with the United Nations Guiding Principles on Business and Human Rights. The methodology is based on a mining project in Canada (Esteves 2020 *pers comms*) and has been tailored to the Takaanini Level Crossings Project and the social area of influence. It has been applied previously in New Zealand in determining potential social impacts of options for wastewater treatment as part of a Multi-Criteria Assessment of Options and for a transport corridor SIA.

1.1 Adaptation of the methodology

The methodology has been tailored for this project in the following ways:

- Introduction of another level of 'gravity' to specifically acknowledge those within the proposed designation area for the Project;
- Introduction of another level of 'extent' to specifically acknowledge those within the proposed designation area for the Project; and
- Vulnerability has been tailored to the Project. Access criteria within the New Zealand Index of Multiple Deprivation (2018)³ was selected as the measure of vulnerable as it is directly attributable to the project. Impacts on Employment, Income, Crime, Housing, Health and Education cannot solely be attributed to the Project. The access criteria is defined by the New Zealand Index of Multiple Deprivation (2018) as being:

"Distance to the three nearest:

- *GP's or Accident and Medical centres*
- *Supermarket*
- *Service Stations*
- *Primary or Intermediate Schools*
- *Early Childhood Education Centres."*

2 Methodology

The assessment methodology has four steps:

1. Evaluate consequence, comprising gravity, extent, vulnerability and ability to remediate or accomplish the impact;
2. Estimate likelihood;
3. Calculate social risk/opportunity rating; and
4. Prioritise impacts for response measures.

¹ Esteves, A. M., Factor, G., Vanclay, F., Götzmann, N. and Moreira, S. (2017) Adapting social impact assessment to address a project's human rights impacts and risks *Environmental Impact Assessment Review* 67 pp. 73-87.

² Vanclay, F., Esteves, A. M., Aucamp, I. and Franks, D. M. (2015). Social impact assessment: Guidance for assessing and managing the social impacts of projects. International Association for Impact Assessment. https://www.iaia.org/uploads/pdf/SIA_Guidance_Document_IAIA.pdf.

³ Criteria within the New Zealand Index of Multiple Deprivation (2018) can be access at <https://imdmap.auckland.ac.nz/download/>.

2.1 Step 1 – Evaluate consequence

After social impacts have been identified, the first step is to evaluate consequence. This involves classifying each impact on the basis of significance criteria as set out in [Table 1](#).

Table 1: Consequence criteria

Criteria	Description of Level		Level
	Negative impacts	Positive impacts ⁴	
Gravity	Impact will cause death or adverse health effects that could lead to significant reduction of life/or longevity; and or continued exposure is generally likely to lead to long term illness or disability	n/a	G1
	Complete loss of access to: <ul style="list-style-type: none"> Basic life necessities (including education, livelihoods, employment, housing etc.); and/or Cultural, economic, natural or social infrastructure/assets that have been identified as highly valued by identified groups or subject matter experts in assessment; and/or Ecosystem services identified in the SIA assessment process as priority to livelihoods, health (including wellbeing and social networks), safety or culture. 	Access to new: <ul style="list-style-type: none"> Basic life necessities (including education, livelihoods, employment, housing etc.); and/or Cultural, economic, natural or social infrastructure/assets that have been identified as highly valued by identified groups or subject matter experts in the assessment; and/or Ecosystem services identified in the SIA assessment process as priority to livelihoods, health (including wellbeing and social networks), safety or culture. 	G2
	Reduced access to: <ul style="list-style-type: none"> Basic life necessities (including education, livelihoods, employment, housing etc.); and/or Cultural, economic, natural or social infrastructure/assets that have been identified as highly valued by identified groups or subject matter experts in assessment; and/or Ecosystem services identified in the SIA assessment process as priority to livelihoods, health (including wellbeing), safety or culture. 	Increased access to <ul style="list-style-type: none"> Basic life necessities (including education, livelihoods, employment, housing etc.); and/or Cultural, economic, natural or social infrastructure/assets that have been identified as highly valued by identified groups or subject matter experts in the assessment; and/or Ecosystem services identified in the SIA assessment process as priority to livelihoods, health (including wellbeing), safety or culture. 	G3
	All other impacts.	All other impacts.	G4
Extent ⁵	Region, being a widespread geographic area comprising multiple Local Board areas and beyond.	Region, being a widespread geographic area comprising multiple Local Board areas and beyond.	E1
	Suburb, being areas likely to experience impacts through their	Suburb, being areas likely to experience impacts through their	E2

⁴ Esteves *et al* does not include descriptions for positive social impacts, benefits or opportunities. These have been developed based on the descriptions in the negative impact column.

⁵ Refer to the social areas of influence in Section 4.1 of the SIA.

Criteria	Description of Level		Level
	Negative impacts	Positive impacts ⁴	
	populations along the route – beyond the locality.	populations along the route – beyond the locality.	
	Locality, considered as a 400m catchment around the project, and individual properties within the locality.	Locality, considered as a 400m catchment around the project, and individual properties within the locality.	E3
Vulnerability ⁶	Negative impact on access criteria within the NZ Index of Multiple Deprivation 2018 being distance to three nearest: <ul style="list-style-type: none"> • GP's or Accident and Medical centres; • Supermarket; • Service Stations; • Primary or Intermediate Schools; and • Early Childhood Education Centres. 	Positive impact on access criteria within the NZ Index of Multiple Deprivation 2018.	V1
	No impact on access criteria within the NZ Index of Multiple Deprivation 2018.	No impact on access criteria within the NZ Index of Multiple Deprivation 2018.	V2
Ability to remediate or accomplish	Difficult to remediate.	Easy to accomplish.	R1
	Moderate to remediate.	Moderate to accomplish.	R2
	Easy to remediate.	Difficult to accomplish.	R3

Once the gravity, extent, vulnerability and ability to remediate or accomplish the impact has been determined, the consequence category is identified using [Table 2](#).

Table 2: Consequence category

Consequence category	Specification of conditions for assigning consequence category
Significant ⁷	G1 (regardless of any other criteria) or
	G2 and V1 and R1 or R2 (regardless of extent)
Major	G2 and V1 and R3 (regardless of extent) or
	G2 and V2 and E1/E2 and R1/R2
Moderate	G2 and V2 and E3/E4 (regardless of ability to remediate or accomplish) or
	G3 and V1 (regardless of extent and ability to remediate or accomplish) or
	G3 and E1/E2/E3 and R1/R2 (regardless of vulnerability)
Minor	G3 and E1/E2 and V2 and R3
	G3 and E3 and R2 (regardless of vulnerability)
	G4 and E2/E3 (regardless of vulnerability and ability to remediate or accomplish)
Insignificant	G3 and E3 and R3

⁶ For this Project, the access criteria within the New Zealand Index of Multiple Deprivation (2018) has been used to determine vulnerability. The access criteria are the only criteria the Project can directly attribute and measure impact on. Impacts on Employment, Income, Crime, Housing, Health and Education cannot solely be attributed to the Project.

⁷ Esteves *et al* used the term severe, we have replaced it with significant so the category can be applied to both positive and negative social impacts and aligns with the category of insignificant.

2.2 Step 2 - Estimate likelihood

The next step is estimating the likelihood of each social impact occurring using the scale set out in Table 3.

Table 3: Likelihood category

Category	Identified by SIA stakeholders ⁸		Experienced in other similar projects ⁹		Identified elsewhere ¹⁰
Almost Certain	✓	+	✓	+	✓
Likely	✓	or	✓	+	✓
Possible	✗		✓	+	✓
Unlikely	✓		✗		✗
Rare	✗		✗		✓

2.3 Step 3 - Social significance (risk/opportunity) rating

Combining consequence and likelihood ratings, a social risk/opportunity rating for positive and negative social impacts has been developed to represent overall significance, based on Esteves et al (2017) are set out in Table 4 and Table 5 respectively.

Table 4: Social impact rating (negative impacts)

			Consequence level				
			1	2	3	4	5
			Insignificant	Minor	Moderate	Major	Significant
Likelihood level	A	Almost Certain	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
	C	Possible	C1	C2	C3	C4	C5
	D	Unlikely	D1	D2	D3	D4	D5
	E	Rare	E1	E2	E3	E4	E5
Social risk rating							
		Low		Moderate		High	Extreme

Table 5: Social opportunity rating (positive impacts)

			Consequence level				
			1	2	3	4	5
			Insignificant	Minor	Moderate	Major	Significant
Likelihood level	A	Almost Certain	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
	C	Possible	C1	C2	C3	C4	C5

⁸ Identified by SIA stakeholders during engagement and research for the SIA.

⁹ Determined by literature review of publicly available information for other similar projects in NZ and overseas.

¹⁰ Peer reviewed journal articles or SIA practitioner experience.

		Consequence level				
		1	2	3	4	5
		Insignificant	Minor	Moderate	Major	Significant
D	Unlikely	D1	D2	D3	D4	D5
E	Rare	E1	E2	E3	E4	E5
Social risk rating						
	Low		Moderate		High	Extreme

2.4 Step 4 - Prioritisation

Once social impacts have been allocated a social significance rating, the next step is to prioritise the social risks/opportunities for action as per the hierarchy set out in [Table 6](#).

Table 6: Social risk hierarchy for action

Priority	Definition
1	All social impacts with a high or extreme overall rating
2	All other social impacts with significant or major consequences, irrespective of likelihood
3	All remaining social impacts with a moderate overall significance rating
4	All remaining low risk social impacts are monitored to ensure they do not escalate

3 Additional information included in the assessment

In addition to the above criteria against which the potential impacts are rated, the following additional information is provided in the assessment:

- Affected group, generally defined as those in Section 4 SIA;
- Extent, based on those described in Section 4 of the SIA; and
- Duration, which is as described in Section 6.2 of the AEE. Note that this can vary in some areas as the durations of construction vary across areas and specific locations. More information about this is provided in Section 6.2 of the AEE.

Appendix D

Indicators of Social Impacts and baseline data

October 2023

Version 1.0

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1 Introduction

Indicators for social impacts and data for these provide a benchmark for social impacts to be measured against in the future. For a project with a long period of time between the time the SIA is undertaken and the time of implementation, considerable change can be expected to have occurred within the communities. The social indicators enable this change to be measured and considered as part of developing detailed mitigation and management strategies at an appropriate time in the future when the project is closer to implementation.

2 Indicators of social impacts

Indicators are either quantitative or qualitative or a combination, depending on the social impact. Where possible, the most direct indicators for social impacts have been selected and where this has not been possible, proxy indicators have been selected. Data for each impact has been sourced from desktop research and primary data collection.

Quantitative indicators for areas of social impact have been identified as shown in Table 1 which also shows which data sources are used along with the limitations within the data sources. Qualitative data from SIA and Project engagement has been used for those social impact areas not included in Table 1 and this is presented in Appendix B (Summary of Engagement). Data is presented for each of the social areas of influence identified in Section 6 of the SIA. Data from the 2018 Census is used for each of the localities as outlined in the table. Data at a SLA2 level has been used for the following SA2 areas which are all within the Papakura Local Board area:

- Takanini North;
- Takanini Industrial;
- Takanini West;
- Takanini South;
- Takanini Central; and
- Takanini South East.

Table 1: Qualitative data sources and data limitations

Data	Source	Comments and limitations
Family and community impacts – including its composition, cohesion, character, how it functions and sense of place		
Housing and community cohesion	Rental bond data for the period 01 Sept 2022 to 28 Feb 2023 accessed at https://www.tenancy.govt.nz/rent-bond-and-bills/market-rent/ Kāinga Ora housing statistics, vacancy rates and applications by local board area. https://kaingaora.govt.nz/publications/oia-and-proactive-releases/housing-statistics/ Social housing register https://www.msd.govt.nz/about-msd-and-our-work/publications-resources/statistics/housing/housing-register.html#DownloadthelatestnumbersfortheHousingRegister3	Bond information can provide an indication of the permanency of a community and provide an indication of how mobile or transient it might be. The market rent tool shows bond information for properties where bonds have been lodged in the time period. Data is for private bonds only. Data is for the SA2-2019 area definitions from Statistics NZ.
Age	Census 2018, Statistics New Zealand	Data collected from the individual section of the 2013 census. Median age for each CAU used, as well as grouped age brackets (e.g. under 15, over 65). Medians for CAUs may not reflect smaller specific areas with the CAU.
Quality of the environment – including access to and use of ecosystem services; public safety and security; access to and use of the natural and built environment, and its aesthetics value and/or amenity; the quality of the air and water people use; the level of hazard or risk, dust and noise they are exposed to; the adequacy of sanitation; their physical safety; and their access to and control over resources		
Crime	https://www.police.govt.nz/crime-snapshot https://www.police.govt.nz/about-us/publications-statistics/data-and-statistics/policedatanz/victimisation-time-and-place	Crime statistics can provide an indication of public safety and security. Victimization time and place data is displayed at a SLA2 level with a sliding colour scale showing indicating the number of victims. Data is for the period 1/8/2021 to 31/7/2022.

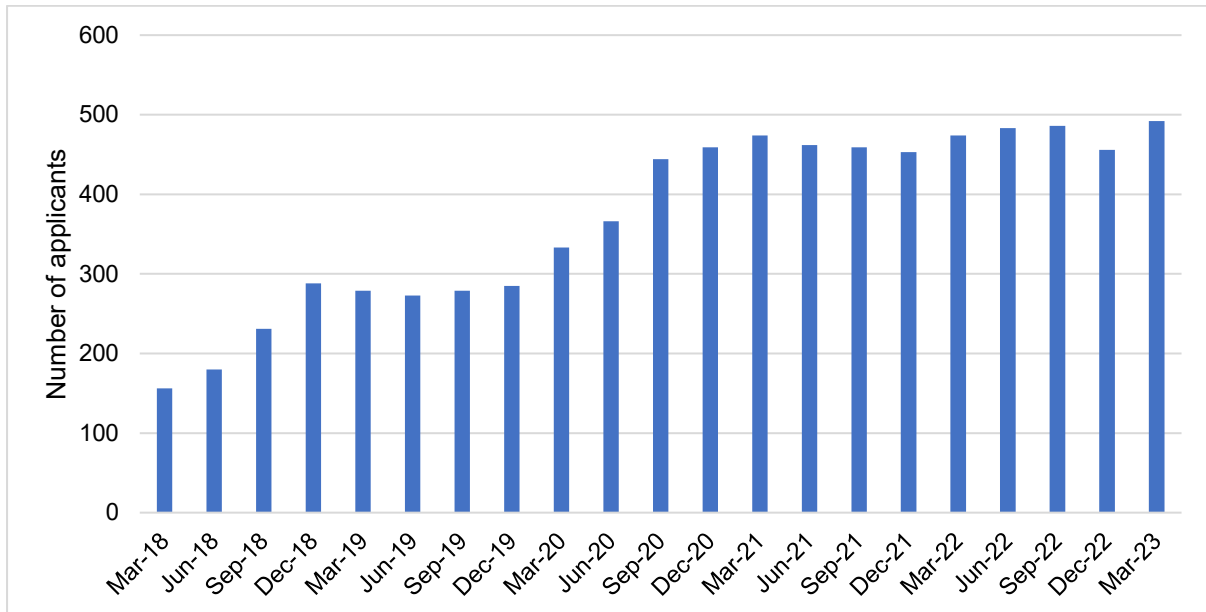
Data	Source	Comments and limitations
<p>Health and wellbeing - health is a state of complete physical, mental, social and spiritual wellbeing and not merely the absence of disease or infirmity. It includes psycho-social impacts such as solastalgia (a form of mental or existential distress caused by environmental change)</p>		
Physical health	Index of Multiple Deprivation (Exeter et al. 2018) for Health accessed at https://imdmmap.auckland.ac.nz/download/	Health deprivation score based on: Standardised Mortality Ratio; Hospitalisations related to selected infectious diseases; Hospitalisations related to selected respiratory diseases; Emergency admissions to hospital; People registered as having selected cancers.
Mental health	Index of Multiple Deprivation (Exeter et al. 2018) accessed at https://imdmmap.auckland.ac.nz/download/ New Zealand Health Survey 2020/21 accessed at https://www.health.govt.nz/publication/annual-update-key-results-2020-21-new-zealand-health-survey	Mental health statistics are not available at the geographic level required for this piece of work. However, rates of deprivation serve as one indicator of rates of mental health issues compared to the wider New Zealand population. This information can be inferred, to some degree, from the New Zealand Health Survey (2019) and the Index of Multiple Deprivation, which correlates higher levels of mental health problems with higher rates of deprivation.
<p>Socio-economic impacts – including standard of living, level of affluence, economic prosperity and resilience, property values, employment, replacement costs of environmental functions and economic dependency</p>		
Education Deprivation	Census 2018, Statistics New Zealand Index of Multiple Deprivation (2018) accessed at https://imdmmap.auckland.ac.nz/download/ and https://imdmmap.auckland.ac.nz/viewdata/NZIMD2018_Single_animation_w_logos/atlas.html	The Index of Multiple Deprivation (2018) uses its own geographic boundaries to deliver deprivation scores for New Zealand. The IMD18 comprises 29 indicators grouped into seven domains of deprivation: Employment, Income, Crime, Housing, Health, Education and Access to services.

3 Baseline data

3.1 Family and community impacts

Between December 2022 and May 2023 there were 1542 active bonds in Takanini with an average lower quartile rent of \$550 per week, a median rent of \$660 and an upper rent of \$730. As shown in Figure 1, the demand for social housing has steadily increased over time.

Figure 1: Demand for social housing March 2018 – March 2023



Around 5% of Kāinga Ora rental properties in Auckland are in the Papakura Local Board area. As at 30 June 2022 only 4% of those properties were vacant and only 1% was ready to let.

Table 2: Vacant Kāinga Ora Rental Properties by Auckland Council Local Board as at 30 June 2022

Local Board	Total Units	Total Vacant	Ready to Let	% Total Units in LB area	% Total Vacant in LB area	% Ready to let in LB area
Howick	706	14	12	2%	2%	2%
Kaipatiki	966	41	8	3%	4%	1%
Māngere-Ōtāhuhu	4,621	68	5	15%	1%	0%
Manurewa	3,413	72	16	11%	2%	0%
Maungakiekie-Tāmaki	2,310	151	25	8%	7%	1%
Ōrākei	758	43	0	3%	6%	0%
Ōtara-Papatoetoe	3,680	70	20	12%	2%	1%
Papakura	1,621	57	20	5%	4%	1%
Puketāpapa	2,417	76	26	8%	3%	1%

Local Board	Total Units	Total Vacant	Ready to Let	% Total Units in LB area	% Total Vacant in LB area	% Ready to let in LB area
Rodney	55	1	1	<1%	2%	2%
Upper Harbour	45	—	—	<1%	—	—
Waiheke	14	—	—	<1%	—	—
Waitākere Ranges	478	5	2	2%	1%	0%
Waitematā	1,170	72	8	4%	6%	1%
Whau	2,207	39	8	7%	2%	0%
Auckland Total	29,920	973	258			

Age

Figure 1 shows the age of people within proximity to the Project which is slightly lower than the whole of Auckland. There are younger populations in Takaanini West, Takaanini South and Takaanini South East which have a greater residential population, and older populations in Takaanini Industrial and Takaanini Central which are dominated by industrial and commercial uses and have lower populations.

Figure 2 shows the percentage of population by age group for the consolidated SA2 areas as the study area for this SIA. It shows an increasing proportion of those in the 15-19 and 30-64 year age groups with the largest increase in the 15-19 year age group.

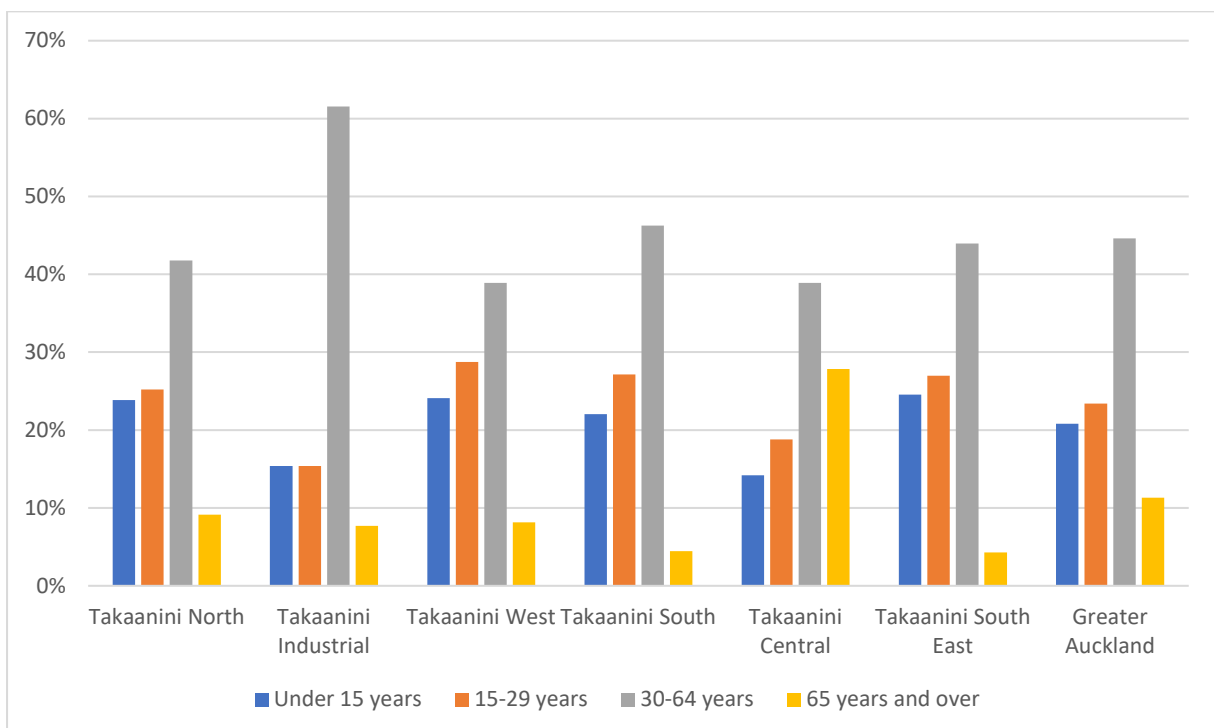


Figure 2: Age distribution of residents

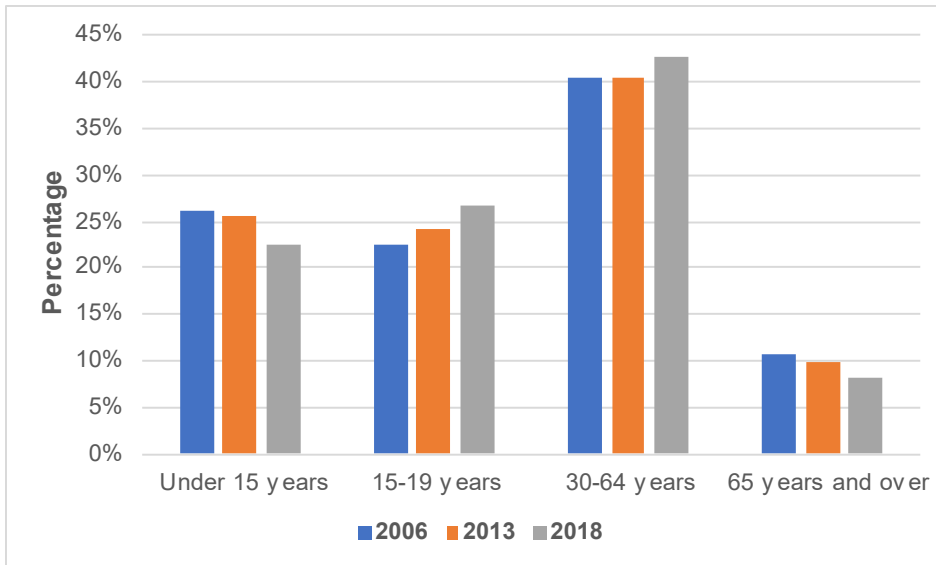


Figure 3: Percentage of population by age group for the Takaanini study area

3.2 Quality of the environment

This area of social impact is about people's perceptions about their safety, fears about the future of their community, and their aspirations for their future and the future of their children. This includes access to and use of ecosystem services; public safety and security; access to and use of the natural and built environment, and its aesthetics value and / or amenity; the quality of the air and water people use; the level of hazard or risk, dust and noise they are exposed to; the adequacy of sanitation; their physical safety; and their access to and control over resources.

As it is related to perceptions, engagement feedback is the best way to measure this.

Crime

Crime in the Auckland Region from August 2021 to July 2022 has seen an increase in Burglaries and Theft but has seen a decrease in assaults, sexual assaults, abductions and robberies. Figure 3 shows that victimisations in the Takanini South area is higher than areas adjacent to the Project.

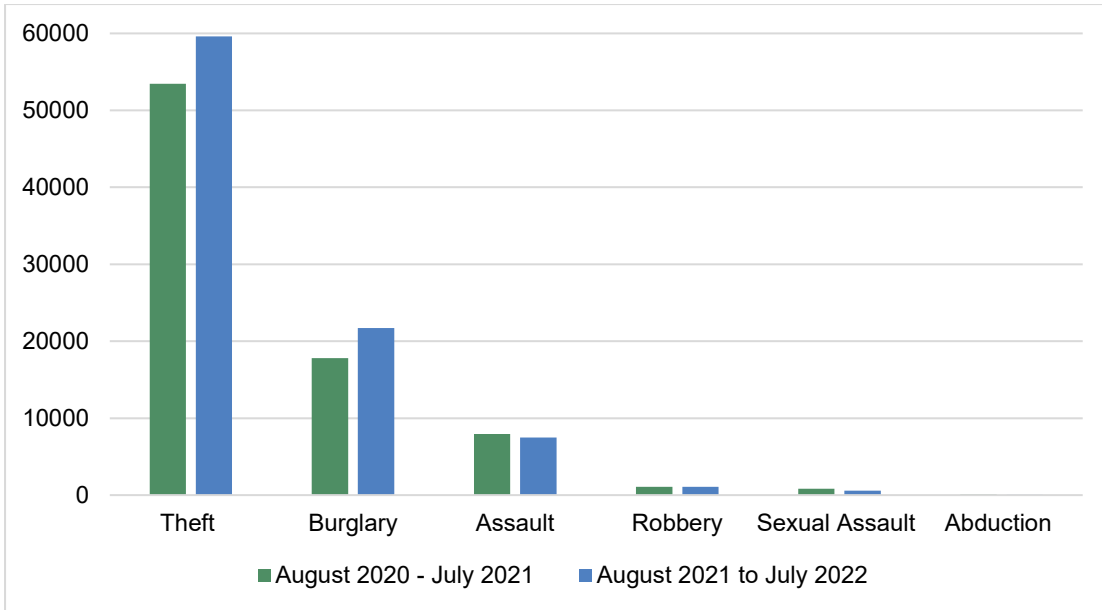


Figure 4: Crime rates in the Auckland Region

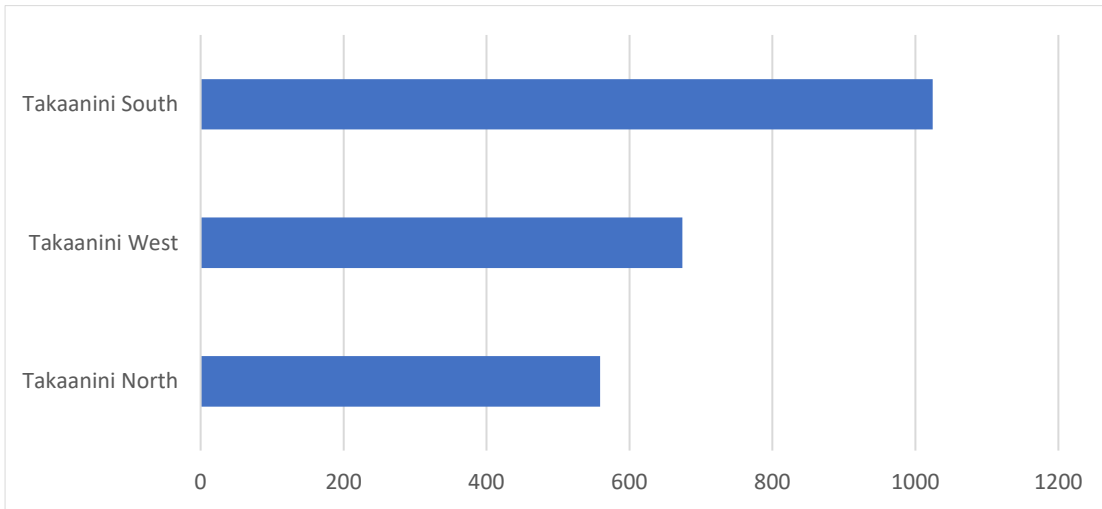


Figure 5: Overall Victimisations at a relative SA2 level

3.3 Health and wellbeing

In 2018, the deprivation scoring for the Takaanini locality indicated that the SA2 areas all experience high levels of deprivation in relation to health. The health domain identifies areas with a higher than expected level of ill-health or mortality using data collected from the Ministry of Health.

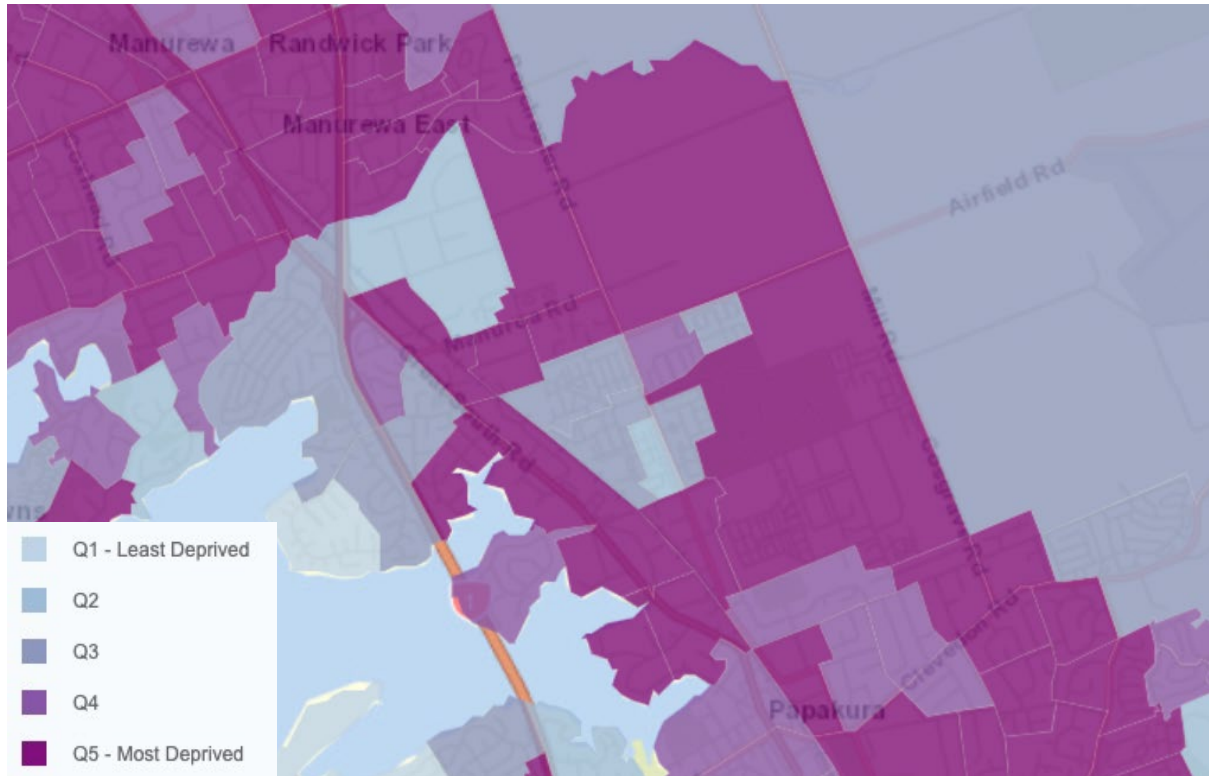


Figure 6: Health deprivation scores 2018

In 2020/21, adults were surveyed to understand who had experienced psychological distress in the four weeks prior to taking the survey. 15.9% of Māori, 15.7% of Pacific, 9.1% of European/Other and 7.0% of Asian all said they experienced this prior to the survey taking place. This is an increase from the 2011/12 data which showed that for Māori (13.7%) and Pacific (12.4%) and a reduction for European/Other (8.0%) and Asian (5.8%).

The 2020/21 survey showed that Māori and Pacific adults were 1.6 and 1.4 times as likely to have experienced psychological distress compared to non-Pacific and non-Māori adults, respectively.

Adults who lived in some of the most deprived areas were 2.2 times as likely to have experienced psychological distress compared to those who are living in the least deprived areas. This is a slight increase from the 2011/12 survey which showed that they were 2.1 times as likely.

There was a significant increase in disabled adults who experienced psychological distress four weeks prior to the survey compared to the 7.9% of non-disabled adults. Around 16% of disabled adults said that they did not visit a GP due to the cost.

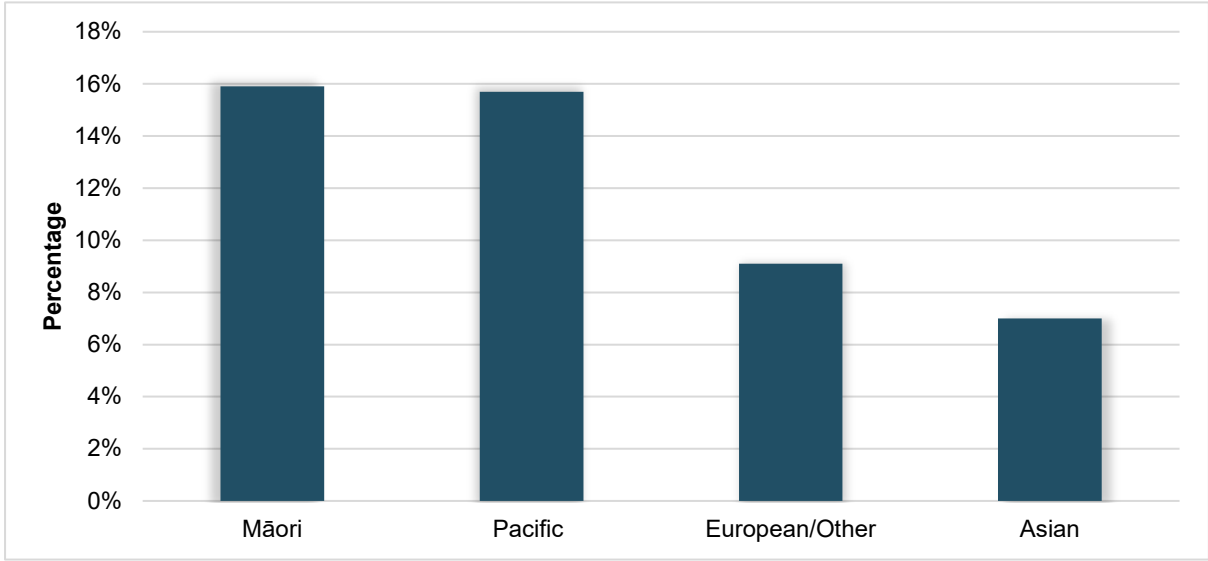


Figure 7: Proportion of people who experienced psychological distress 2020/21

3.4 Socio economic impacts

In 2018, the deprivation scoring for the Takaanini locality were rated relatively highly which means they are deprived of some basic necessities compared to other parts of Auckland.

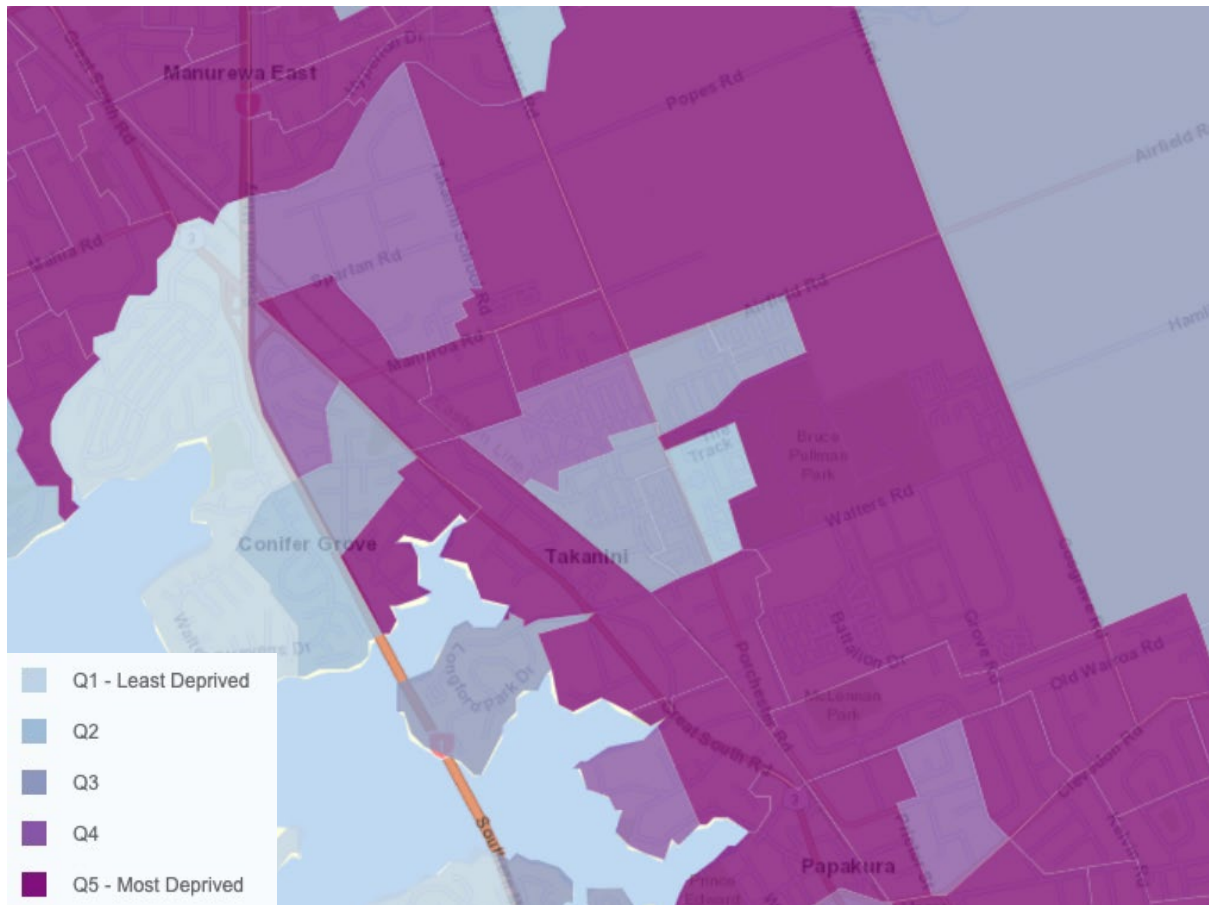


Figure 8: Socio-economic deprivation, IMD 2018

The Takaanini community have similar or higher levels of education as the wider Auckland region. Figure 7 shows that most statistical areas having a greater percentage of people who have attended education compared to the Auckland average.

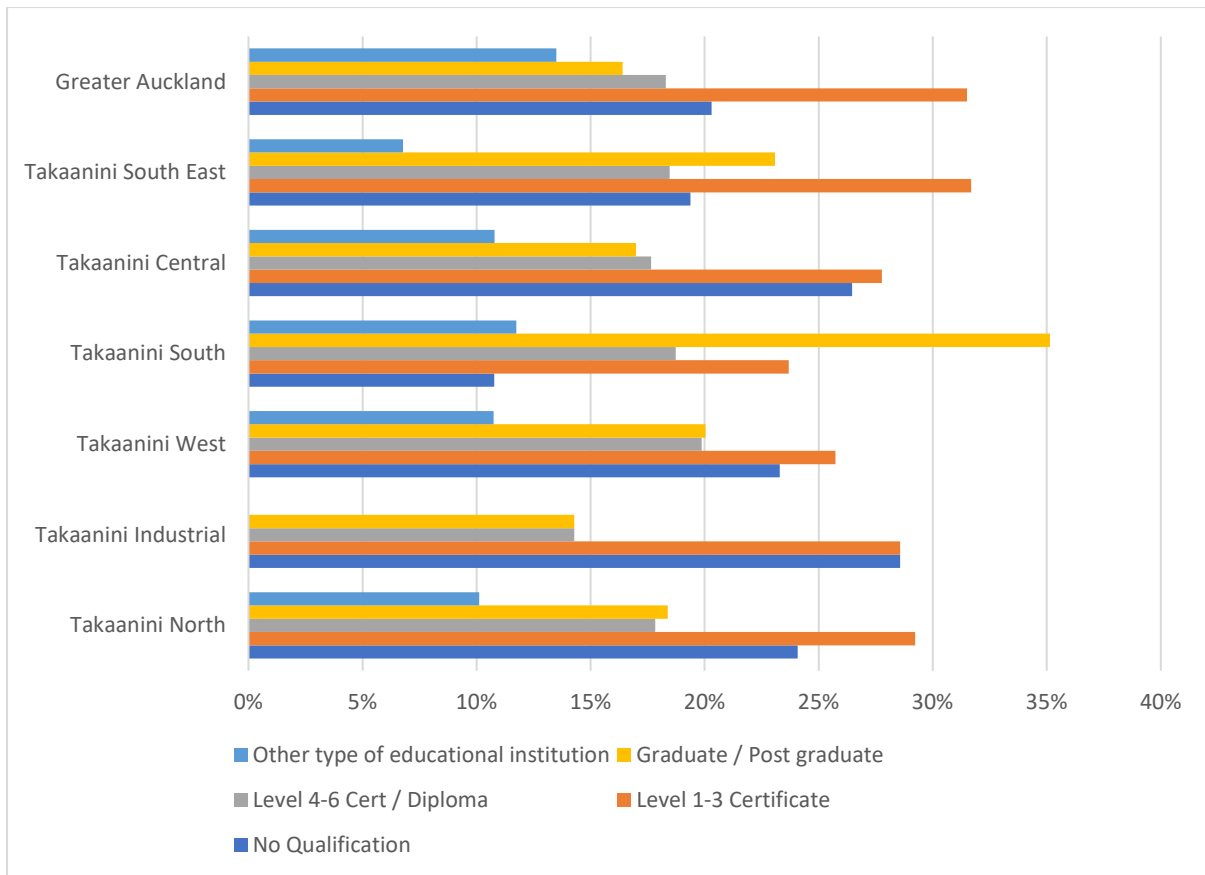


Figure 9: Education levels in the Takanini SA2 areas

Although employment deprivation levels are lower in certain employment areas such as Takanini Industrial and the Takanini Town Centre areas, income deprivation levels are still relatively high. This indicates a population with lower income jobs. There is a higher percentage of residents who are labourers, machine operators, technicians and trade workers, and a lower percentage of residents who are managers and professionals compared to the Auckland average.

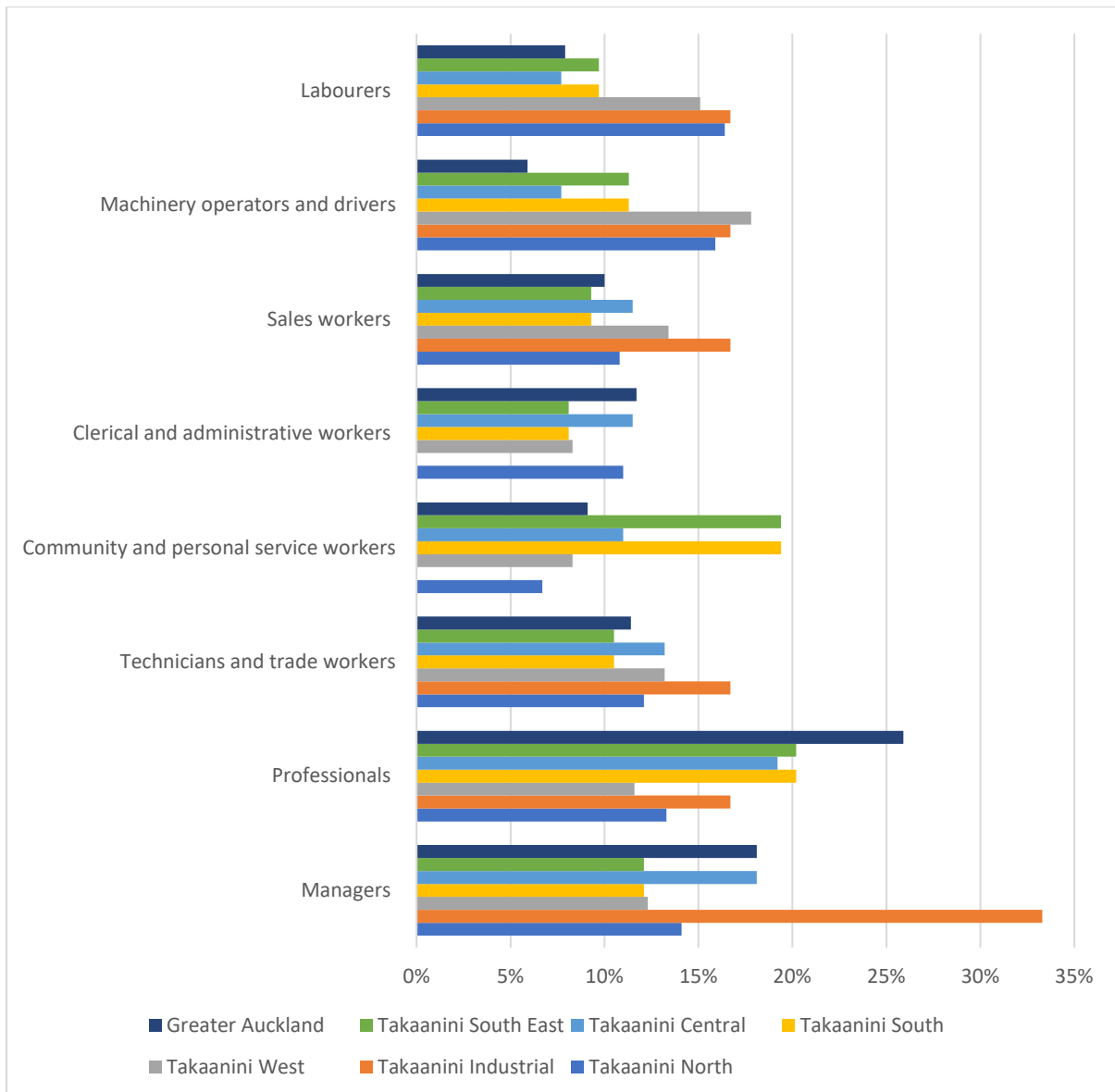


Figure 10: Employment breakdown of residents

Table 3: Statistical data for social impact localities

Category	Takanini North	Takanini Industrial	Takanini West	Takanini South	Takanini Central	Takanini South East	Auckland Region
Income							
Median individual income (annual)	\$29,200	\$44,900	\$27,400	\$38,900	\$28,700	\$38,900	\$34,400
% of residents earning \$5k or less	16%		16%	15%	11%	14%	6%
% of residents earning between \$5k to \$30k	35%	50%	37%	23%	41%	27%	31%
% of residents earning between \$30k to \$70k	39%	40%	41%	44%	35%	42%	34%
% of residents earning between \$70k+	10%	20%	7%	18%	13%	17%	20%
% of residents with no source of income	8%		8%	8%	7%	8%	9%
% of residents earning wages	62%	50%	66%	74%	50%	70%	
% of residents earning other	20%	20%	12%	18%	30%	15%	
% of residents earning a benefit	24%	50%	25%	13%	9%	25%	
% of residents earning superannuation	10%	10%	9%	4%	35%	5%	
Employment status							
% of residents who are paid employee	88%	83%	94%	91%	84%	92%	
% of residents who are employer	3%		2%	2%	7%	2%	
% of residents who are self employed	8%		4%	6%	8%	4%	
% of residents who are unpaid family worker	1%			1%	1%		
Education							
% of residents with no Qualification	24%	29	23	11	26	19	20%
% of residents with Level 1-3 Certificate	29	29	26	24	28	32	32%

Category	Takanini North	Takanini Industrial	Takanini West	Takanini South	Takanini Central	Takanini South East	Auckland Region
% of residents with Level 4-6 Cert / Diploma	18%	14%	20%	19%	18%	18%	18%
% of residents with Graduate / post graduate	18%	14%	20%	35%	17%	23%	16%
% of residents with other type of educational institution	10%		11%	12%	11%	7%	14%
Age Structure							
% of residents who are under 15 years	24%	15%	24%	22%	14%	25%	21%
% of residents who are 15-29 years	25%	15%	29%	27%	19%	27%	23%
% of residents who are 30-64 years	42%	62%	39%	46%	39%	44%	45%
% of residents who are 65 years and over	9%	8%	8%	4%	28%	4%	11%
Median Age (years)	30.3	37.7	28.7	29.1	47.1	29.1	34.7
Ethnicity							
European	34%	75%	25.8%	42.6%	55%	43%	54%
Māori	28%	41.7%	27.7%	34.2%	13%	34%	12%
Pacific people	19%		21.8%	20.2%	9%	20%	16%
Asian	11%	17%	13%	9%	12%	9%	28%
Middle Eastern/Latin American/African	16%	17%	18%	11%	8%	11%	2%
Other	16%	17%	15%	10%	8%	10%	1%
Housing							
% of dwellings that are owner occupied	33%	25%	38%	51%	64%	49%	45%
% of dwellings that are in a family trust	6%	25%	4%	6%	12%	3%	14%

Category	Takanini North	Takanini Industrial	Takanini West	Takanini South	Takanini Central	Takanini South East	Auckland Region
% of dwellings that are not owned and not held in family trust	61%	50%	59%	43%	25%	48%	41%
% of renters paying under \$100	6%		8%			5%	6%
% of renters paying \$100 - \$149	15%		14%	1%	35%	10%	7%
% of renters paying \$150 - \$199	5%		4%	4%	4%	7%	3%
% of renters paying \$200 - \$299	9%		6%	4%	8%	5%	6%
% of renters paying \$300 - \$399	9%		24%	5%	12%	17%	14%
% of renters paying \$400 - \$499	21%		31%	7%	4%	27%	24%
% of renters paying \$500 - \$599	25%		10%	45%	15%	25%	20%
% of renters paying \$600 and over	10%		2%	34%	23%	5%	20%
Community cohesion - stability of residents							
Number of bonds lodged 01 Nov 2021 - 30 Apr 2022							
Household composition							
% of households with no children	54%	75%	51%	51%	77%	52%	35%
% of households with 1-3 children	41%		43%	46%	22%	45%	54%
% of households with 4+ children	6%		5%	3%	1%	4%	9%

Appendix E

Impact Assessment

October 2023

Version 1.0

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1 Potential Social Impacts - Planning

⊕ Positive impact ⊖ Negative impact

Table 1: Potential social impacts – Planning Phase

	Impact description				Significance				Consequence	Likelihood				Overall Rating ¹
	Impact	Affected groups ²	Extent	Duration	G	E	V	R		S	O	E	Rating	
Impacts on way of life														
⊖	<p>Loss of locally significant businesses and services including:</p> <ul style="list-style-type: none"> • Early childhood education centres • BP Service station • Trade Training Centre <p>This could mean people no longer have access to these services and facilities impacting their way of life.</p>	<ul style="list-style-type: none"> • Leaseholders, tenants and other occupiers of potentially affected properties • Households with children who attend early childhood education or receive education in the area • People travelling through the area, including commercial road users • People employed in local businesses • People living and working in the area; 	Suburb	ongoing or until such time businesses re-establish or new businesses start	G2	E2	V1	R1	Significant	x	x	x	Almost Certain	Extreme
⊖	<p>Potential for changes to some routines and convenience for some residents due to the acquisition of properties containing several local businesses - in addition to the ECEs, Service Station and trade training centre. These include vehicle and tyre servicing outlets, house moving, car dealerships, marine retail and servicing, and food retail services.</p>	<ul style="list-style-type: none"> • Leaseholders, tenants and other occupiers of potentially affected properties • Households with children who attend early childhood education or receive education in the area • People travelling through the area, including commercial road users • People employed in local businesses • People living and working in the area 	Suburb	ongoing or until such time businesses re-establish or new businesses start	G2	E2	V2	R2	Major	x	x	x	Almost Certain	High

¹ See Appendix C for methodology.

² Based on affected groups identified in Section 4 of this SIA.

	Impact description				Significance				Consequence	Likelihood				Overall Rating ¹
	Impact	Affected groups ²	Extent	Duration	G	E	V	R		S	O	E	Rating	
		<ul style="list-style-type: none"> Elderly residents who live and receive care in the area People who purchase goods and services from the area 												
⊖	<p>Changes in access to services and facilities as a result of loss of businesses through acquisition:</p> <ul style="list-style-type: none"> BP service station and truck stop on GSR near Manuia Road. There is one other truck stop – Allied Petroleum on Spartan Road. Loss of BP could impact industrial/ freight industry. Other nearest truck stop is on the motorway – southbound BP at Papakura. ECE centres – removing up to 3 from the wider community, anticipate significant impact to families and workers in the area. Esp those with children at nearby primary schools and people with fixed hours employment. There is significant demand for these facilities and limited spaces in the current ones. If no spaces available elsewhere in the community then employment for some people might be jeopardised. Trade education centre at Walters Road – nearest alternative centre is in Mangere requiring significant travel to an area not well serviced by PT – potential cost as well as additional time away from the home in travel time. Centre provides Building and Construction trade education (among other things) and if lost to the area also a loss of opportunity for positive Social Outcomes to provide pathways from training to education. Commercial properties not suited to relocation into the undeveloped industrial land in the Porchester/Popes Road area (ie no commercial visibility from busy roads, etc). 	<ul style="list-style-type: none"> Households with children who attend early childhood education or receive education in the area People travelling through the area, including commercial road users People employed in local businesses People living and working in the area People who purchase goods and services from the area Elderly residents who live and receive care in the area 	Suburb	ongoing or until such time businesses re-establish or new businesses start	G3	E2	V1	R2	Moderate	x	x	x	Almost Certain	High

Impact description				Significance				Consequence	Likelihood				Overall Rating ¹	
Impact	Affected groups ²	Extent	Duration	G	E	V	R		S	O	E	Rating		
⊖	Changes in access to services and facilities as a result of lessees not renewing leases in properties near Walters Road due to uncertainty about project impacts (during construction and permanent): <ul style="list-style-type: none"> Southgate leases on Walters Road Town centre leases near Walters Road 	<ul style="list-style-type: none"> People living and working in the area People who purchase goods and services from the area People in Local Board areas, 	Suburb	ongoing or until such time businesses re-establish or new businesses start	G3	E2	V2	R3	Minor	x	x	x	Almost Certain	Moderate
Impacts on culture														
⊖	Potential impacts on local social ties and community relationships to place due to acquisition and loss of residential properties and local businesses in this area, and changes to access to recreation areas (such as Takanini Reserve).	<ul style="list-style-type: none"> Landowners of potentially affected properties People living and working in the area Households with children who attend early childhood education or receive education in the area Elderly residents who live and receive care in the area Surrounding local communities in Takaanini and Papakura People who use community facilities and open space areas within the area; 	Suburb	ongoing or until such time businesses re-establish or new businesses start	G2	E2	V1	R2	Significant	x	x	x	Almost Certain	Extreme
⊖	Changes to community relationships to place due to the acquisition or disruption of some important community meeting places and/or businesses – particularly ECE centres and resulting impacts on families.	<ul style="list-style-type: none"> Households with children who attend early childhood education or receive education in the area Elderly residents who live and receive care in the area 	Suburb Locality	ongoing or until such time businesses re-establish or new businesses start	G2	E2	V1	R1	Significant	x	x	x	Almost Certain	Extreme
Family and community impacts														
⊖	Changes to the way the community functions, social ties and it's cohesion as a result of the loss of ECE facilities and the impacts on families in the area.	<ul style="list-style-type: none"> Households with children who attend early childhood education or receive education in the area 	Suburb Locality	ongoing or until such time businesses re-establish or new	G2	E2	V1	R1	Significant	x	x	x	Almost Certain	Extreme

Impact description					Significance				Consequence	Likelihood				Overall Rating ¹
Impact	Affected groups ²	Extent	Duration	G	E	V	R		S	O	E	Rating		
		<ul style="list-style-type: none"> Elderly residents who live and receive care in the area 		businesses start										
⊖	Possible changes to local community (at a localised level) associated with property acquisition and families having to move out of the area.	<ul style="list-style-type: none"> Leaseholders and/or tenants of potentially affected properties People living and working in the area Landowners 	Locality	permanent	G2	E3	V1	R1	Significant	x	x	x	Almost Certain	Extreme
⊖	Changes to sense of place, particularly within the Taka Street and Walters Road area as a result of properties being vacated and potentially buildings removed prior to construction	<ul style="list-style-type: none"> People living and working in the area 	Locality	until construction complete and residual land redeveloped	G4	E3	V1	R2	Minor	x	x	x	Almost Certain	Moderate
Quality of the environment														
⊖	Perceived reduction in the safety of the area as properties are acquired and homes vacated. Vacant buildings attract antisocial behaviour before they are removed during construction.	<ul style="list-style-type: none"> People living and working in the area Elderly residents who live and receive care in the area 	Locality	Until construction starts, ie the whole of the planning phase	G4	E3	V1	R1	Minor	-	x	x	Likely	Moderate
Impacts on health and wellbeing														
⊖	Stress and anxiety (Psycho-social impacts) for some more vulnerable community members resulting from a loss of social networks and social support a result of property acquisition, businesses ceasing to operate in the location or area, and people having to move out of the area. Particularly relevant for the residents of the Takanini Care Centre and their connections with the Amber Early Learning Centre.	<ul style="list-style-type: none"> People living and working in the area Elderly residents who live and receive care in the area Households with children who attend early childhood education or receive education in the area 	Locality	ongoing	G3	E3	V1	R2	Moderate	x	x	x	Almost Certain	High
⊖	Increased anxiety and uncertainty for directly affected landowners between now and when active property acquisition commences	<ul style="list-style-type: none"> Landowners of potentially affected properties 	individual property	Until properties are acquired - estimated 10 years	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate

	Impact description				Significance				Consequence	Likelihood				Overall Rating ¹
	Impact	Affected groups ²	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊖	Increased anxiety and uncertainty for leaseholders, tenants and other occupiers of potentially affected properties between now and when active property acquisition commences	<ul style="list-style-type: none"> Leaseholders, tenants and other occupiers of potentially affected properties 	individual property	Until properties are acquired - estimated 10 years	G4	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Increased anxiety and uncertainty for business owners and operators and those employed in directly affected businesses between now and when active property acquisition commences – particularly for businesses that might be 'lost' to the community thereby removing those employment opportunities from the area as well.	<ul style="list-style-type: none"> Business owners and operators, including light industry businesses People employed in local businesses 	Individual property	Until properties are acquired - estimated 10 years	G4	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Increased anxiety and uncertainty during active property acquisition. Uncertainty and stress for some landholders affected by land requirements for the proposal, leading to the potential for individual and community wellbeing impacts for some.	<ul style="list-style-type: none"> Business owners and operators Landowners of potentially affected properties Leaseholders, tenants and other occupiers of potentially affected properties 	Individual property	During property acquisition process – estimated 12 months	G4	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
Impacts on personal and property rights														
⊖	Perceived impacts to personal and property rights, livelihoods and individuals' experiences of personal disadvantage may be perceived through property acquisition processes.	<ul style="list-style-type: none"> Directly affected landowners and occupiers 	individual property	Until properties are acquired	G3	E3	V1	R2	Moderate	x	x	x	Almost Certain	High
⊖	Loss of autonomy of decision making about future of land/businesses for directly affected properties – especially for those businesses where there are perceived or actual limitations on where they can go to stay within the area. Less relevant for industrial uses. More relevant for smaller and commercial businesses who rely on high visibility locations.	<ul style="list-style-type: none"> Landowners of potentially affected properties Business owners and operators 	Individual property	Until properties are acquired	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Impacts caused by the Public Works Act property acquisition process – land/property acquisition or severance within a property, potential land redistribution between different or new owners.	<ul style="list-style-type: none"> Landowners of potentially affected properties 	Individual property	Until properties are acquired	G4	E3	V2	R2		–	x	x	Likely	Moderate

	Impact description				Significance				Consequence	Likelihood				Overall Rating ¹
	Impact	Affected groups ²	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊕	Certainty for landowners and business owners/operators about future development enabling long term planning about the future of properties/businesses – especially for businesses who were considering redevelopment / relocation / growth within the next 5 or so years. Certainty could provide them with more confidence about their planned future investment.	<ul style="list-style-type: none"> Landowners of potentially affected properties Leaseholders, tenants and other occupiers of potentially affected properties Business owners and operators, including light industry businesses 	Locality Suburb Region	ongoing	G3	E1	V2	R2	Moderate	x	x	x	Almost Certain	High
Fears and aspirations														
⊖	Potential concern and anxiety about future security for residents or landowners affected by property acquisition, and associated uncertainty for business owners, employees and residents for their next steps once acquisition has been completed. This locality has a high deprivation score and the housing in this area is fairly affordable compared to other areas of Auckland, including those in proximity to the project area. Loss of private housing in this area could displace residents who may not be able to easily secure alternative housing.	<ul style="list-style-type: none"> Landowners of potentially affected properties Leaseholders, tenants and other occupiers of potentially affected properties Business owners and operators, including light industry businesses People employed in local businesses People living and working in the area; 	individual property	Until construction starts, ie the whole of the planning phase	G3	E2	V1	R2	Moderate	x	x	x	Almost Certain	High
⊖	Potential negative impacts associated with fear of disruption to local community character, and perceptions about potential long term changes to the fabric of the community, particularly in combination with other development such as intensification of housing as a result of changes to the Auckland Unitary Plan.	<ul style="list-style-type: none"> Directly affected landowners and occupiers 	individual property	ongoing	G2	E2	V1	R2	Significant	x	x	x	Almost Certain	Extreme
⊖	Potential negative impacts associated with fear of disruption to the Takanini Town Centre, and perceptions about potential long term changes to the amenity of the area and attractiveness of the Town Centre. There is a request for “Master Planning” of the area, including a new train station with the grade separation of Walters Road to be considered within that master planning.	<ul style="list-style-type: none"> Landowners of potentially affected properties Leaseholders, tenants and other occupiers of potentially affected properties Business owners and operators, including light industry businesses People employed in local businesses 	Locality	until construction is complete	G4	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate

	Impact description				Significance				Consequence	Likelihood				Overall Rating ¹
	Impact	Affected groups ²	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊕	Certainty about future development of the transport network enabling businesses in the area and landowners to plan for the future	<ul style="list-style-type: none"> Landowners of potentially affected properties Leaseholders, tenants and other occupiers of potentially affected properties Business owners and operators, including light industry businesses 	Suburb	ongoing	G4	E2	V2	R1	Minor	x	x	x	Almost Certain	Moderate
⊕	Potential positive impacts and aspirations associated with perceived investment in Takanini and the potential for positive transformation of the area.	<ul style="list-style-type: none"> All groups 	Suburb	ongoing	G2	E2	V1	R1	Significant	x	x	x	Almost Certain	Extreme
Socio-economic impacts														
⊖	Potential loss of employment / livelihood for owners and employees of businesses that close or relocate out of the areas prior to construction.	<ul style="list-style-type: none"> Those employed by businesses in the area 	individual property	permanent	G2	E2	V1	R1	Significant	x	x	x	Almost Certain	Extreme
⊖	Reduced commercial activity in the area as businesses relocate/close as a result of property acquisition leaving empty buildings/tenancies. Businesses may not renew leases and seek other locations as they are uncertain about what construction impacts might be and how they might be managed. People also change their shopping habits and shop in other areas as services and businesses they used have been displaced as a result of property acquisition. Particularly relevant in the Waters Road area.	<ul style="list-style-type: none"> People living and working in the area Surrounding local communities in Takaanini and Papakura 	Suburb	until construction complete and residual land redeveloped	G3	E2	G3	R2	Moderate	–	x	x	Likely	Moderate
⊖	Reduced access to education and training as a result of the loss of trade training centre. This could mean students have to travel further and longer to access the same education opportunities. This could increase cost. This increase in time, distance and cost could mean they are no longer able to participate in training.	<ul style="list-style-type: none"> Households with children who attend early childhood education or receive education in the area 	Region	ongoing or until a similar facility re-establishes in the area	G1	E1	V1	R1	Significant	x	x	x	Almost Certain	Extreme
⊖	Reduced access to ECE meaning some parents may not be able to work or participate in other activities, including education. Parents or caregivers may need	<ul style="list-style-type: none"> Households with children who attend early childhood education or 	Suburb	ongoing or until a similar facility re-	G1	E1	V1	R1	Significant	x	x	x	Almost Certain	Extreme

Impact description					Significance				Consequence	Likelihood				Overall Rating ¹
Impact	Affected groups ²	Extent	Duration	G	E	V	R		S	O	E	Rating		
to travel further and/or there may not be capacity at other centres within the area.	receive education in the area		establishes in the area											
Decision Making Systems														
⊖ People feel they have not had an adequate opportunity to influence decision making processes for the project.	<ul style="list-style-type: none"> All groups 	Suburb	until NoR confirmed	G3	E2	V1	R2	Moderate	x	x	x	Almost Certain	High	

2 Potential Social Impacts – Construction

⊕ Positive impact ⊖ Negative impact

Table 2: Potential social impacts (construction)

Impact description	Significance				Consequence	Likelihood				Overall Rating ³				
	Impact	Affected groups ⁴	Extent	Duration		G	E	V	R		S	O	E	Rating
Impacts on way of life														
⊖	Impacts on how people get around: <ul style="list-style-type: none"> pedestrians and cyclists – people walking along the footpath, cycling on Taka Street and Manuroa Road to access the Takanini Train Station due to construction activity, including changed wayfinding and potential temporary closures. Particularly for Taka St peds/cyclists with greater disruption expected from construction of the overbridge. Also some residents of the aged care facility cross the rail and access the train station. 	<ul style="list-style-type: none"> People living and working in the area 	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Reduced access to parking during construction – It was noted that parking on Taka Street in the vicinity of the Aged Care facility is used by visitors, especially when a new resident is settling in or a resident is experiencing end of life care and there are no restrictions on visiting numbers or hours. this is a sporadic activity, but a reduction in parking or increased competition for car parking (due to site access requirements or construction workers using the car parks) during the construction phase could create stress and anxiety for visitors.	<ul style="list-style-type: none"> Elderly residents who live and receive care in the area Visitors to the aged care facility 	Locality	Duration of construction	G2	E3	V1	R2	Significant	x	–	x	Likely	High
⊖	Changes to daily living routines could be possible due to changes to local access routes as a result of construction, including changed access arrangements to	<ul style="list-style-type: none"> People living and working in the area 	Locality	Duration of construction	G3	E3	V2	R2	Minor	–	x	x	Likely	Moderate

³ See Appendix C for methodology.

⁴ Based on affected groups identified in Section 4.1 of this SIA.

	Impact description				Significance				Consequence	Likelihood				Overall Rating ³
	Impact	Affected groups ⁴	Extent	Duration	G	E	V	R		S	O	E	Rating	
	properties, relocation of bus stops to alternative locations.													
⊖	<p>Impacts on how people get around:</p> <ul style="list-style-type: none"> pedestrians and cyclists – people walking along the footpath, cycling on Walters Road across the rail. Stakeholders have told us workers/users of facilities cross the rail frequently. 	<ul style="list-style-type: none"> People living and working in the area People who purchase goods and services from the area People who visit the area and use community facilities and open space areas People travelling through the area, including commercial road users 	Suburb	Duration of construction	G2	E2	V2	R2	Major	x	x	x	Almost Certain	High
⊖	<p>Impacts on how people get around:</p> <ul style="list-style-type: none"> How heavy vehicles access the Takaanini industrial area with the closure of Spartan Road level crossing. At present much of the industrial traffic does not need to go through residential areas with access very close to the mway interchange. VTNZ facility on eastern side of rail services heavy vehicle industry (COFs and entry certs) Hall's Coldchain logistics operate on both sides of the rail with closure of Spartan Road level crossing increasing severance between their operating sites. 	<ul style="list-style-type: none"> People who visit the area and purchase goods and services 	Suburb	Duration of construction	G3	E2	V2	R2	Moderate	x	x	x	Almost Certain	High
⊖	<p>Impacts on how people access services and facilities:</p> <ul style="list-style-type: none"> Reduced access to the Takaanini Town Centre as a result of temporary traffic management – It is anticipated that for a part of the construction period for the Walters Road Grade Separation, there would be intermittent road closures of local roads. This may cause delays for motorists and reduce access to Southgate and 	<ul style="list-style-type: none"> People living and working in the area People who use community facilities and open space areas within the area People who purchase goods and services from the area 	Region	Duration of construction	G3	E1	V2	R2	Moderate	x	x	x	Almost Certain	High

Impact description				Significance				Consequence	Likelihood				Overall Rating ³
Impact	Affected groups ⁴	Extent	Duration	G	E	V	R		S	O	E	Rating	
<p>the Takanini Town Centre, including health services being the Takanini Medical Centre and Dental Centre. The vast majority of customers drive to the precinct.</p> <ul style="list-style-type: none"> Reduced access to ECE facilities on Taka Street (Amber) and Manuroa Road (Best Start) as a result of TTM Reduced vehicle access to Takaanini Community Hall as access from Taka Street will be closed. Access via Beach Road and Glenora Road only. Reduced access to Z Takaanini corner Great South Road (GSR) and Taka Street – depending on locations of underground tanks could be greater impact? Reduced access to Takaanini retail/commercial area corner GSR/Manuia Road/Manuroa Road. Manuia Road access potentially to be closed for a period during construction. Access via Manuroa Road only. Anticipate these shops/services are important to people east of the rail so maintaining Manuroa Road level crossing open until Manuia Road complete will be important. Construction impacts the Takanini Reserve as a local recreation facility. Access to this is likely to be disrupted due to construction activity. It's generally a passive recreation facility with small children's play equipment at the Station Road end. Skate park facility at the Taka Street end will be impacted. The Reserve will remain accessible via Station Road. 													

	Impact description				Significance				Consequence	Likelihood				Overall Rating ³
	Impact	Affected groups ⁴	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊖	Delays to traffic and flow on impacts to local and regional economy and business operators	<ul style="list-style-type: none"> People who purchase goods and services from the area Business owners and operators, including light industry businesses 	Region wide	Duration of construction	G3	E1	V2	R1	Moderate	x	–	x	Likely	Moderate
⊖	Change in access to residential properties in the vicinity of each project as a result of TTM.	<ul style="list-style-type: none"> People living and working in the area 	Locality	Duration of construction	G3	E3	V2	R1	Moderate	x	x	x	Almost Certain	High
⊕	Severance of Manuroa Road – potential positive as increases amenity of residential homes in proximity to the rail. Felt in construction as well as soon as construction starts.	<ul style="list-style-type: none"> People living and working in the area 	Locality	Duration of construction	G3	E3	V2	R2	Minor	–	x	x	Likely	Moderate
Family and community														
⊖	There is the potential for some changes to the accessibility of social infrastructure in the locality – for people travelling by train, bus or on foot – due to adjustments to transport infrastructure in the immediate vicinity of the construction site (including active transport). People using bus services in the area or accessing the Takaanini Train Station may experience some changes to access routes or minor increases in travel time.	<ul style="list-style-type: none"> People living and working in the area People travelling through the area 	Locality	Duration of construction	G2	E2	V2	R2	Major	–	x	x	Likely	High
⊖	<p>Changes to community character and sense of place – streetscape, access, increased number of workers and visitors to areas due to construction.</p> <ul style="list-style-type: none"> Likely to be particularly noticeable around Taka Street with a more residential character, ECE facility and aged care facility as well. Potentially in the vicinity of the Takanini Town Centre with a change in sense of place as the overbridge becomes a dominant feature in the landscape. <p>It is noted that changes in character as a result of more intensive residential development around the Takaanini Train</p>	<ul style="list-style-type: none"> People living and working in the area Elderly residents who live and receive care in the area 	Locality	ongoing	G2	E3	V2	R1	Moderate	x	x	x	Almost Certain	High

	Impact description				Significance				Consequence	Likelihood				Overall Rating ³
	Impact	Affected groups ⁴	Extent	Duration	G	E	V	R		S	O	E	Rating	
	Station – on Taka Street and Manuroa Road is likely to occur in the coming years. The environment in which the Taka Street overbridge is constructed could be significantly different to what it is at present meaning the bridge might not be such a dominant feature within the environment at the time of construction.													
⊖	<p>Changes to how communities function as a result of the closures of Manuroa Road and Spartan Road level crossings.</p> <ul style="list-style-type: none"> Those from the western side accessing the local shops on Manuroa Road on the eastern side of the rail will need to access the same shops via the new Manuia Road overbridge via GSR. May not be as convenient so may seek to shift where they go. Changes to how the industrial community functions with a need to change travel patterns. 	<ul style="list-style-type: none"> Business owners and operators, including light industry businesses People living and working in the area 	Suburb	ongoing	G3	E2	V2	R1	Moderate	–	x	x	Likely	Moderate
⊖	Potential changes to community character and people's sense of place and belonging associated with the possible change to the residential character of the area to the east of the Puhinui Train Station in particular due to increased construction activity, changes to the streetscape and an influx of unfamiliar construction workers into the area.	<ul style="list-style-type: none"> People living and working in the area 	Locality	Duration of construction	G3	E3	V2	R1	Moderate	–	x	x	Likely	Moderate
⊖	Possible changes to local community (at a localised level) associated with property acquisition and removal of housing.	<ul style="list-style-type: none"> People living and working in the area 	Locality	Duration of construction	G3	E3	V2	R1	Moderate	x	x	x	Almost Certain	High
Quality of the environment														
⊖	Reduced amenity and subsequent potential impacts to people's enjoyment of everyday activities in the local area due to construction noise and vibration, including increased traffic along temporary detour routes during construction.	<ul style="list-style-type: none"> People living and working in the area 	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate

	Impact description				Significance				Consequence	Likelihood				Overall Rating ³
	Impact	Affected groups ⁴	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊖	Construction noise and vibration may be particularly experienced by sensitive receivers surrounding the construction site which could affect local social interactions. This includes residential communities in close proximity to the construction site, residents and staff in the Aged Care facility on Taka Street. Noise and vibration has the potential to negatively affect people's experience of everyday activities including physical activities and social interactions. The highest impacts would occur during noise intensive works at the construction site that use noise intensive equipment.	<ul style="list-style-type: none"> People living and working in the area 	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Reduced amenity for residents of the aged care facility on Taka Street as a result of construction of the overbridge at Taka Street. The aged care facility is a sensitive receiver for noise and vibration.	<ul style="list-style-type: none"> Elderly residents who live and receive care in the area 	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Reduced amenity and subsequent potential impacts to people's enjoyment of everyday activities in the local area due to construction activity, noise and vibration, including access to Takani Reserve.	<ul style="list-style-type: none"> People who use community facilities and open space areas within the area 	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Reduced amenity within the Takani Town Centre and parts of Southgate as a result of construction activity impacts such as noise or vibration, temporary changes to the streetscape, and the construction of the overbridge.	<ul style="list-style-type: none"> People who purchase goods and services from the area Business owners and operators, including light industry businesses People employed in local businesses 	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Temporary changes to the appearance and use of local surroundings associated with reduced amenity due to construction noise, vibration, changes to the streetscape and establishment of a construction site in a residential area. This may potentially result in reduced personal enjoyment of private homes and nearby outdoor activities for residents and users that are close to the construction site.	<ul style="list-style-type: none"> People living and working in the area 	Locality	Duration of construction	G3	E3	V2	R2	Minor	_	x	x	Likely	Moderate
⊖	Perceived and potential actual safety impacts associated with changed sightlines, establishment of construction site and	<ul style="list-style-type: none"> People living and working in the area People who purchase 	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate

	Impact description				Significance				Consequence	Likelihood				Overall Rating ³
	Impact	Affected groups ⁴	Extent	Duration	G	E	V	R		S	O	E	Rating	
	changes to wayfinding and reduced accessibility of streets during construction as access is limited <ul style="list-style-type: none"> Particularly around the Takanini Town Centre and Southgate May reduce perceptions of safety, particularly at night. Residents of aged care facilities may be experiencing illness and disability, and / or stress and concerns which may mean they are more sensitive and could result in these changes being felt more acutely – dementia ward Visitors to aged care facilities and ECE facilities may perceive a less safe environment and not enrol/withdraw their children or not settle relatives/temporary remove relatives from aged care facility 	goods and services from the area												
⊕	Increased personal safety as a result of less anti-social behaviour due to the presence of construction activity. Stakeholders have told us there is existing anti-social behaviour within the Takanini Town Centre.	<ul style="list-style-type: none"> People living and working in the area 	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	–	x	Likely	Moderate
Impacts on health and wellbeing														
⊖	Potential negative impacts associated with concern about disruption to, and the ongoing transformation of areas which will undergo significant changes. The scale and pace of change can impact people's sense of place and belonging (Solastalgia). Particularly in areas around the Takaanini Train Station – Taka Street and Manuroa Road which are likely to experience more intensive residential development.	<ul style="list-style-type: none"> Project neighbours and near neighbours, particularly those who will become neighbours of the bridges 	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Perceived safety impacts associated with the influx of unfamiliar construction workers in a local neighbourhood setting, adjacent to sensitive locations such as the aged care facility on Taka Street, which may cause anxiety and concern to local residents.	<ul style="list-style-type: none"> People living and/or, working in, and people visiting the area 	Locality	Duration of construction	G3	E3	V2	R2	Minor	–	x	x	Likely	Moderate
⊖	Restrictions to access or delays to access the Takaanini Train Station could mean people behave in a dangerous and unsafe manner to get to services in time.	<ul style="list-style-type: none"> People who use community facilities and open space areas within the area 	Suburb	Duration of construction	G3	E2	V2	R2	Moderate	–	x	x	Likely	Moderate

Impact description					Significance				Consequence	Likelihood				Overall Rating ³
Impact	Affected groups ⁴	Extent	Duration	G	E	V	R		S	O	E	Rating		
⊖ Feelings of anxiety and stress for residents of homes immediately to the south of all over bridges. The bridge will potentially creating shading on properties adjacent to it along with a perception of loss of privacy and enjoyment of their homes as a result of the bridge.	<ul style="list-style-type: none"> Project neighbours and near neighbours, particularly those who will become neighbours of the ramp 	Locality	Duration of construction	G3	E3	V2	R2	Minor	–	–	x	Rare	Low	
⊖ Potential for increased emergency response times due to temporary changes to access and road conditions.	<ul style="list-style-type: none"> People employed in local businesses People living and working in the area 	Suburb	Duration of construction	G3	E2	V2	R2	Moderate	–	x	x	Likely	Moderate	
⊖ Impacts to health and wellbeing associated with impacts of construction noise, dust and vibration, regardless of meeting required standards e.g. ability to sleep undisturbed in ones home, cumulative impacts of long durations of construction activity: <ul style="list-style-type: none"> In areas with more residential uses where night works are undertaken Aged care facilities with residents sleeping during the day. Taka St aged care facility with a dementia ward – residents could potentially become more agitated. ECE facilities with young kids sleeping during the day – proximity of facilities on Manuroa road to Manuia Road construction	<ul style="list-style-type: none"> People living and working in the area 	Locality	Duration of construction	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate	
Impacts on personal and property rights														
⊖ Perceived impacts to personal and property rights, livelihoods and individuals' experiences of personal disadvantage may be perceived through construction processes – construction 'entering' private property, restricting or limiting access, etc.	<ul style="list-style-type: none"> Landowners of potentially affected properties Leaseholders, tenants and other occupiers of potentially affected properties Business owners and operators, including light industry businesses 	Individual properties	Duration of construction	G3	E3	V1	R1	Moderate	x	x	x	Almost Certain	High	
⊖ Perceived impacts to housing and businesses, e.g. potential for cracking of structures associated with vibration from nearby construction sites – especially in properties east of the rail line on peat soils.	<ul style="list-style-type: none"> Landowners of potentially affected properties Leaseholders, tenants and other occupiers of 	Individual properties	Duration of construction	G3	E3	V1	R2	Moderate	–	–	x	Rare	Low	

Impact description				Significance				Consequence	Likelihood			Overall Rating ³		
Impact	Affected groups ⁴	Extent	Duration	G	E	V	R		S	O	E	Rating		
[Understand some of the Addison properties have experienced cracking, etc]	potentially affected properties <ul style="list-style-type: none"> Business owners and operators, including light industry businesses 													
Fears and aspirations														
⊕	Potential positive impacts and aspirations associated with perceived investment in Takaanini and potential for positive transformation of the area.	All groups	Suburb	ongoing	G2	E2	V2	R1	Major	x	x	x	Almost Certain	High
⊕	Potential positive impacts associated with excitement and anticipation of improved safety and active mode connections across the rail line.	All groups	Suburb	ongoing	G2	E2	V2	R1	Major	x	x	x	Almost Certain	High
Socio-economic impacts														
⊕	Construction employment opportunities for skilled workforce, and opportunities for upskilling to meet construction training requirements. Opportunities for people from within the local community, wider southern Auckland area and beyond. Particular opportunity for training to employment working with Skills Update should they be able to remain in the area.	<ul style="list-style-type: none"> People living and working in the area People in Local Board areas, particularly Papakura People in the wider Auckland Region. 	Region	Duration of construction	G3	E1	V1	R1	Moderate	x	x	x	Almost Certain	High
⊕	Increased business activity as a result of the construction workforce, such as cafés and food businesses in proximity to construction sites.	<ul style="list-style-type: none"> Business owners and operators, including light industry businesses 	Suburb	Duration of construction	G3	E2	V2	R2	Moderate	–	x	x	Likely	Moderate
⊕	Increased demand for goods and services would provide procurement opportunities for local and Māori businesses to subcontract to the primary construction contractor.	Business owners and operators, including light industry businesses	Region	Duration of construction	G3	E1	V2	R2	Moderate	x	x	x	Almost Certain	High
⊖	Reduced business activity and customers/clients as a result of disruption from construction activity, including changes to access and visibility of businesses or the need for temporary closures.	<ul style="list-style-type: none"> Business owners and operators, including light industry businesses 	Locality	Duration of construction	G3	E2	V2	R2	Moderate	x	x	x	Almost Certain	High
Cumulative impacts														

Impact description				Significance				Consequence	Likelihood				Overall Rating ³
Impact	Affected groups ⁴	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊖ Potential cumulative impacts within the broader Takanini area associated with other developments which could include the FTN and/or urban intensification which may disrupt community connection to place, and potentially result in 'construction fatigue'.	<ul style="list-style-type: none"> People living and working in the area 	Locality	Duration of construction	G3	E2	V2	R2	Moderate	–	x	x	Likely	Moderate

3 Potential Social Impacts – Operation

⊕ Positive impact ⊖ Negative impact

Table 3: Potential social impacts (operation)

	Impact description				Significance				Consequence	Likelihood				Overall Rating ⁵
	Impact	Affected groups ⁶	Extent	Duration	G	E	V	R		S	O	E	Rating	
Impacts on way of life														
⊕	Increased access for pedestrians and cyclists with improved pedestrian and cycling facilities (noting these are limited for cycling as in some locations they won't connect into existing networks anywhere - no existing networks). There are only cycling facilities on parts of Walters Road	<ul style="list-style-type: none"> People living and working in the area 	Suburb	permanent	G2	E2	V2	R1	Major	x	x	x	Almost Certain	High
⊖	Permanent changes to access for properties (inc. services and businesses) and some intersections along the route as a result of some intersection and road closures and access reconfigurations. Changes to access arrangements within private properties due to closure of private roads which may increase travel times and routes for property owners, and increase safety risks.	<ul style="list-style-type: none"> People living and working in the area 	locality	permanent	G2	E3	V2	R1	Moderate	x	x	x	Almost Certain	High
⊖	Closures of public roads may result in changes to the way people using the area access businesses, community facilities and services.	<ul style="list-style-type: none"> People travelling through the area, including commercial road users People who purchase goods and services from the area Business owners and operators, including light industry businesses 	Suburb	permanent	G3	E2	V2	R1	Moderate	–	x	x	Likely	Moderate

⁵ See Appendix C for methodology

⁶ Based on affected groups identified in Section 4.1 of this SIA.

Impact description					Significance				Consequence	Likelihood				Overall Rating ⁵
Impact	Affected groups ⁶	Extent	Duration	G	E	V	R		S	O	E	Rating		
⊖	Potential increased community severance with bridge structures creating a 'barrier' across roads	<ul style="list-style-type: none"> People living and working in the area 	locality	permanent	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊕	Improvements to how people get around with removal of all delays at level crossings enabling unrestricted travel across the rail line in three locations.	<ul style="list-style-type: none"> People living and working in the area Business owners and operators, including light industry businesses 	Suburb	permanent	G2	E2	V2	R1	Major	x	x	x	Almost Certain	High
Impacts on culture														
⊕	Reflection of cultural values and aspirations in bridge structures through design elements	<ul style="list-style-type: none"> People living and working in the area Manawhenua 	locality	permanent	G2	E3	V2	R1	Moderate	x	x	x	Almost Certain	High
Quality of the environment														
⊖	Increased antisocial behaviour as a result of people living or 'hanging out' under overbridges	<ul style="list-style-type: none"> People living and working in the area Business owners and operators, including light industry businesses 	Locality	permanent	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊖	Reduced amenity within the Takanini town Centre as a result of the presence of the rail overbridge bridge.	<ul style="list-style-type: none"> People who purchase goods and services from the area People living and working in the area Business owners and operators, including light industry businesses 	Locality	permanent	G3	E3	V2	R2	Minor	x	x	x	Almost Certain	Moderate
⊕	Increased public safety with removal of conflict with rail	<ul style="list-style-type: none"> People travelling through the area, including commercial road users 	Locality	permanent	G2	E3	V2	R1	Moderate	x	x	x	Almost Certain	High
⊕	Increased amenity with less noise disruption. When we remove a level crossing, there are no more bells and gates coming down and the train drivers no longer have to sound their horns at crossing points.	<ul style="list-style-type: none"> People living and working in the area 	Locality	permanent	G2	E3	V2	R1	Moderate	x	x	x	Almost Certain	High
Health and Wellbeing														
⊕	Elimination of injury/fatality at level crossings	<ul style="list-style-type: none"> People travelling through the area, including commercial road users 	locality	permanent	G1	E3	V2	R1	Significant	x	x	x	Almost Certain	Extreme

	Impact description				Significance				Consequence	Likelihood				Overall Rating ⁵
	Impact	Affected groups ⁶	Extent	Duration	G	E	V	R		S	O	E	Rating	
⊖	Impacts on emergency services with potential longer response times as a result of longer routes into some areas as a result of permanent level crossing closures.	<ul style="list-style-type: none"> People living and working in the area 	Suburb	permanent	G3	E2	V2	R1	Moderate	_	x	x	Likely	Moderate
⊕	Impacts on emergency services with potential quicker response times as a result of no delays at level crossings.	<ul style="list-style-type: none"> People living and working in the area 	Suburb	permanent	G3	E2	V2	R1	Moderate	_	x	x	Likely	Moderate
⊕	Increased perceptions of safety by families increasing confidence in people walking and cycling	<ul style="list-style-type: none"> People living and working in the area 	Suburb	permanent	G4	E2	V2	R1	Minor	x	x	x	Almost Certain	Moderate
⊖	Increased effort needed from pedestrians and cyclists due to the slopes associated with the grade separation	<ul style="list-style-type: none"> People living and working in the area 	locality	permanent	G4	E3	V2	R1	Minor	x	x	x	Almost Certain	Moderate
⊕	Improved health and wellbeing with increased access to active transport modes leading to healthier lifestyles (noting these are limited for cycling as they don't connect into existing networks anywhere - no existing networks)	<ul style="list-style-type: none"> People living and working in the area People travelling through the area 	People in Local Board areas, especially Papakura	permanent	G1	E2	V2	R1	Significant	_	x	x	Likely	High
⊖	Nuisance from lighting from bridge – especially as elevated, Disturbance of sleep – impact on peoples ability to sleep undisturbed in their own home.	<ul style="list-style-type: none"> People living and working in the area 	locality	permanent	G3	E3	V2	R2	Minor	_	x	x	Likely	Moderate
⊖	Nuisance from traffic noise from bridge – especially heavy vehicles on Manuia Road bridge at night – gear changing, etc, Disturbance of sleep – impact on peoples ability to sleep undisturbed in their own home. Portrush Lane homes	<ul style="list-style-type: none"> People living and working in the area 	locality	permanent	G2	E3	V2	R2	Moderate	_	x	x	Likely	Moderate
Socio-economic impacts														
⊕	Long term employment for people who have been involved in construction and participated in skills & workforce development pathways that may lead to other jobs within infrastructure and construction.	<ul style="list-style-type: none"> People in the wider Auckland Region People in Local Board areas, especially Papakura 	Region	permanent	G3	E1	V2	R2	Moderate	x	x	x	Almost Certain	High

Impact description					Significance				Consequence	Likelihood				Overall Rating ⁵
Impact	Affected groups ⁶	Extent	Duration	G	E	V	R		S	O	E	Rating		
⊕ Increased commercial investment in the area as a result of safe and efficient access to freight routes	<ul style="list-style-type: none"> Landowners Business owners and operators, including light industry businesses 	Suburb	permanent	G3	E2	V2	R1	Moderate	x	x	x	Almost Certain	High	
⊕ Improvements in freight productivity, reliability and availability, and benefits to the community from removal of delays at level crossings.	<ul style="list-style-type: none"> People in Local Board areas, especially Papakura 	Region	permanent	G2	E1	V2	R1	Major	x	x	x	Almost Certain	High	

4 Significant social impacts and mitigation

4.1 Planning

Table 4: Priority impacts - Planning

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
Impacts on way of life				
Loss of locally significant businesses and services including <ul style="list-style-type: none"> • Early childhood education centres • BP Service station • Trade Training Centre 	Extreme	1	Provide information to ECE's about Auckland Unitary Plan requirements to different zones to enable businesses to undertake their own long term business planning and make appropriate decisions. Engage with the Ministry of Education to better understand licencing of ECE's and options. Work with Auckland Council to explore opportunities for how land required for construction but not operation could be used in the future	2
Potential for changes to some routines and convenience for some residents due to the acquisition of properties containing several local businesses - in addition to the ECEs, Service Station and trade training centre. These include vehicle servicing and tyre repair, marine servicing and retail services.	High	1	Stakeholder and Community Engagement Plan	2
Changes in access to services and facilities as a result of leasees not renewing leases in properties near Walters Road due to uncertainty about project impacts (during construction and permanent): <ul style="list-style-type: none"> • Southgate leases on Walters Road • Town centre leases near Walters Road 	Moderate	3	Stakeholder and Community Engagement Plan	3
Changes in access to services and facilities as a result of loss of businesses through acquisition: <ul style="list-style-type: none"> • BP service station and truck stop on GSR near Manuia Road. There is one other truck stop – Allied Petroleum on Spartan Road. Loss of BP could impact industrial/ freight industry. Other nearest truck stop is on the motorway – southbound BP at Papakura. • ECE centres – removing up to 3 from the wider community, anticipate significant impact to families and workers in the area. Esp those with children at nearby primary schools and people with fixed hours employment. There is significant demand for these facilities and limited spaces in the current ones. If no spaces available elsewhere in the community then employment for some people might be jeopardised. • Trade education centre at Walters Road – nearest alternative centre is in Mangere requiring significant travel to an area not well serviced by PT – potential cost as well as additional time away from the home in travel time. Centre provides Building and Construction trade education (among other 	High	1	Stakeholder and Community Engagement Plan	2

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
things) and if lost to the area also a loss of opportunity for positive Social Outcomes to provide pathways from training to education. <ul style="list-style-type: none"> Commercial properties not suited to relocation into the undeveloped industrial land in the Porchester/Popes Road area (ie no commercial visibility from busy roads, etc). 				
Severance of Manuroa Road – potential positive as increases amenity of residential homes in proximity to the rail. Felt as soon as construction starts.	Moderate	3		3
Impacts on culture⁷				
Potential impacts on local social ties and community relationships to place due to acquisition and loss of residential properties and local businesses in this area, and changes to access to recreation areas (such as Takanini Reserve).	Extreme	1	Stakeholder and Community Engagement Plan Property Management Strategy	2
Changes to community relationships to place due to the acquisition or disruption of some important community meeting places and/or businesses – particularly ECE centres and resulting impacts on families.	Extreme	1	Stakeholder and Community Engagement Plan	2
Family and community				
Possible changes to local community (at a localised level) associated with property acquisition and families having to move out of the area.	Extreme	1	Stakeholder and Community Engagement Plan Property Management Strategy	2
Changes to the way the community functions, social ties and it's cohesion as a result of the loss of ECE facilities and the impacts on families in the area.	Extreme	1	Stakeholder and Community Engagement Plan	2
Changes to sense of place, particularly within the Taka St and Walters Road area as a result of properties being vacated and potentially buildings removed prior to construction	Moderate	3	Stakeholder and Community Engagement Plan Property Management Strategy	4
Quality of the environment				
Perceived reduction in the safety of the area as properties are acquired and homes vacated. Vacant buildings attract antisocial behaviour before they are removed during construction.	Moderate	3	Property Management Strategy	4
Impacts on health and wellbeing				
Stress and anxiety (Psycho-social impacts) for some more vulnerable community members resulting from a loss of social networks and social support a result of property acquisition, businesses ceasing to operate in the location or area, and people having to move out of the area. Particularly relevant for the residents of	High	1	Stakeholder and Community Engagement Plan Community Health and Wellbeing Strategy	2

⁷ Manawhenua cultural values are not considered within this assessment and are addressed within the AEE.

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
the Takanini Care Centre and their connections with the Amber Early Learning Centre.				
Increased anxiety and uncertainty for directly affected landowners between now and when active property acquisition commences.	Moderate	3	Stakeholder and Community Engagement Plan Community Health and Wellbeing Strategy	4
Increased anxiety and uncertainty for leaseholders, tenants and other occupiers of potentially affected properties between now and when active property acquisition commences.	Moderate	3	Stakeholder and Community Engagement Plan Community Health and Wellbeing Strategy	4
Increased anxiety and uncertainty for business owners and operators and those employed in directly affected businesses between now and when active property acquisition commences – particularly for businesses that might be 'lost' to the community thereby removing those employment opportunities from the area as well.	Moderate	3	Stakeholder and Community Engagement Plan Community Health and Wellbeing Strategy	4
Increased anxiety and uncertainty during active property acquisition. Uncertainty and stress for some landholders affected by land requirements for the proposal, leading to the potential for individual and community wellbeing impacts for some.	Moderate	3	Stakeholder and Community Engagement Plan Community Health and Wellbeing Strategy PWA Process	4
Impacts on personal and property rights				
Perceived impacts to personal and property rights, livelihoods and individuals' experiences of personal disadvantage may be perceived through property acquisition processes.	High	1	Stakeholder and Community Engagement Plan PWA Process Community Health and Wellbeing Strategy	2
Impacts caused by the Public Works Act property acquisition process – land/property acquisition or severance within a property, potential land redistribution between different or new owners	Moderate	3	Stakeholder and Community Engagement Plan PWA Process	3
Loss of autonomy of decision making about future of land/businesses for directly affected properties – especially for those businesses where there are perceived or actual limitations on where they can go to stay within the area. Less relevant for industrial uses. More relevant for smaller and commercial businesses who rely on high visibility locations.	Moderate	3	Stakeholder and Community Engagement Plan	3
Impacts caused by the Public Works Act property acquisition process – land/property acquisition or severance within a property, potential land redistribution between different or new owners.	Moderate	3	Stakeholder and Community Engagement Plan PWA Process Community Health and Wellbeing Strategy	4
Certainty for landowners and business owners/operators about future development enabling long term planning about the future of properties/businesses – especially for businesses who were considering	High	1	Stakeholder and Community Engagement Plan	1

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
redevelopment / relocation / growth within the next 5 or so years. Certainty could provide them with more confidence about their planned future investment.				
Fears and aspirations				
Potential concern and anxiety about future security for residents or landowners affected by property acquisition, and associated uncertainty for business owners, employees and residents for their next steps once acquisition has been completed. This locality has a high deprivation score and the housing in this area is fairly affordable compared to other areas of Auckland, including those in proximity to the project area. Loss of private housing in this area could displace residents who may not be able to easily secure alternative housing.	High	1	Stakeholder and Community Engagement Plan PWA Process Community Health and Wellbeing Strategy	2
Potential negative impacts associated with fear of disruption to local community character, and perceptions about potential long term changes to the fabric of the community, particularly in combination with other development such as intensification of housing as a result of changes to the Auckland Unitary Plan.	Extreme	1	Stakeholder and Community Engagement Plan Community Health and Wellbeing Strategy	2
Potential negative impacts associated with fear of disruption to the Takanini Town Centre, and perceptions about potential long term changes to the amenity of the area and attractiveness of the Town Centre. There is a request for "Master Planning" of the area, including a new train station with the grade separation of Walters Road to be considered within that master planning.	Moderate	3	Stakeholder and Community Engagement Plan Community Health and Wellbeing Strategy	3
Certainty about future development of the transport network enabling businesses in the area and landowners to plan for the future	Moderate	3	Stakeholder and Community Engagement Plan	3
Potential positive impacts and aspirations associated with perceived investment in Takanini and the potential for positive transformation of the area.	Extreme	1	Stakeholder and Community Engagement Plan	1
Socio-economic impacts				
Potential loss of employment / livelihood for owners and employees of businesses that close or relocate out of the areas prior to construction.	Extreme	1	Long timeframes before active property acquisition and construction along with the Stakeholder and Community Engagement Plan can ensure businesses are informed regarding timeframes and have time to undertake their own business planning	
Reduced commercial activity in the area as businesses relocate / close as a result of property acquisition leaving empty buildings / tenancies. Businesses may not renew leases and seek other locations as they are uncertain about what construction impacts might be and how they might be managed. People also change their shopping habits and shop in other areas as services and businesses they used have been displaced as a result of property acquisition. Particularly relevant in the Waters Road area.	Moderate	3	Stakeholder and Community Engagement Plan Property Management Strategy	4
Reduced access to education and training as a result of the loss of trade training centre. This could mean students have to travel further and longer to access the	Extreme	1	Stakeholder and Community Engagement Plan	1

	Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
	same education opportunities. This could increase cost. This increase in time, distance and cost could mean they are no longer able to participate in training.				
	Reduced access to ECE meaning some parents may not be able to work or participate in other activities, including education. Parents or caregivers may need to travel further and / or there may not be capacity at other centres within the area.	Extreme	1	Stakeholder and Community Engagement Plan	1
Decision Making Systems					
	People feel they have not had an adequate opportunity to influence decision making processes for the Project.	High	1	Stakeholder and Community Engagement Plan	2

4.2 Construction

Table 5: Priority impacts – Construction

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
Impacts on way of life				
Impacts on how people get around: <ul style="list-style-type: none"> pedestrians and cyclists – people walking along the footpath, cycling on Taka Street and Manuroa Road to access the Takanini Train Station due to construction activity, including changed wayfinding and potential temporary closures. Particularly for Taka St peds/cyclists with greater disruption expected from construction of the overbridge. Also some residents of the aged care facility cross the rail and access the train station. 	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4
Reduced access to parking during construction – It was noted that parking on Taka Street in the vicinity of the Aged Care facility is used by visitors, especially when a new resident is settling in or a resident is experiencing end of life care and there are no restrictions on visiting numbers or hours. This is a sporadic activity, but a reduction in parking or increased competition for car parking (due to site access requirements or construction workers using the car parks) during the construction phase could create stress and anxiety for visitors.	High	1	Construction Management Plan	2
Changes to daily living routines could be possible due to changes to local access routes as a result of construction, including changed access arrangements to properties, relocation of bus stops to alternative locations.	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4
Impacts on how people get around: <ul style="list-style-type: none"> pedestrians and cyclists – people walking along the footpath, cycling on Walters Road across the rail. Stakeholders have told us workers/users of facilities cross the rail frequently. 	High	1	Construction Management Plan Development Response Plan	2
Impacts on how people get around: <ul style="list-style-type: none"> how heavy vehicles access the Takaanini industrial area with the closure of Spartan Road level crossing. Also split business operations at Spartan Road for Halls who operate on either side of the rail corridor. Consequential impact on business having to go around via Manuia Road. At present much of the industrial traffic does not need to go through residential areas with access very close to the motorway interchange. VTNZ facility on eastern side of rail services heavy vehicle industry (COFs and entry certs) Hall's Coldchain logistics operate on both sides of the rail with closure of Spartan Road level crossing increasing severance between their operating sites. 	High	1	Construction Management Plan Stakeholder and Community Engagement Plan	2
Impacts on how people access services and facilities: <ul style="list-style-type: none"> Reduced access to the Takaanini Town Centre as a result of temporary traffic management – It is anticipated that for a part of the construction period for the Walters Road Grade Separation, there would be intermittent road closures of local roads. This may cause delays for motorists and reduce access to 	High	1	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	2

	Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
	<p>Southgate and the Takanini Town Centre, including health services being the Takanini Medical Centre and Dental Centre. The vast majority of customers drive to the precinct.</p> <ul style="list-style-type: none"> • Reduced access to ECE facilities on Manuroa Road (Best Start) as a result of TTM • Reduced vehicle access to Takaanini Community Hall as access from Taka St will be closed. Access via Beach Road and Glenora Road only. • Reduced access to Z Takaanini at the corner of GSR and Taka Street – depending on locations of underground tanks could be greater impact? • Reduced access to Takaanini retail/commercial area at the corner of GSR / Manuia Road / Manuroa Road. Manuia Road access potentially to be closed for a period during construction. Access via Manuroa Road only. Anticipate these shops/services are important to people east of the rail so maintaining Manuroa Road level crossing open until Manuia Road complete will be important. • Construction impacts the Takanini Reserve as a local recreation facility. Access to this is likely to be disrupted due to construction activity. It's generally a passive recreation facility with small children's play equipment at the Station Road end. Skate park facility at the Taka Street end will be impacted. The Reserve will remain accessible via Station Road. • Potential impacts on access to the Takaanini Train Station 			Design considerations to improve connectivity of the Takaanini Reserve to the surrounding area	
	Delays to traffic and flow on impacts to local and regional economy and business operators.	Moderate	3	Construction Management Plan	4
	Some minor changes to daily living routines could be possible due to changes to local access routes as a result of construction site.	High	2	Construction Management Plan Stakeholder and Community Engagement Plan	3
Family and community					
	There is the potential for some changes to the accessibility of social infrastructure in the locality – for people travelling by train, bus or on foot – due to adjustments to transport infrastructure in the immediate vicinity of the construction site (including active transport). People using bus services in the area or accessing the Takanini Train Station may experience some changes to access routes or minor increases in travel time.	High	1	Construction Management Plan Stakeholder and Community Engagement Plan	2
	<p>Changes to community character and sense of place – streetscape, access, increased number of workers and visitors to areas due to construction.</p> <ul style="list-style-type: none"> • Likely to be particularly noticeable around Taka Street which has a residential character, ECE facility and aged care facility as well. • Potentially in the vicinity of the Takaanini Town Centre with a change in sense of place as the overbridge becomes an elevated feature in the landscape. It is noted that changes in character as a result of more intensive residential development around the Takaanini Train Station – on Taka Street and Manuroa Road is likely to occur in the coming years. The environment in which the Taka Street overbridge is constructed could be significantly different to what it is at present meaning the bridge might not be such a dominant feature within the environment at the time of construction. 	High	1	Construction Management Plan	2

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
<p>Changes to how communities function as a result of the closures of Manuroa and Spartan Road level crossings.</p> <ul style="list-style-type: none"> Those from the western side accessing the local shops on Manuroa Road on the eastern side of the rail will need to access the same shops via the new Manuia Road overbridge via GSR. May not be as convenient so may seek to shift where they go. Changes to how the industrial community functions with a need to change travel patterns. 	Moderate	3	Construction Management Plan	4
<p>Potential changes to community character and people's sense of place and belonging associated with the possible change to the residential character of the area to the east of the Puhinui Train Station in particular due to increased construction activity, changes to the streetscape and an influx of unfamiliar construction workers into the area.</p>	Moderate	3	Construction Management Plan	4
Quality of the environment				
<p>Reduced amenity and subsequent potential impacts to people's enjoyment of everyday activities in the local area due to construction noise and vibration, including increased traffic along temporary detour routes during construction.</p>	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4
<p>Construction noise and vibration may be particularly experienced by sensitive receivers surrounding the construction site which could affect local social interactions. This includes residential communities in close proximity to the construction site, residents and staff in the Aged Care facility on Taka Street. Noise and vibration has the potential to negatively affect people's experience of everyday activities including physical activities and social interactions. The highest impacts would occur during noise intensive works at the construction site that use noise intensive equipment.</p>	Moderate	3	Construction Management Plan Stakeholder and Community Engagement Plan	4
<p>Reduced amenity for residents of the aged care facility on Taka Street as a result of construction of the overbridge at Taka Street. The aged care facility is a sensitive receiver for noise and vibration.</p>	Moderate	3	Construction Management Plan Stakeholder and Community Engagement Plan	4
<p>Reduced amenity and subsequent potential impacts to people's enjoyment of everyday activities in the local area due to construction activity, noise and vibration, including access to Takanini Reserve.</p>	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4
<p>Reduced amenity within the Takaanini Town Centre and parts of Southgate as a result of construction activity impacts such as noise or vibration, temporary changes to the streetscape, and the construction of the overbridge.</p>	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4
<p>Temporary changes to the appearance and use of local surroundings associated with reduced amenity due to construction noise, vibration, changes to the streetscape and establishment of a construction site in a residential area. [check if there will be one] This may potentially result in reduced personal enjoyment of private homes and</p>	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
nearby outdoor activities for residents and users that are close to the construction site.				
Perceived and potential actual safety impacts associated with changed sightlines, establishment of construction site and changes to wayfinding and reduced accessibility of streets during construction as access is limited <ul style="list-style-type: none"> Particularly around the Takaanini Town Centre and Southgate May reduce perceptions of safety, particularly at night. Residents of aged care facilities may be experiencing illness and disability, and / or stress and concerns which may mean they are more sensitive and could result in these changes being felt more acutely – dementia ward Visitors to aged care facilities and ECE facilities may perceive a less safe environment and not enrol/withdraw their children or not settle relatives/temporary remove relatives from aged care facility 	Moderate	3	Good Neighbours Policy Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	4
Increased personal safety as a result of less anti-social behaviour due to the presence of construction activity. Stakeholders have told us there is existing anti-social behaviour within the Takaanini Town Centre.	Moderate	3	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	2
Impacts on health and wellbeing				
Potential negative impacts associated with concern about disruption to, and the ongoing transformation of areas which will undergo significant changes. The scale and pace of change can impact people's sense of place and belonging (Solastalgia). Particularly in areas around the Takanini Train Station – Taka Street and Manuroa Road which are likely to experience more intensive residential development.	Moderate	3	Stakeholder and Community Engagement Plan	2
Perceived safety impacts associated with the influx of unfamiliar construction workers in a local neighbourhood setting, adjacent to sensitive locations such as the aged care facility on Taka Street, which may cause anxiety and concern to local residents.	Moderate	3	Good Neighbours Policy Construction Management Plan Stakeholder and Community Engagement Plan	2
Restrictions to access or delays to access the Takaanini Train Station could mean people behave in a dangerous and unsafe manner to get to services in time.	Moderate	3	Construction Management Plan Stakeholder and Community Engagement Plan	2
Potential for increased emergency response times due to temporary changes to access and road conditions.	Moderate	3	Stakeholder and Community Engagement Plan	2
Impacts to health and wellbeing associated with impacts of construction noise, dust and vibration, regardless of meeting required standards e.g. ability to sleep undisturbed in ones home, cumulative impacts of long durations of construction activity: <ul style="list-style-type: none"> In areas with more residential uses where night works are undertaken Aged care facilities with residents sleeping during the day. Taka Street aged care facility with a dementia ward – residents could potentially become more agitated and violent (?). 	Moderate	3	Construction Management Plan Stakeholder and Community Engagement Plan	2

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
<ul style="list-style-type: none"> ECE facilities with young kids sleeping during the day – proximity of facilities on Manuroa Road to Manuia Road construction 				
Impacts on personal and property rights				
Perceived impacts to personal and property rights, livelihoods and individuals' experiences of personal disadvantage may be perceived through property acquisitions and construction processes. – construction 'entering' private property, restricting or limiting access, etc.	High	1	Construction Management Plan Stakeholder and Community Engagement Plan	2
Fears and aspirations				
Potential positive impacts and aspirations associated with perceived investment in Takanini and potential for positive transformation of the area.	High	1	Stakeholder and Community Engagement Plan	1
Potential positive impacts associated with excitement and anticipation of improved safety and active mode connections across the rail line.	High	1	Stakeholder and Community Engagement Plan	1
Socio-economic impacts				
Construction employment opportunities for skilled workforce, and opportunities for upskilling to meet construction training requirements. Opportunities for people from within the local community, wider southern Auckland area and beyond. Particular opportunity for training to employment working with Skills Update should they be able to remain in the area.	High	1	Stakeholder and Community Engagement Plan	1
Increased business activity as a result of the construction workforce, such as cafés and food businesses in proximity to construction sites.	Moderate	3	Stakeholder and Community Engagement Plan	1
Increased demand for goods and services would provide procurement opportunities for local and Māori businesses to subcontract to the primary construction contractor.	High	1	Stakeholder and Community Engagement Plan	1
Reduced business activity and customers/clients as a result of disruption from construction activity, including changes to access and visibility of businesses or the need for temporary closures.	High	1	Construction Management Plan Development Response Plan Stakeholder and Community Engagement Plan	2
Cumulative impacts				
Potential cumulative impacts within the broader Takaanini area associated with other developments which could include the FTN and/or urban intensification which may disrupt community connection to place, and potentially result in 'construction fatigue'.	Moderate	3	Stakeholder and Community Engagement Plan	4

4.3 Operation

Table 6: Priority impacts – Operation

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
Impacts on way of life				
Increased access for pedestrians and cyclists with improved pedestrian and cycling facilities (noting these are limited for cycling as in some locations they won't connect into existing networks anywhere - no existing networks). There are only cycling facilities on parts of Walters Road	High	1	None required	1
Permanent changes to access for properties (inc. services and businesses) and some intersections along the route as a result of some intersection and road closures and access reconfigurations. Changes to access arrangements within private properties due to closure of private roads which may increase travel times and routes for property owners, and increase safety risks.	High	1	Stakeholder and Community Engagement Plan – actions during construction period to inform and educate people about permanent changes.	3
Closures of public roads may result in changes to the way community members access properties, community facilities and services.	Moderate	3	Stakeholder and Community Engagement Plan – actions during construction period to inform and educate people about permanent changes.	4
Potential increased community severance with bridge structures creating a 'barrier' across roads.	Moderate	3	None required. Design solutions implemented during the planning and construction phases.	
Improvements to how people get around with removal of all delays at level crossings enabling unrestricted travel across the rail line in three locations.	High	1	None required	1
Impacts on culture				
Reflection of cultural values and aspirations in the Project increasing people's connection to the land	High	1	None required	1
Quality of the environment				
Increased antisocial behaviour as a result of people living or 'hanging out' under overbridges.	Moderate	3	Design solutions implemented during the planning and construction phases.	
Reduced amenity within the Takanini town Centre as a result of the presence of the rail overbridge bridge.	Moderate	3	None required. Design solutions implemented during the planning and construction phases.	3
Increased public safety with removal of conflict with rail.	High	1	None required	1
Increased amenity with less noise disruption. When we remove a level crossing, there are no more bells and gates coming down and the train drivers no longer have to sound their horns at crossing points.	High	1	None required	1

Impact description	Overall rating	Priority before mitigation	Mitigation	Priority after mitigation
Impacts on health and wellbeing				
Elimination of injury/fatality at level crossings.	Extreme	1	None required	1
Impacts on emergency services with potential longer response times as a result of longer routes into some areas as a result of permanent level crossing closures.	Moderate	3	Stakeholder and Community Engagement Plan – actions during construction period to inform and educate people about permanent changes.	3
Impacts on emergency services with potential quicker response times as a result of no delays at level crossings.	Moderate	3	None required	3
Increased perceptions of safety by families increasing confidence in people walking and cycling.	Moderate	3	None required	3
Increased effort needed from pedestrians and cyclists due to the slopes associated with the grade separation	Moderate	3	None required. Design solutions implemented during the planning and construction phases.	3
Improved health and wellbeing with increased access to active transport modes leading to healthier lifestyles (noting these are limited for cycling as they don't connect into existing networks anywhere - no existing networks)	High	1	None required	1
Nuisance from lighting from bridge – especially as elevated, Disturbance of sleep – impact on peoples ability to sleep undisturbed in their own home.	Moderate	3	Design solutions implemented during the planning and construction phases including road barriers and low spill lighting.	4
Nuisance from traffic noise from bridge – especially heavy vehicles on Manuia bridge at night – gear changing, etc, Disturbance of sleep – impact on peoples ability to sleep undisturbed in their own home. Portrush Lane homes	Moderate	3	Design solutions implemented during the planning and construction phases, including maximum gradients, etc as per the Noise == Traffic Effects Report.	3
Socio-economic impacts				
Long term employment for people who have been involved in construction and participated in skills & workforce development pathways that may lead to other jobs within infrastructure and construction.	High	1	None required	1
Increased commercial investment in the area as a result of safe and efficient access to freight routes.	High	1	None required	1
Improvements in freight productivity, reliability and availability, and benefits to the community from removal of delays are level crossings.	High	1	None required	1

Technical Note

Date Prepared: 24/03/2023

Prepared by: Takaanini Level Crossings Project Planning Team

Opportunities for Early Childhood Education (ECE) facilities in the Takaanini community

Purpose

This technical note has been prepared to review the opportunities for establishing early childhood education (**ECE**) facilities within the Takaanini community considering the existing and anticipated Planning context.

Document Status

Responsibility	Name
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Reviewer	Liam Winter
Approver	Liam Winter

Revision Status

Version	Date	Reason for Issue
1.0	24/03/2023	Final

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1 Introduction

1.1 Takaanini Level Crossings Project

Te Tupu Ngātahi plans to lodge a Notice of Requirement (**NoR**) for the Takaanini Level Crossings project (**TLC / The Project**), on behalf of Auckland Transport (**AT**) as the requiring authority.

The designation will provide for the construction and operation of five new bridges to support safe and reliable east-west transport movement across the North Island Main Trunk (**NIMT**) in Takaanini. The bridges and associated works are located across five project areas (refer to Table 1 and Figure 1).

Table 1: Project areas within the NoR

Project Area	Description
Spartan Road	Closure of the existing level crossing, new active modes crossing across the NIMT and associated works.
Manuia Road	New road (with active modes) grade separated crossing over the NIMT and associated works.
Manuroa Road	Closure of the existing level crossing, new active modes crossing across the NIMT and associated works.
Taka Street	Replacement of the existing level crossing with a new road (with active modes) grade separated crossing over the NIMT and associated works.
Walters Road	Replacement of the existing level crossing with a new road (with active modes) grade separated crossing over the NIMT and associated works.

1.2 Impact on ECE facilities

The Project will impact on Early Childhood Education (**ECE**) facilities that are currently located within the Takaanini community. It is anticipated that ECEs located within or partially within the project areas will be temporarily or permanently impacted during construction and/or the operation of the final infrastructure.

ECEs are located within three of the project areas at Manuroa Road, Taka Street and Walters Road. Three ECE facilities are entirely within the project area boundaries and will need to be removed to facilitate construction. Another three ECE facilities are situated on a single site that is partially within the project area boundaries. In this case, the project area encroaches into a portion of the onsite parking and manoeuvring space, but none of the buildings. The impacted facilities are set out further in Table 2 below.

Where ECE facilities are no longer able to operate on their current site(s) due to the impact of the Project, ECE operators may want to relocate but still be within the Takaanini community.

1.3 Purpose of Technical Note

The purpose of this assessment is to identify whether there are opportunities available to establish ECE facilities within the Takaanini community considering the zoning and types of activities anticipated under the Auckland Unitary Plan: Operative in Part (**AUP:OP**). The assessment will focus on existing urban land and zones present within the Project areas and in the vicinity of the Project areas (i.e. within an approximate 1.5km radius catchment measured from the east-west crossing point over the NIMT, refer to Figure 1).

This assessment considers the opportunities from a planning perspective. However, we recognise that ECE operators may also base their relocation decisions on a range of other factors (beyond the scope of this assessment).

Our view on the opportunities available within the community are based on:

- Reviewing the characteristics (i.e., property sizes, underlying zoning, carparking provision, location and building type) of existing ECE facilities within the project areas and the approximate 1.5km radius catchment. This is to provide a profile of existing ECEs in the community and an indicative baseline for the characteristics ECE operators may be looking for in terms of 'suitable' land to relocate to (if relocation is preferred). The characteristics of each ECE have been identified through desktop review of the AUP:OP maps and Auckland Council GeoMaps information only (i.e., resource consents have not been reviewed at this stage);
- Reviewing the AUP:OP zoning, characteristics of development and anticipated activities within the project areas and the 1.5km catchment (the "study areas"). This is to provide an overview of what existing land may be available within the community (in terms of zoning) and whether these provide for ECE facilities in future;
- Project areas: While land within the Project areas may be required for an ongoing period (i.e., for operation, maintenance and/or mitigation of the Project), some land may only be required temporarily for construction. As such, land and zoning within the project areas is relevant to consider in this assessment as there may be land suitable for relocation in the future post-construction; and
- 1.5km catchment: ECE operators may wish to relocate beyond the future designation boundaries, but remain within the local Takaanini area (i.e., near their existing premises). As such, a study area beyond the project areas has also been considered to understand the types of zoning and activities in the vicinity.

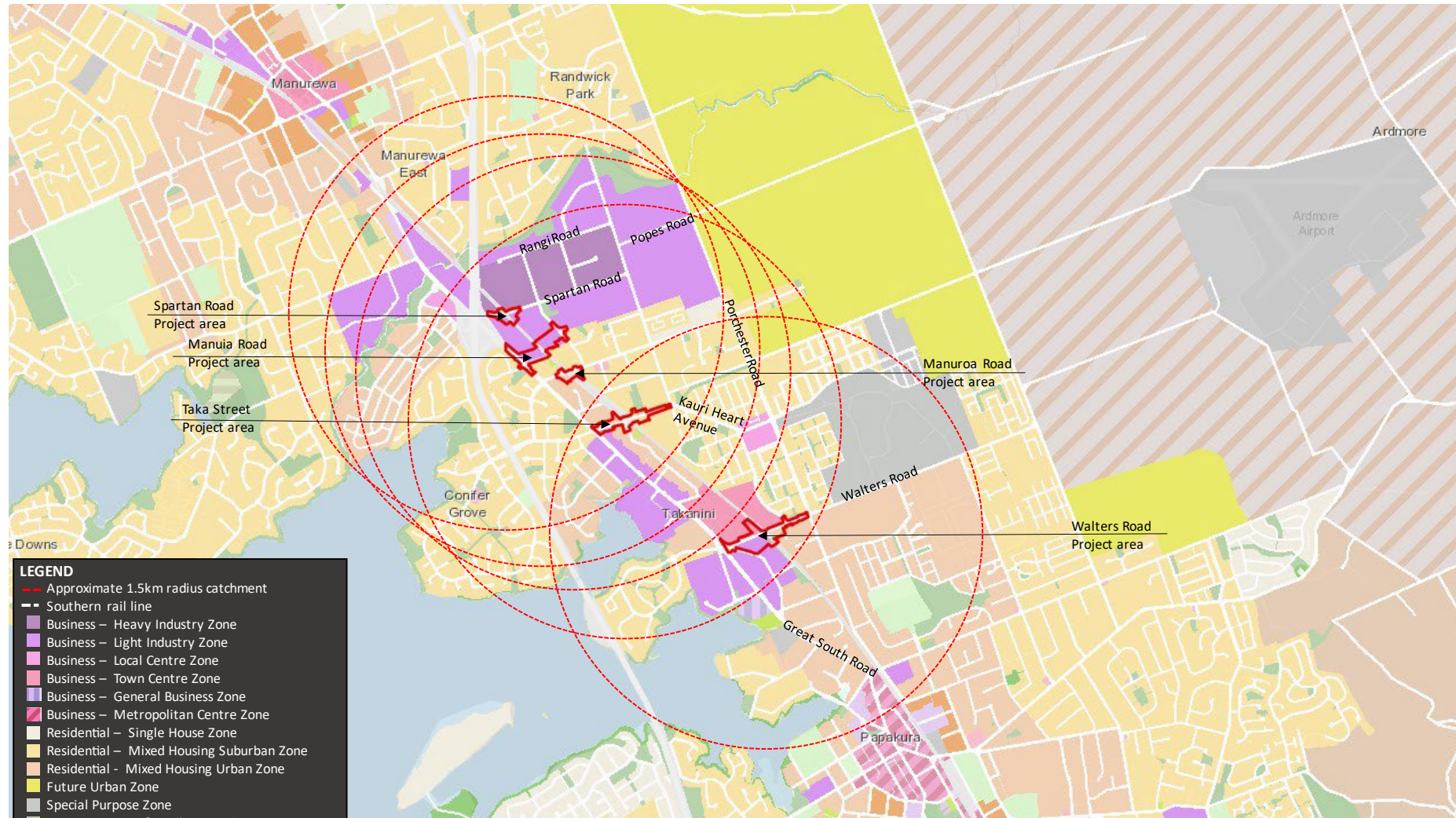


Figure 1: The five TLC project areas with surrounding approximate 1.5km radius catchment (measured from the crossing point with the NIMT) i.e. “study areas”

2 Context of the existing ECE facilities

Care centre is the definition used in the AUP:OP when describing/referring to ECE facilities. Of relevance to this assessment, the ‘Care centre’ definition includes facilities used for:

- *children, in addition to the children of the person in charge, aged six years or younger are educated and cared for, and includes: childcare centres, crèches, kindergartens, kōhanga reo, playcentres and play groups; and*
- *early childhood learning services.*

The zoning and characteristics of existing ECE facilities within the designation boundaries are set out in Table 2 below. Facilities in the wider Takaanini community, within an approximate 1.5km radius catchment of each project area (refer to Figure 1 above), are set out in Table 3. Table 2 shows that existing care centres within the designation boundaries have been established in predominantly Residential zones (Mixed Housing Suburban or Urban). One exception is a care centre in the Town Centre zone. The ECE property sizes range from approximately 1072m² to 5577m². All the care centres have off street carparking, ranging from approximately 8 to 30 spaces. The existing ECE facilities comprise either of solely new buildings or dwellings converted for ECE purposes. All existing ECE facilities also have street frontage (i.e., are not located on within a rear lot).

Table 3 looks at the care centres within a 1.5km radius catchment of the NIMT crossing within each project area. There is a greater mix of zones identified across Table 3. Roughly half (7 out of 13) of the ECE facilities identified have been established in Residential zones (Mixed Housing Suburban or Urban). The other ECE facilities are within Business zones (Light Industry or Neighbourhood Centre) or Open Space zones (Sport and Active Recreation, Community or Informal Recreation). The ECE property sizes range from approximately 358m² to 7631m². The majority of ECE facilities provide dedicated onsite carparking ranging between approximately 2 to 36 spaces. Some centres however appear to have shared carparking arrangements (e.g. with adjacent activities or as they are within a public park/reserve). The majority of the ECE facilities comprise of new buildings and have street frontage. There are only three examples where centres are located as part of a school, business complex or park and do not have direct street frontage.

Table 2: Existing ECE facilities within or partially within the NoR boundaries (impacted by the Project)

ECE Facility	Location	Property premise area (m ²)	Existing zoning	Off-street carparking	Street frontage	New building or converted dwelling
Partially within project area boundaries						
BestStart Manuroa Road	18 Manuroa Road	5577	Residential – Mixed Housing Suburban	Yes – approx. 30 spaces	Manuroa Road	New building
New Generation Childcare Centres	<i>(Note: three centres operate on one site).</i>					

ECE Facility	Location	Property premise area (m ²)	Existing zoning	Off-street carparking	Street frontage	New building or converted dwelling
TopKids Manuroa childcare						
Fully within project area boundaries						
Ambers Early Learning Centre	14 Taka Street	1305	Residential – Mixed Housing Urban	Yes –approx. 8 spaces	Taka Street	Converted dwelling
Go Bananas Childcare Takanini	20 Walters Road	2762	Business – Town Centre	Yes – approx. 28 spaces	Walters Road	New building
Learning Adventures Takanini	25 Walters Road	1072	Residential – Mixed Housing Urban	Yes - approx. 10 spaces	Walters Road	Converted dwelling

Table 3: ECEs within the study areas (not directly impacted by the Project)

ECE Facility	Location	Property /premise area (m ²)	Existing zoning	Off-street carparking	Street frontage	New building or converted dwelling
Early Learning Counties Manukau Takanini	8 Oakleigh Avenue (<i>note: the one site is shared</i>)	7631	Residential – Mixed Housing Suburban	Yes – approx. 48 spaces	Oakleigh Avenue	New building
Aranga Early Childhood Centre	32 Riverton Drive (<i>note: the centre is operated on the same grounds as Randwick Park</i>)	3641	Open Space – Sport and Active Recreation	Yes – shared carpark within park approx. 52 spaces	No direct street frontage – located within Randwick Park	New building
BestStart Kauri Flats	15 Castlepoint Avenue	1478	Residential - Mixed Housing Suburban	Yes – approx. 16 spaces	Castlepoint Avenue	New building
BestStart Tironui Road	42 Tironui Road	1360	Business - Light Industry	Yes – approx. 9 spaces	Tironui Road	New building

ECE Facility	Location	Property /premise area (m ²)	Existing zoning	Off-street carparking	Street frontage	New building or converted dwelling
BestStart Waiata Shores	56 Gosper Road	2082	Residential - Mixed Housing Urban	Yes – 20 approx. spaces	Gosper Road	New building
Blossoms Educare	239A Porchester Road	3178	Residential - Mixed Housing Suburban	Yes – approx. 36 spaces	Porchester Road	New building
Childz Choice Preschool	36 Reding Street	358	Residential - Mixed Housing Suburban	No – there may however be a shared parking arrangement with the adjacent Sikh temple site to the north)	Reding Street	New building
Conifer Grove Kindergarten	70 Walter Strevens Drive <i>(note: the centre is operated on the same grounds as Conifer Grove School)</i>	960	Residential - Mixed Housing Suburban	No - but there may be public parking located adjacent to facility within the neighbourhood centre	No direct street frontage – located within Conifer Grove School	New building
Lollipops Takanini	64a Walter Strevens Drive	944 (excluding carparking)	Business – Neighbourhood Centre	Yes - approx... 57 spaces (note: the parking is located in the neighbourhood centre carpark)	Walter Strevens Drive, but part of a wider business complex.	New building
Papakura North Kindergarten	1 Artillery Drive	1323	Open Space - Community	Yes – approx... 2 spaces	Artillery Drive	New building
The Rainbow Corner Early Learning Centre	13 Princess Street	809	Business - Neighbourhood Centre	Yes - approx.. 10 spaces	Princess Street	New building
Trend Tots	3 Fuselage Lane	413	Residential - Mixed Housing Suburban	Unconfirmed	Fuselage Lane	Converted dwelling
Te Kōhanga Reo o Humarie	24 Taka Street <i>(note: the centre is located within</i>	1693	Open Space - Informal Recreation Zone	Yes - approx... 8 spaces	Station Road, but up a driveway as a part of	New building

ECE Facility	Location	Property /premise area (m ²)	Existing zoning	Off-street carparking	Street frontage	New building or converted dwelling
	<i>the Takaanini Reserve)</i>				Takaanini Reserve	

3 Context of the study areas

The five study areas are predominantly located within an existing urban environment. It is noted that some parts of the 1.5km radius catchments do however overlap into the Future Urban Zone (i.e., east of Porchester Road).

The existing and anticipated zoning within the five study areas are described in Table 3 below. Overall, the predominant existing zoning across the study areas is Residential (Mixed Housing Suburban and Mixed Housing Urban zone). There are notable concentrations of Industrial zoned land (Light Industry or Heavy Industry zone) around the Takaanini interchange and Great South Road. There are also a few centre zoned areas including a Town Centre (along Walters Road), Neighbourhood Centre Zone (near the Manuroa Road Project area) and a Local Centre Zone (along Kauri Heart Avenue which is undeveloped). Various pockets of Open Space zoned land (mainly Informal Recreation zone) are also present across the study areas. A notable land area within the Walters Road project area catchment is also zoned Special Purpose Zone with an overarching Bruce Pulman Park Precinct.

Some of the existing Residential zones are also subject to overarching Precinct rules under Takaanini sub-precincts A-C). These have not been discussed further this assessment as there are no provisions relating to 'care centres' under these Precincts.

We note that some of the existing zoning (mainly Residential zones) is anticipated to change under Plan Change 78 (**PC78**) which enables greater residential intensification and responds to the National Policy Statement on Urban Development (**NPS-UD**) direction. PC78 anticipates intensification of land within the 'walkable catchment'¹ surrounding Takaanini Train Station and Te Mahia Station. As shown in Figure 2 this will see most of the Residential zoning around Manuia Road, Manuroa Road and Taka Street being upzoned to Terrace Housing and Apartment Buildings zone (from the existing mainly Mixed Housing Suburban or Urban zoning). Those existing residential zones outside of walkable catchments (e.g. around Walters Road) also anticipate further residential intensification through the implementation of the Medium Density Residential Standards (**MDRS**).

The zones listed below consider the anticipated zoning under PC78 first and are indicatively listed in order of how present they are across the study areas (with the most common zones listed first). Existing zones not covered/present in the anticipated PC78 zoning are then discussed for completion. It is noted that there is overlap in the study areas given the location of the east-west crossings along the NIMT.

¹ Council has applied a 'walkable catchment' based on a 10-minute walk (around 800 metres) around existing and planned rapid transit stops such as Takaanini Train Station.

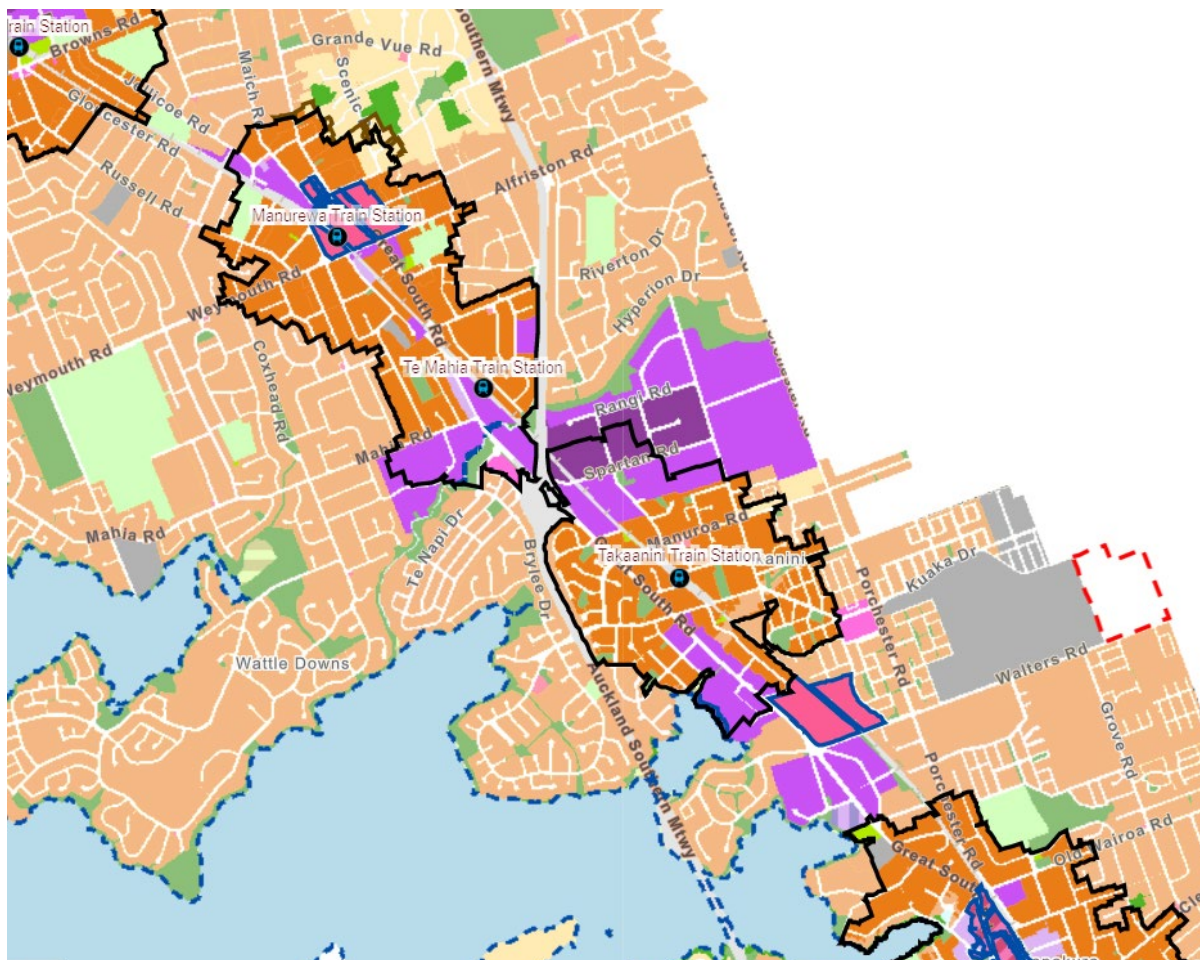


Figure 2: Anticipated zoning under PC78 in Takaanini

Table 4: Anticipated zoning of the study areas under PC78

Zone	Present within	Description
Anticipated zoning under PC78		
Residential – Mixed Housing Urban	All study areas	This zone anticipates predominantly residential activities and supports increasing capacity and choice of housing. Considering the AUP:OP subdivision requirements, vacant lot sizes in this zone could range between 240m ² and 360m ² . It is noted that existing lots with this zoning demonstrate a lot more variability. Rear lots are also common within this zone.
Residential – Terrace Housing and Apartment Buildings	All study areas	This zone is not currently present within the study areas but will be used to up zone Residential zoned areas within the walkable catchment of train stations. This zone provides for high-intensity residential activities, primarily in the form of terrace housing and apartments. The minimum size requirement for vacant lots in this zone is 1200m ² .
Business – Light Industry	All study areas	This zone provides for industrial activities that do not generate objectionable odour, dust or noise. The minimum size requirement for vacant lots in this zone is 1000m ² and there is a

Zone	Present within	Description
		minimum frontage of 20m. Many existing lots with this zoning have street frontage.
Special Purpose	Walters Road and Taka Street study areas	There are two types of Special Purpose zones across the study areas (School and Major Recreation Facility Zone). The zones provide for specific functions in the community. The Major Recreation Facility zone is notably large covering the area occupied by Bruce Pulman Park (approx. 63.5ha). This area has additional specific land use and development requirements under the Bruce Pulman Park precinct.
Business – Heavy Industry	Spartan Road study area	This zone provides for industrial activities that may produce objectionable odour, dust and noise emissions. The minimum size requirement for vacant lots in this zone is 2000m ² and there is a minimum frontage of 20m.
Future Urban	All study areas	This zone is applied to greenfield land that has been identified as suitable for urbanisation.
Open Space – Informal Recreation	All study areas	This zone is scattered across all the study areas. The zone is applied to areas used for a variety of outdoor informal recreation activities and community uses. It is noted that vacant lots are not generally anticipated in this zone.
Open Space – Sport and Active Recreation	All study areas	There are four areas zoned as Sport and Active Recreation across the study areas. This zone is applied to open spaces used for indoor and outdoor organised sports, active recreation and community activities. It has been noted that vacant lots are not generally anticipated in this zone.
Business – Town Centre	All study areas except Spartan Road	This zone provides for a wide range of activities including commercial, leisure, residential, tourist, cultural, community and civic services, providing a focus for commercial activities and growth. The minimum size requirement for vacant lots in this zone is 200m ² and there is a minimum frontage of 10m for sites over 2000m ² . The Town Centre zone is notably large covering the area occupied around Walters Road by Takanini Town Centre and (approx. 54,190ha) and Southgate Shopping Centre (approx. 91,808ha).
Business – Neighbourhood Centre Zone	All study areas except Walters Road	This zone provides residents and passers-by with frequent retail and commercial service needs. The minimum size requirement for vacant lots in this zone is 200m ² . The existing lots in the study areas with this zoning have street frontage.
Business – Mixed Use Zone	All study areas except Taka Street	This zone provides for residential activity as well as predominantly smaller scale commercial activity that does not cumulatively affect the function, role and amenity of centres. The minimum size requirement for vacant lots in this zone is 200m ² . Many existing lots with this zoning have street frontage.
Business – Local Centre zone	All study areas	This zone primarily provides for the local convenience needs of surrounding residential areas, including local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets. The minimum size requirement for vacant lots in this zone is 200m ² .
Business – Metropolitan Centre zone	Walters Road study area	This zone provides for a wide range of activities including commercial, leisure, high density residential, tourist, cultural, community and civic services. The minimum size requirement for

Zone	Present within	Description
		vacant lots in this zone is 200m ² and there is a minimum frontage of 10m for sites over 2000m ² .
Residential – Low Density Residential	All study areas except Walters Road	The Residential – Low Density Residential Zone is applied to identified sites within residential neighbourhoods, subject to relevant qualifying matters (e.g., flood, precinct). There is a strip of this zoning along Manuroa Road between Takanini School Road and Porchester Road. Minimum vacant lot sizes in this zone is 480m ² (for parent sites greater than 1ha).
Open Space – Community	All study areas	There are three Community zones across the study areas. This zone primarily accommodates community buildings and activities.
Existing zoning (not already covered above)		
Residential – Mixed Housing Suburban	All study areas	This zone enables intensification, while retaining a suburban built character. Considering the AUP:OP subdivision requirements, vacant lot sizes in this zone could range between 320m ² and 480m ² . It is noted that existing lots with this zoning demonstrate a lot more variability, it is the most widespread residential zone covering many established suburbs and some greenfields areas.
Residential – Single House	All study areas except Walters Road	This zone provides for single houses that are generally characterised by one to two storey high buildings consistent with a suburban built character. Considering the AUP:OP subdivision requirements, vacant lot sizes in this zone could range between 480m ² and 720m ² .

4 Establishing ECE facilities

The activity status of 'care centre' varies across the AUP:OP zones, with care centres more compatible with the activities anticipated in some zones than others. Table 4 sets out the activity status of care centres in zones present across the study areas (as discussed in Section 3 above). Each of the zones below also have underlying development standards that need to be complied with (e.g., to manage bulk, location, and amenity).

As shown in Table 4 below, care centres are a permitted activity in almost every zone present within the study areas. In most of these zones, the permitted activity status is subject to operational restrictions such as maximum capacity or location. However, there are also some more permissive zones where there are minimal operational restrictions (e.g., Town Centre Zone) to no operational restrictions (e.g., Open Space - Community Zone or School Zone). Overall, it is possible for some care centres to establish without a need for resource consent.

Larger facilities or those within 30m of Residential zoning will trigger resource consent but will likely only be as a restricted discretionary activity. Council's discretion over these activities is less (i.e., 'restricted') and the tests for approval are less stringent. There is a higher likelihood of activities being approved and considered acceptable within the receiving environment with appropriate mitigation and management measures.

There are only five zones where care centres/ early childhood learning services cannot establish outright without resource consent. These include three Business zones (Light Industry, Heavy Industry, and General Business) and two Open Space zones (Sport and Active Recreation and Informal Recreation Zone). While establishing an ECE may be more challenging in these zones with activity statuses ranging between Discretionary and Non-complying, it may still be possible to establish in such locations. While Council will exercise greater discretion over resource consent applications, there are existing care centres in Takaanini that have located in such zones (refer to Table 2 above).

It is noted that across these zones, there are no minimum carparking requirements for care centres under the AUP:OP.

Table 5: Activity status of care centres under the AUP:OP for zones within the study areas

Existing and Anticipated Zoning	Activity	Activity Status
Future Urban Zone	Care centres for up to 10 people	Permitted
	Care centres for more than 10 people	Restricted Discretionary
Special Purpose Zones		
Special Purpose – Major Recreation Facility Zone (with Bruce Pulman Park Precinct)	Care centres limited to no more than one care centre within the precinct and with a gross floor area no greater than 1,000m ²	Permitted
	Care centres not otherwise provided for	Restricted Discretionary

Existing and Anticipated Zoning	Activity	Activity Status
Special Purpose – School Zone	Care centre	Permitted
Residential Zones		
Residential - Mixed Housing Suburban Zone	Care centres accommodating up to 10 people per site excluding staff	Permitted
Residential - Mixed Housing Urban Zone	Care centres accommodating greater than 10 people per site excluding staff	Restricted Discretionary
Residential - Terrace Housing and Apartment Building Zone		
Residential – Single Housing Zone		
Residential – Low Density Residential Zone		
Business Zones		
Business - Town Centre Zone	Care centres	Permitted
Business - Neighbourhood Centre Zone	Care centres within 30m of residential zone	Restricted Discretionary
Business – Local Centre Zone		
Business – Metropolitan Centre Zone		
Business – Mixed Use Zone		
Business - Light Industry Zone	Care centres	Discretionary
Business – General Business Zone		
Business – Heavy Industry	Care centres	Non-complying
Open Space Zones		
Open Space - Sport and Active Recreation Zone	Early childhood learning services	Discretionary
Open Space - Informal Recreation Zone	Early childhood learning services	Non-complying
Open Space - Community Zone	Early childhood learning services	Permitted

5 What Opportunities are available

Overall, considering the assessment in Sections 2 - 4 above, there are opportunities within Takaanini to establish ECE facilities in future. There is suitable zoned land across the study areas as further described below:

1. Special Purpose – School Zone

The most permissive zoning for establishing ECEs across those reviewed is within the Special Purpose – School Zone. There is some land with this zoning at the periphery of the Walters Road study area (adjacent to Bruce Pulman Park, refer to Figure 3). A portion of the land is currently occupied by Holy Trinity Catholic School. However, existing aerial imagery shows that some of this land is still vacant / undeveloped (approx. 4 ha) and has frontage onto Kapowai Boulevard. Some of the land has also been subdivided and developed with standalone dwellings. There is potential for a new ECE facility to be established on the undeveloped land or through redevelopment of one or more of the existing sites with dwellings (either with a new-build facility or a conversion).

It is noted that the sites with existing dwellings generally range between 200m² – 300m², whereas existing ECE facilities in the study area range between 358m² to 7631m². As such, multiple sites/dwellings may be required to accommodate an ECE facility comparable to those existing in the study areas.



Figure 3: Special Purpose - School Zone

2. Special Purpose – Major Recreation Facility Zone (with overarching Bruce Pulman Park Precinct)

This zone and Precinct apply across Bruce Pulman Park (refer to Figure 4 below), which is an appropriately 63.5 ha area within the Walters Road study area (also overlapping with the Taka Street study area). The Precinct has specific rules which provides for one ECE facility (up to 1,000m² gross floor area) within the Park as a permitted activity (refer to Table 4). There is currently no identified ECE facility within the Park. The Park is expansive and comprises of some existing buildings, parking areas, sports fields / courts, and undeveloped gravelled areas. Some of these areas may have further development potential and could be suitable for establishing a new ECE facility.

There are a few examples of existing ECE facilities (both impacted by the Project and those within the wider study area, refer to Table 2 and Table 3) that have premises around 1000m². As such, there is opportunity to establish a new-build facility meeting the Precinct rules, but also of comparable size to

those existing in the study areas. The Park also presents additional benefits for ECE facilities in that it is already a well-known/frequented location in the community, has land with road frontage and has existing carparking.



Figure 4: Bruce Pulman Park

3. Specific Business Zones (Town Centre, Neighbourhood Centre, Local Centre, Metropolitan Centre and Mixed Use)

The listed Business Zones also anticipate and provide for ECE facilities as permitted activities as shown in Table 4 above (subject to being at least 30m away from a Residential Zone). Land with these Business zones are present across the study areas. Generally, all these areas present some opportunity for ECE facility establishment through retrofitting of existing buildings/tenancies or overall site redevelopment. It is noted however that the Neighbourhood Centre zoned land is a relatively smaller area (approx.. total 4200m²) with existing small-scale shops and an ECE facility. It is also surrounded by Residential zoning (approx.. 30m in proximity). As such, there may be greater challenge in establishing an ECE facility of comparable nature and scale as those existing in area.

Of particular note are specific opportunities that may be available within the Town Centre and Local Centre zoned land. The Town Centre zoned land comprises of two frequented shopping centres (Southgate Takanini and Takanini Town Centre), each with their own parking and access. Each of the shopping areas may have opportunities in future where tenancies become available and could then be retrofitted or redeveloped for ECE purposes. There is also an approximate 1.2 ha portion of undeveloped Town Centre zoned land that could be suitable for a new-build development. The area

comprises of six different sites (ranging between 600m² to 7900m² in size) accessed of Glenora Road and located in close proximity to Southgate Takaanini (refer to Figure 5).

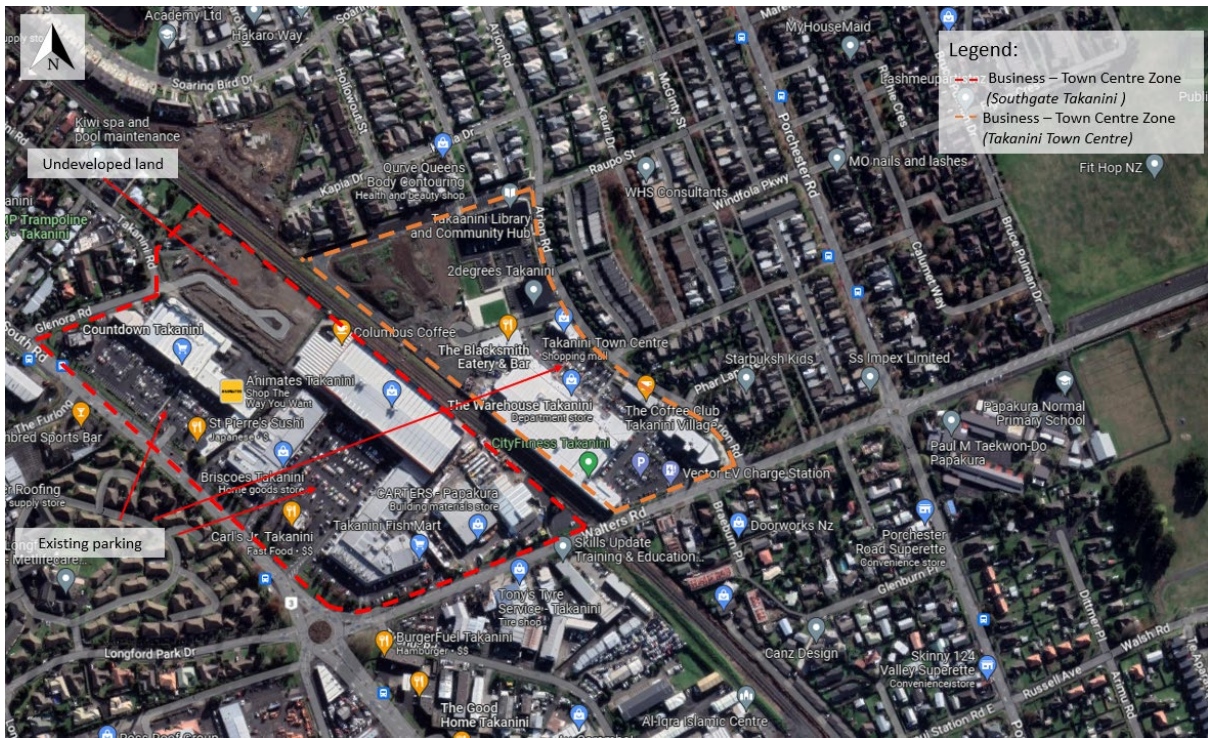


Figure 5: Business - Town Centre Zones

The majority of the Local Centre zoned land in the study areas also comprise of existing vacant and undeveloped land. There are two blocks (approx. 2.8 ha and 0.4 ha) with frontage to Kauri Heart Avenue that could have potential for a new build ECE facility. The larger block sizes also offer opportunity for ECE operators to establish premises comparable to those impacted by the Project (refer to Figure 6).



Figure 6: Business - Local Centre Zone

4. Residential Zones

The Residential zones overall offer opportunities for ECE facilities to be established either through new-build developments or the conversion of existing dwellings. A large proportion of land in the Takaanini study areas are currently and will continue to be residential zoned. Many existing ECE facilities reviewed have also established on residential zones. It is possible to establish ECE facilities (of a maximum capacity) as a permitted activity without consent. However, even where consent is triggered, there is greater likelihood of applications being considered acceptable with appropriate mitigation and management measures (as discussed in Section 4). While there are general opportunities across the Residential zones, some specific sites/locations may be better suited for an ECE facility. Operators should consider the specific site(s) context, its characteristics, and the existing development.

It is noted that the majority of existing ECE facilities reviewed are larger scale premises and are likely to have greater than 10 people onsite (excluding staff). Individual sites within Residential zones also vary in size but tend to be smaller than the site premises of existing ECEs facilities reviewed. As such, resource consent and / or multiple sites are likely to be required where operators wish to establish facilities of comparable scale and nature to those existing in the study areas. A large portion of these sites are comprised of onsite carparking. However, the new AUP:OP rules no longer require onsite parking which could provide greater flexibility in finding a suitable site.

5. Other zones

As discussed in Section 4 above, it may be more challenging to establish ECE facilities in other zones such as the Industrial zones, General Business Zone, and some Open Space zones. However, there

may still be specific sites/locations where an ECE facility could still be considered appropriate in that environment. There are three examples in Table 3 where existing ECE facilities have established within zones that do not generally anticipate ECE facilities. Operators should again consider the specific site(s) context, its characteristics, and the existing development.