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

**Date:** Monday, 13 to Thursday, 16 November 2023 &  
Monday, 20 to Thursday, 23 November 2023  
**Time:** 9:30am (except Tuesday, 21 November at 1:00pm)  
**Meeting Room:** Warkworth Town Hall  
**Venue:** 2 Alnwick Street, Warkworth

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## **HEARING REPORT** **VOLUME 1**

### **8 NOTICES OF REQUIREMENT FOR THE WARKWORTH PROJECT**

### **TE TUPU NGĀTAHI SUPPORTING GROWTH (AUCKLAND TRANSPORT & WAKA KOTAHI NZ TRANSPORT AGENCY)**

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#### **COMMISSIONERS**

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

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

Telephone: 09 890 4692 or 027 338 5383  
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Website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)

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

## **WHAT HAPPENS AT A HEARING**

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

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

### **Hearing Schedule**

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

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

### **Cross Examination**

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

### **The Hearing Procedure**

The usual procedure for a hearing is:

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

**EIGHT NOTIFIED NOTICES OF REQUIREMENT TO THE AUCKLAND COUNCIL UNITARY PLAN BY AUCKLAND TRANSPORT**

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Vanessa Wilkinson, Planner

Reporting on eight Notices of Requirement (NoRs) for the Warkworth project.

**REQUIRING AUTHORITY:** AUCKLAND TRANSPORT

**NOR 1 - NORTHERN PUBLIC TRANSPORT HUB AND WESTERN LINK NORTH**

Notice of requirement lodged by Auckland Transport for a designation for a new public transport hub and park and ride at the corner of SH1 and a new Western Link North arterial corridor with active mode facilities between the intersection of SH1 and Te Honohono ki Tai to a proposed bridge crossing on Western Link North.

**NOR 2 - WOODCOCKS ROAD – WEST UPGRADE**

Notice of requirement lodged by Auckland Transport for a new designation to upgrade the existing Woodcocks Road – West corridor between Mansel Drive and Ara Tūhono (Puhoi to Warkworth) to an urban arterial corridor with active mode facilities.

**NOR 3 - STATE HIGHWAY 1 – SOUTH UPGRADE**

Notice of requirement lodged by Auckland Transport for a new designation to upgrade of the existing SH1 - South corridor between Fairwater Road and the southern Rural Urban Boundary to an urban arterial corridor with active mode facilities.

**NOR 4 – MATAKANA ROAD UPGRADE**

Notice of requirement lodged by Auckland Transport for a designation to upgrade the existing Matakana Road corridor between the Hill Street intersection and the northern Rural Urban Boundary to an urban arterial corridor with active mode facilities.

**NOR 5 – SANDSPIT ROAD UPGRADE**

Notice of requirement lodged by Auckland Transport for a designation to upgrade the existing Sandspit Road corridor between the Hill Street intersection and the eastern Rural Urban Boundary to an urban arterial corridor with active mode facilities.

**NOR 6 – WESTERN LINK - SOUTH**

Notice of requirement lodged by Auckland Transport for a designation for a new urban arterial corridor with active mode facilities between Evelyn Street and the intersection of SH1 and McKinney Road.

**NOR 7 – SANDSPIT LINK**

Notice of requirement lodged by Auckland Transport for a designation for a new urban arterial corridor with active mode facilities between the intersection of Matakana Road and Te Honohono ki Tai (Matakana Link Road) and Sandspit Road.

**NOR 8 – WIDER WESTERN LINK - NORTH**

Notice of requirement lodged by Auckland Transport for a designation for a new urban arterial corridor with active mode facilities between Woodcocks Road and the Mahurangi River.

Notices of requirement under section 168 of the Resource Management Act 1991 by Auckland Transport for new designations to enable the construction, operation and maintenance of transport corridors



To:	Hearing Commissioners
Report Date:	13 September 2023
Scheduled Hearing Date:	13 - 24 November 2023

Notes:

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

Summary

<b>Requiring Authority:</b>	Auckland Transport
<b>Notices of Requirement (NoR):</b>	NoR 1 – Northern Public Transport Hub and Western Link Road North NoR 2 – Woodcocks Road - West Upgrade NoR 3 – State Highway 1 – South Upgrade NoR 4 – Matakana Road Upgrade NoR 5 – Sandspit Road Upgrade NoR 6 – Western Link - South NoR 7 – Sandspit Link NoR 8 – Wider Western Link - North
<b>Resource Consent Applications:</b>	No resource consent applications have been lodged by the requiring authority for this project.
<b>Site Addresses:</b>	Various – Refer to Attachment B of the Form 18 documents.
<b>Lodgement Date:</b>	12 May 2023
<b>Notification Date:</b>	9 June 2023
<b>Submissions Closing Date:</b>	7 July 2023

<b>Number of Submissions Received:</b>	<b>NoR</b>	<b>Submissions</b>
	NoR 1	10
	NoR 2	18
	NoR 3	17
	NoR 4	23
	NoR 5	13
	NoR 6	15
	NoR 7	9
	NoR 8	10
	<b>Total</b>	<b>115</b>

<b>Report prepared by:</b>	<p><i>Vanessa Wilkinson.</i></p> <p>Vanessa Wilkinson, Consultant Planner, Scott Wilkinson Planning on behalf of Auckland Council</p>
<b>Date:</b>	13 September 2023
<b>Reviewed and Approved for Release By:</b>	<p><i>PVari</i></p> <p>Peter Vari, Team Leader Planning, Regional, North, West and Islands</p>
<b>Date:</b>	13 September 2023

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**Appendix 1:** Informal Requests for Further Information and SGA Responses

**Appendix 2:** Auckland Council Technical Specialist Reviews

**Appendix 3:** Summary of Submissions for each NoR

**Appendix 4:** Annotated Copies of Submissions

**Appendix 5:** Rodney Local Board Views

**Appendix 6:** Cultural Assessment for Te Tupu Ngātahi Puhinui Warkworth

**Appendix 7:** Notices of Requirement – Recommended Conditions

## Abbreviations

AEE	Warkworth Assessment of Effects on the Environment May 2023 Version 1.0 (prepared by Te Tupu Ngātahi Supporting Growth).
Active Mode(s)	Walking and cycling
AT	Auckland Transport
AUP	Auckland Unitary Plan (Operative in Part)
BPO	Best Practicable Option
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
DBC	Detailed Business Case
EMP	Ecological Management Plan
FDS	Consultation Draft Future Development Strategy
FTN	Frequent Transit Network
FULSS	Auckland Future Urban Land Supply Strategy(2017)
FUZ	Future Urban Zone
HHMP	Historic Heritage Management Plan
IBC	Indicative Business Case
Kiwirail	KiwiRail Holdings Limited
MDRS	Medium Density Residential Standards
MHU	Residential – Mixed Housing Urban Zone
NES-FW	National Environmental Standards for Freshwater
NoRs	Notices of Requirement
NPS-FM	National Policy Statement on Freshwater Management 2020
NPS-IB	National Policy Statement on Indigenous Biodiversity 2023
NPS-UD	National Policy Statement on Urban Development 2020
NUMP	Network Utilities Management Plan
NZCPS	New Zealand Coastal Policy Statement 2010
OPW	Outline Plan of Works
RA	Requiring Authority
RMA	Resource Management Act 1991 and all amendments
RTC	Rapid Transit Corridor
SCEMP	Stakeholder Communication and Engagement Management Plan
SEA	Significant Ecological Areas
SGA	Te Tupu Ngātahi Supporting Growth Alliance
SHZ	Residential – Single House Zone
THAB	Residential – Terraced Housing and Apartment Building Zone
The Council	Auckland Council
TMP	Tree Management Plan
ULDMP	Urban and Landscape Design Management Plan

## 1. Introduction

Auckland Transport, as a Requiring Authority under section 167 of the Resource Management Act (**RMA**), has applied for eight Notices of Requirement (**NoRs**) to designate land and protect routes for future strategic transport corridors and associated infrastructure as part of the Te Tupu Ngātahi Supporting Growth Programme (**SGA**). The NoRs are to enable the future construction, operation and maintenance of transport infrastructure in Warkworth. References to SGA in this report are intended to mean AT as the requiring authority.

### 1.1 Report Author

My name is Vanessa Wilkinson. I hold a Bachelor of Arts degree in Geography and Management Studies and Labour Relations (Auckland University 1996); and a Master of Planning Practice (Hons) (Auckland University 1998). I have been a Ministry for the Environment accredited RMA commissioner since 2018; and I was recertified and gained the Chair accreditation in 2021. I am an intermediate member of the New Zealand Planning Institute and a member of the Resource Management Law Association.

I have 25 years statutory planning experience in New Zealand, Australia and the United Kingdom. I have worked for local authorities (most recently Auckland Council) and within the private sector.

One of my Auckland Council roles was assisting the Auckland Unitary Plan Independent Hearings Panel with the hearings process and recommendations on the Auckland Unitary Plan. I have been a Consultant Planner at Scott Wilkinson Planning since 2019.

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

I am on the Council Commissioner Panels for Queenstown Lakes District Council and the Far North District Council.

### 1.2 Code of Conduct for Expert Witnesses

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

During the pre-application phase I attended the site visit arranged by the SGA on 21 February 2023.

## 2. The Notices of Requirement

Pursuant to section 168 of the RMA, Auckland Transport (**AT**) as the requiring authority has lodged eight notices of requirement for eight new designations in the Auckland Unitary Plan (Operative in Part) (**AUP**) for the Warkworth area.

The eight NoRs seek the route protection of future strategic transport corridors (highway connections, rapid transit and local roading) as part of the Supporting Growth Programme to

enable the future construction, operation and maintenance of transport infrastructure in the Warkworth area of Auckland. These are identified and described in **Table 1** below.

**Table 1:** Warkworth NoRs

Project	NOR	Description
<b>Northern Public Transport Hub and Western Link – North</b>	1	New northern public transport hub and associated facilities including a park and ride at the corner of State Highway 1 (SH1) and the new Western Link – North.  New urban arterial cross-section with active mode facilities between the intersection of SH1 and Te Honohono ki Tai (Matakana Link Road) to the proposed bridge crossing, enabling a connection for development in the Warkworth Northern Precinct as provided for in the Warkworth North Precinct.
<b>Woodcocks Road - West</b>	2	Upgrade of the existing Woodcocks Road corridor between Mansel Drive and Ara Tūhono (Puhoi to Warkworth) to an urban arterial cross-section with active mode facilities.
<b>State Highway 1 – South Upgrade</b>	3	Upgrade of the existing SH1 corridor between Fairwater Road and the southern Rural Urban Boundary to an urban arterial cross-section with active mode facilities.
<b>Matakana Road Upgrade</b>	4	Upgrade of the existing Matakana Road corridor between the Hill Street intersection and the northern Rural Urban Boundary to an urban arterial cross-section with active mode facilities.
<b>Sandspit Road Upgrade</b>	5	Upgrade of the existing Sandspit Road corridor between the Hill Street intersection and the eastern Rural Urban Boundary to an urban arterial cross-section with active mode facilities.
<b>Western Link – South</b>	6	New urban arterial cross-section with active mode facilities between the intersection of SH1 and McKinney Road and Evelyn Street.
<b>Sandspit Link</b>	7	New urban arterial cross-section with active mode facilities between the intersection of Matakana Road and Te Honohono ki Tai (Matakana Link Road) and Sandspit Road.
<b>Wider Western Link – North</b>	8	New urban arterial cross-section with active mode facilities between Woodcocks Road and the Mahurangi River.

**Source:** SGA AEE, Page 1, Table 1.1 The Warkworth Package

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

NoR 1: [https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08\\_wnor1-general%20arrangement-plan.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08_wnor1-general%20arrangement-plan.pdf)

NoR 2: [https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08\\_wnor2-general-arrangement-plan-nor2-woodcocks-rd-west-upgrade.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08_wnor2-general-arrangement-plan-nor2-woodcocks-rd-west-upgrade.pdf)

NoR 3: [https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08\\_wnor3-general-arrangement-plan-nor3-sh1-south-upgrade.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08_wnor3-general-arrangement-plan-nor3-sh1-south-upgrade.pdf)

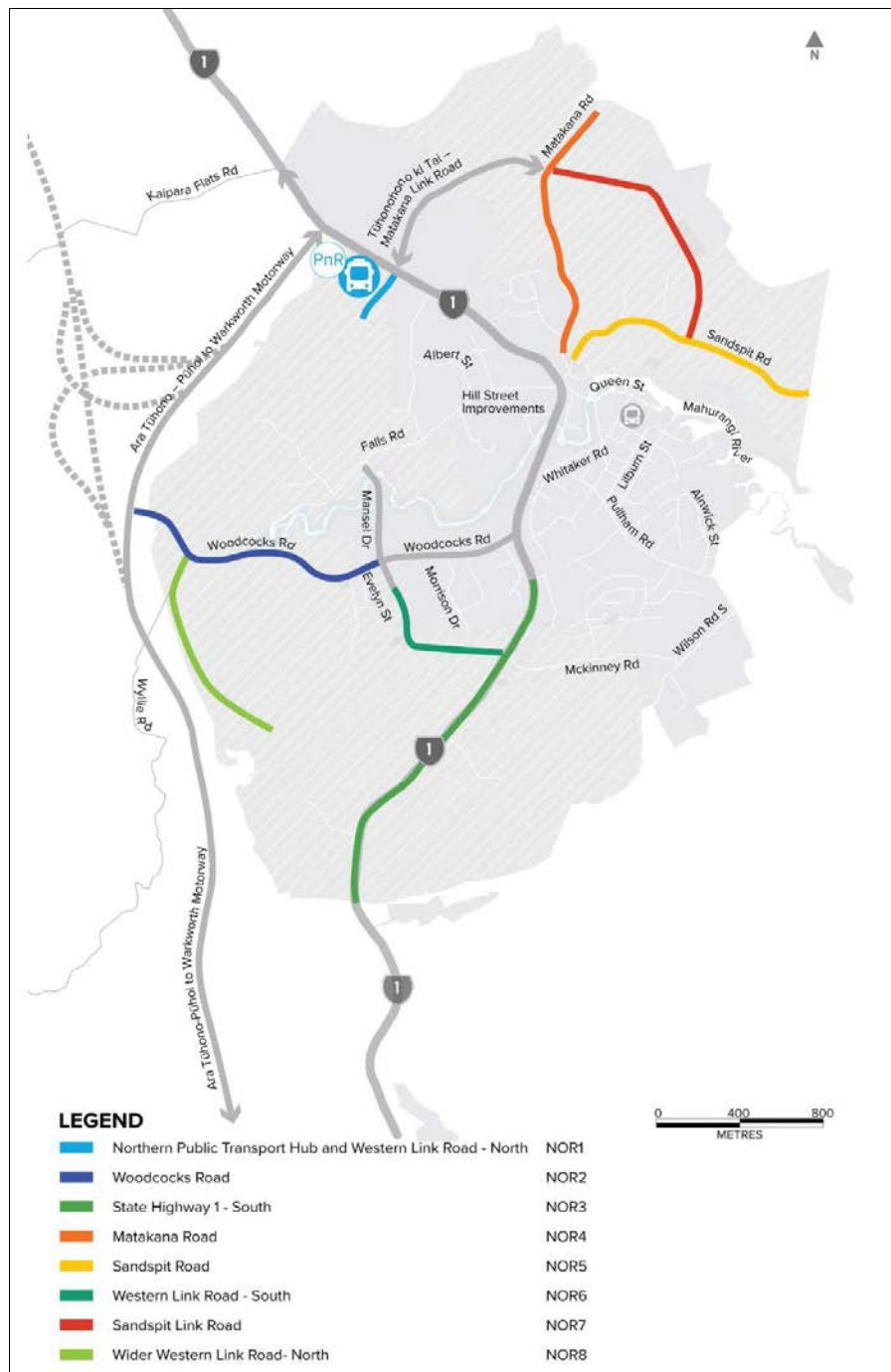
NoR 4 : [https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08\\_wnor4-general-arrangement-plan-nor4-matakana-rd-upgrade.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08_wnor4-general-arrangement-plan-nor4-matakana-rd-upgrade.pdf)

NoR 5 : [https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08\\_wnor5-general-arrangement-plan-nor5-sandspit-rd-upgrade.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08_wnor5-general-arrangement-plan-nor5-sandspit-rd-upgrade.pdf)

NoR 6: [https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08\\_wnor6-general-arrangement-plan-nor6-western-link-south.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08_wnor6-general-arrangement-plan-nor6-western-link-south.pdf)

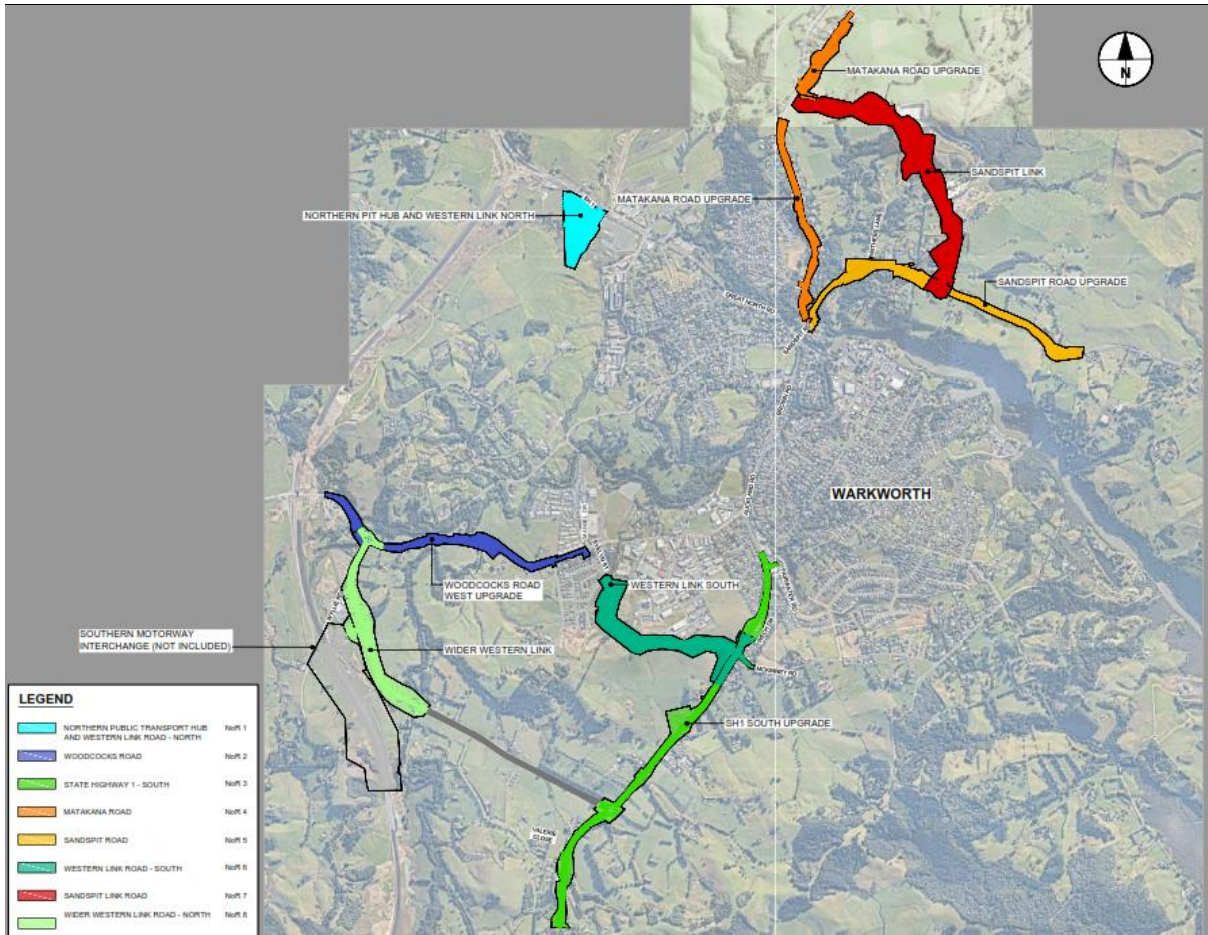
NoR 7: [https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08\\_wnor7-general-arrangement-plan-nor7-sandspit-link.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08_wnor7-general-arrangement-plan-nor7-sandspit-link.pdf)

NoR 8: [https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08\\_wner8-general-arrangement-plan-nor8-wider-western-link-north.pdf](https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/08_wnor8-general-arrangement-plan-nor8-wider-western-link-north.pdf)



**Figure 1: Warkworth NoRs Location**

**Source: SGA, AEE, Figure 1.1**



**Figure 2: General Arrangement Plan Overall**  
**Source: SGA**

## 2.1 Notice of Requirements Documents

The lodged Warkworth package of NoRs consists of the following documents, all dated May 2023 and all being Version 1.0.

### **Warkworth Package - All NoRs**

- Assessment of Effects on the Environment
  - Appendix A - Assessment of Alternatives
  - Appendix B – Statutory Assessment
- Assessment of Arboricultural Effects
- Assessment of Archaeological and Heritage Effects
- Assessment of Construction Noise and Vibration Effects
- Assessment of Ecological Effects 1 of 5
- Assessment of Ecological Effects 2 of 5
- Assessment of Ecological Effects 3 of 5
- Assessment of Ecological Effects 4 of 5
- Assessment of Ecological Effects 5 of 5
- Landscape and Natural Character and Visual Assessment
- Assessment of Flooding Effects
- Assessment of Traffic Noise and Vibration Effects 1 of 4

<ul style="list-style-type: none"> <li>• Assessment of Traffic Noise and Vibration Effects 2 of 4</li> <li>• Assessment of Traffic Noise and Vibration Effects 3 of 4</li> <li>• Assessment of Traffic Noise and Vibration Effects 4 of 4</li> <li>• Assessment of Transport Effects</li> <li>• Urban design Evaluation</li> </ul>
<b>NoR 1 – Northern Public Transport Hub and Western Link - North</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 1</li> <li>• Appendix B – Property Boundaries and Schedules – NoR 1</li> <li>• Appendix C – Proposed Designation Conditions</li> <li>• Appendix C – NoR 1 – Supplementary Condition</li> </ul>
<b>NoR 2 – Woodcocks Road – West Upgrade</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 2</li> <li>• Appendix B – Property Boundaries and Schedules – NoR 2</li> <li>• Appendix C – Proposed Designation Conditions</li> <li>• Appendix C – NoR 2 – Supplementary Condition</li> </ul>
<b>NoR 3 – State Highway 1 – South Upgrade</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 3</li> <li>• Appendix B – Property Boundaries and Schedules – NoR 3</li> <li>• Appendix C – Proposed Designation Conditions</li> <li>• Appendix C – NoR 3 – Supplementary Condition</li> </ul>
<b>NoR 4 – Matakana Road Upgrade</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 4</li> <li>• Appendix B – Property Boundaries and Schedules – NoR 4</li> <li>• Appendix C – Proposed Designation Conditions</li> <li>• Appendix C – NoR 4 – Supplementary Condition</li> </ul>
<b>NoR 5 – Sandspit Road - Upgrade</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 5</li> <li>• Appendix B – Property Boundaries and Schedules – NoR 5</li> <li>• Appendix C – Proposed Designation Conditions</li> <li>• Appendix C – NoR 5 – Supplementary Condition</li> </ul>
<b>NoR 6 – Western Link - South</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> </ul>

<ul style="list-style-type: none"> <li>• General Arrangement Plan – NoR 6</li> <li>• Appendix B – Property Boundaries and Schedules – NoR 6</li> <li>• Appendix C – Proposed Designation Conditions</li> <li>• Appendix C – NoR 6 – Supplementary Condition</li> </ul>
<b>NoR 7 – Sandspit Link</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 7</li> <li>• Appendix B – Property Boundaries and Schedules – NoR 7</li> <li>• Appendix C – Proposed Designation Conditions</li> <li>• Appendix C – NoR 7 – Supplementary Condition</li> </ul>
<b>NoR 8 – Wider Western Link - North</b>
<ul style="list-style-type: none"> <li>• Form 18</li> <li>• General Arrangement Plan – Overall</li> <li>• General Arrangement Plan – NoR 8</li> <li>• Appendix B – Property Boundaries and Schedules – NoR 8</li> <li>• Appendix C – Proposed Designation Conditions</li> <li>• Appendix C – NoR 8 – Supplementary Condition</li> </ul>

Given the large quantum of information supporting the NoRs, it has not been attached to this report. Instead, the information on the eight NoRs can be found on the Auckland Council website: Notices of Requirement to designate land (NOR) web page:

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

## 2.2 Informal Requests for Further Information

An informal request for further information was made to SGA on 6 June 2023 with a response provided by SGA on 23 June 2023. Subsequently, there were four information items that Council considered were not sufficiently responded to. Therefore, a further informal information request was sent to SGA on 13 July 2023. This was subsequently responded to by SGA on 27 July 2023.

The Council's informal information requests and the SGA responses are provided as **Appendix 1** to this report and are accessible via the following link:

<https://www.aucklandcouncil.govt.nz/HearingDocuments/sga-warkworth-not-requests-for-further-information-2023-08-20.pdf>

## 2.3 Amended Conditions

On 3 August 2023 SGA provided amended or updated conditions for each of the eight NoRs. SGA advised that the updated condition sets reflect updates to the Te Tupu Ngātahi Programme Wide condition set which have resulted from changes made in response to feedback from Council and submitters on other Te Tupu Ngātahi Projects (i.e. Airport to Botany and North West NoRs) where it was deemed that there was a benefit in their inclusion in all Te Tupu Ngātahi Project packages.



Via Direction 1 dated 9 August 2023 the Hearings Panel directed that the amended / updated conditions can be used by Council officers and submitters in their reporting and evidence. It is these conditions that are considered and recommended to be further amended in this report.

## 2.4 Technical Specialist Reviews

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

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

Technical Specialist Name	Technical Specialty
Martin Peake, Consultant Traffic Engineer, Progressive Transport Solutions Limited	Transport effects
Peter Runcie, Consultant, Acoustics and Vibration Expert, SLR Consulting Ltd	Noise and vibration effects
Peter Kensington, Consultant Landscape Architect, KPLC	Landscape and visual effects
John Stenberg, Principal Urban Designer, Auckland Council	Urban design effects
Susan Andrews and Lee Te, Principal and Senior Planners, Healthy Waters, Auckland Council	Flooding and stormwater effects
Matt Conley, Consultant Environmental Scientist (Ecologist), Morphum Environmental Limited	Ecology effects
Mica Plowman, Principal Heritage Advisor, Auckland Council	Archaeological effects
Rhys Caldwell, Arborist, Auckland Council	Arboricultural effects
Gerard McCarten, Consultant Parks Planner, Sentinel Planning	Open space effects
Pat Shorten, Consultant Geotechnical Engineer, Fraser Thomas	Geotechnical effects

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

## 3. Notices of Requirement Description

### 3.1 Background and Context

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

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

Warkworth is one such area and is noted in the AEE as being:

*uniquely located as a satellite town at the northernmost extent of the Auckland region, approximately 60km north of the Auckland city centre, and 30km north of Orewa. The Warkworth FUZ area is less than 5km from the northern extent to the southern extent, and from the eastern extent to the western extent, resulting in compact future urban form.*

As stated in Section 2.1 of the AEE:

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

Furthermore:

*Based on the FULSS, at full build out, the Warkworth growth areas are expected to accommodate:*

- *17,100 additional people;*
- *8,200 new houses (~7,300 in the FUZ area); and*
- *4,600 new jobs.*

*This is a significant increase from the existing population and employment in an area that is currently predominantly rural in character.*

*The significant growth anticipated will pose a number of future transport challenges for Warkworth, including exacerbating existing transport problems and resulting in the current network being unsuitable to support this planned future growth.*

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

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

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

The IBC was progressed to a Detailed Business Case (**DBC**) in 2022. The detailed business case identifies that the current Warkworth transport network is under pressure and future transport demands will exacerbate existing issues, limiting Warkworth's potential growth. The

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

DBC also refined the IBC and proposed a preferred transport network<sup>2</sup> to respond to Warkworth's planned future growth. The DBC was approved by AT and Waka Kotahi boards in March and April 2023. This included the decision to prepare and lodge eight notices of requirement for upgraded and/or new transport corridors and associated infrastructure, in order to improve connectivity for Warkworth and support transformational mode shift by providing high quality, safe and attractive transport environments.

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

### **3.2 Project Objectives**

Informed by the IBC and DBC objectives, a set of project objectives<sup>3</sup> have been developed for each NoR. With the exception of NoR 1 Northern Public Transport HUB and Western Link – North, each NoR has the same project objectives as follows:

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

For NoR 1, the objectives are as above, but with the additional objective of:

- g) *improves access to the public transport network.*

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

Section 3.5 of the AEE states that the need for route protection in Warkworth is driven by the rate and scale of committed developments, including the planned release of land by Auckland Council and pressure from developers proposing to accelerate urban growth in the area. Recently approved or known proposed plan changes include:

- The recently operative Plan Change 25 introduced the Warkworth North Precinct (I553) to the AUP. This plan change rezoned approximately 99 hectares of FUZ land to a mix of business and residential zones to provide for between 1,000 – 1,200 dwellings and 13 hectares of industrial and commercial land and a new neighbourhood centre.
- The recently operative (June 2021) Plan Change 40 introduced the Warkworth Clayden Road Precinct (I552) to the AUP. This plan change rezoned approximately 102 hectares of FUZ and Light Industrial land to a Residential – Single House,

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<sup>2</sup> Refer to Figure 3.1 of AEE, page 9.

<sup>3</sup> Refer to Section 3.4 of the AEE and Figure 3.2, pages 13-15.

Residential – Mixed Housing Suburban, Residential – Mixed Housing Urban, Business Neighbourhood Centre and Rural – Countryside Living.

- The recently operative Plan Change 72 introduced the Warkworth McKinney Road Precinct (I555) to the AUP. This plan change rezoned approximately 7.6 hectares of FUZ land to Residential – Mixed Housing Suburban Zone.
- A proposed private plan change, currently known as Warkworth South, which has been lodged with Auckland Council. This was considered by the Council's Planning Committee on 7 September 2023 and was accepted for processing. This private plan change seeks to rezone approximately 159 hectares of FUZ, open space and rural production zoned land to a mix of residential, business, open space and rural zones via the introduction of two new precincts.
- Proposed Plan Change 78, is an Auckland Council initiated Intensification Plan Change to give effect to the National Policy Statement on Urban Development 2020 (**NPS-UD**) and the Medium Density Residential Standards (**MDRS**) introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021. This plan change identifies areas of residentially zoned land adjacent to Woodcocks Road, Great North Road, SH1, Matakana Road, and McKinney Road that are proposed to be upzoned from Residential - Single House Zone (**SHZ**) to Residential; - Mixed Housing Urban Zone (**MHU**) and from Residential - Mixed Housing Urban Zone to Residential - Terrace Housing and Apartment Building Zone (**THAB**).

While recently approved resource consent applications include:

- 34 and 36 Sandspit Road (Council reference BUN60400973) which enables the subdivision of FUZ land in stages and the construction of 49 new dwellings with associated earthworks, impervious surfaces, groundwater diversion and take, discharges of stormwater and servicing.

The AEE states that:

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

- *Uncertainty for private development investment;*
- *Significant disruption to future communities (e.g., if the corridor is built into prior to delivery);*
- *Reduced ability to influence good urban form and land use integration;*
- *Compromised ability to deliver a comprehensive transport network which supports public transport and active modes.*

*As such, it is critical that the future transport network in Warkworth is route protected to ensure the required transport corridors and infrastructure can be provided when required.*

### 3.4 Proposal

The proposal for each of the eight NoRs is described within Section 3 of each of the Form 18s. A more detailed description of the NoRs can be found in sections 9.3 to 9.10 of the AEE. Summaries of each NoR are set out in the sections that follow.

#### 3.4.1 NoR 1 - Northern Public Transport Hub and Western Link - North

NoR 1 - Northern Public Transport Hub and Western Link – North will provide for a new northern public transport hub and associated facilities including a park and ride, in the order of, 200 – 250 car parking spaces, cycle storage, electric charging facilities and bus layover spaces (4 spaces) to support the Warkworth Town Centre Services. NoR 1 will also provide for the western link – north road, a new four lane urban arterial road that would provide priority for bus services travelling to and from the public transport hub. The western link – north will also enable access to the Warkworth North Precinct and the proposed local centre and will provide an alternative north-south route to SH1. This will assist in reducing pressure on the existing SH1 / Hill Street intersection and provide direct connectivity to the Matakana Link Road.

The location and indicative designation footprint of NoR 1 is identified in Error! Reference source not found. below.



**Figure 3: Indicative footprint for NoR 1 - Northern Public Transport Hub and Western Link – North Source: AEE**

The designation footprint includes sufficient space for the intersections with the future Western Link - North and SH1, and all ancillary components including construction areas, stormwater infrastructure such as ponds, batter slopes and retaining walls.

Vegetation removal will be required along the existing road corridor.

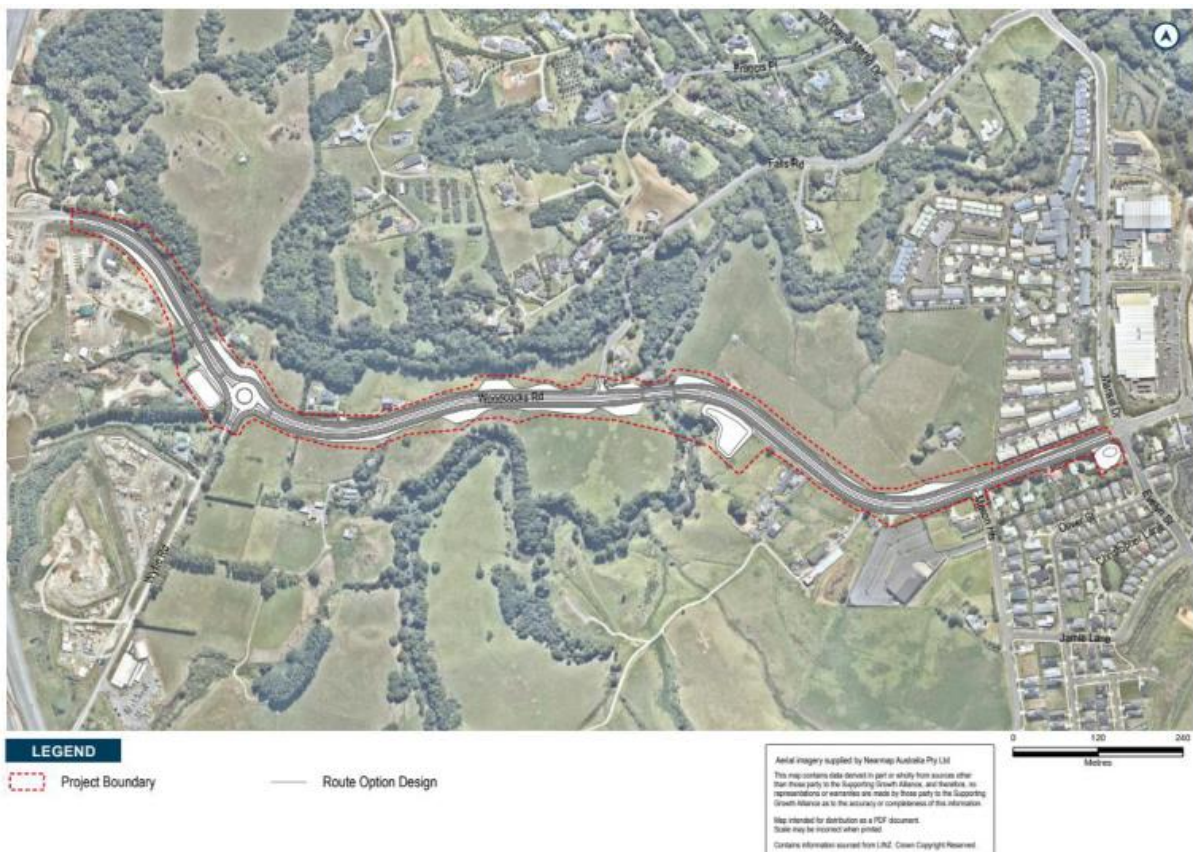
There will also be other construction related works required outside of the permanent corridor including the re-grading of driveways, construction traffic manoeuvring and construction laydown areas.

### 3.4.2 NoR 2 - Woodcocks Road – West Upgrade

Woodcocks Road is an existing arterial corridor, which provides an important east-west connection from SH1 in the east to the Puhoi to Warkworth motorway in the west.

NoR 2 will provide for the upgrade of the existing rural section of the Woodcocks Road corridor from the interchange with Puhoi to Warkworth motorway in the west to the Mansel Drive intersection in the east, to a two lane, urban arterial road with active mode (walking and cycling) facilities

The remainder of the Woodcocks Road from the intersection with Mansel Drive through to SH1 (the urban section) is not being designated as it is considered that there is sufficient space within the existing road corridor to enable its upgrade and the provision of walking and cycling facilities.



**Figure 4:** Indicative footprint for NoR 2 - Woodcocks Road – West Upgrade. **Source:** AEE

The indicative footprint identified in **Figure 4** includes sufficient space for the intersections with the Wider Western Link and all ancillary components including construction areas, stormwater infrastructure, batter slopes and retaining walls.

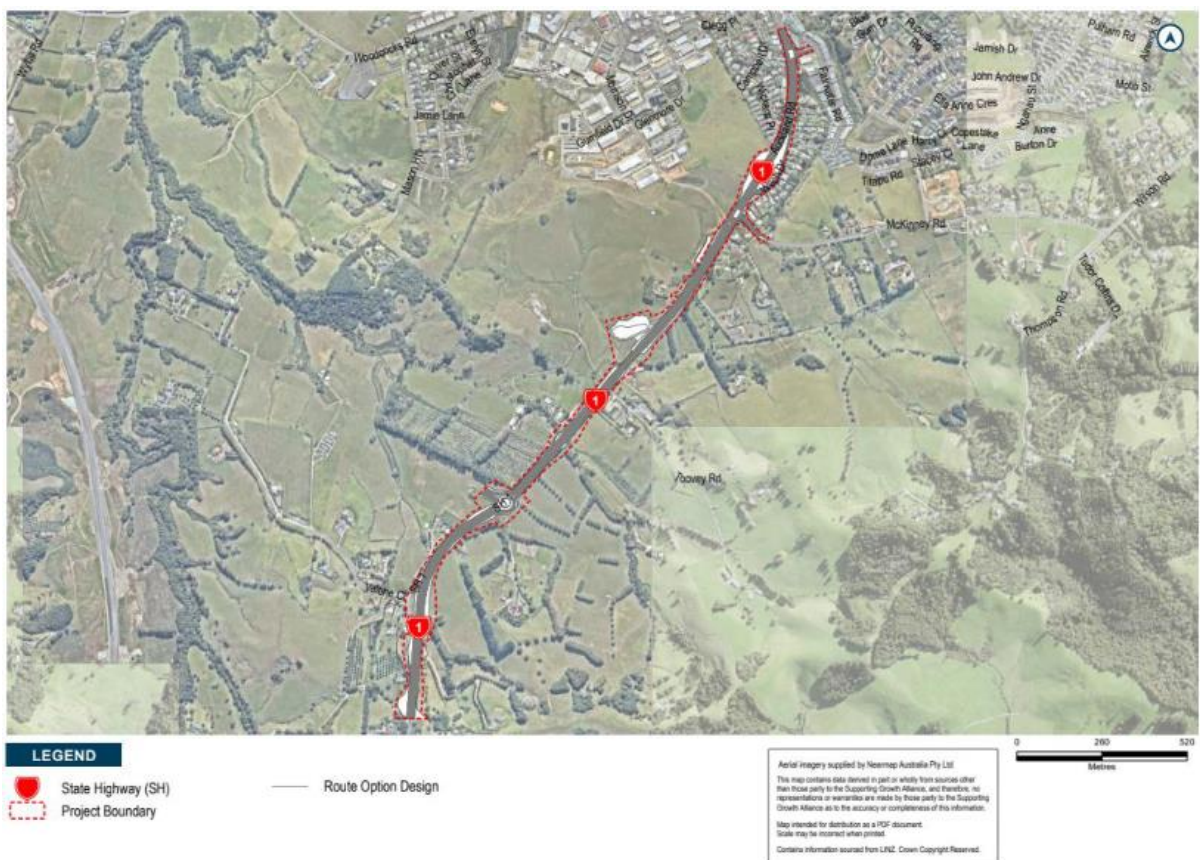
Vegetation removal will be required along the existing road corridor.

There will also be other construction related works required outside of the permanent corridor including the re-grading of driveways, construction traffic manoeuvring and construction laydown areas.

### 3.4.3 NoR 3 - State Highway 1 – South Upgrade

NoR 3 provides a widening and upgrade of the existing SH1 corridor between Fairwater Road and the southern Rural Urban Boundary for Warkworth in the vicinity of Valerie Close to a two lane, urban arterial road with walking and cycling active modes. This also includes a bidirectional cycling facility from Woodcocks Road to McKinney Road.

The remainder of the SH1 corridor through Warkworth is not being designated as it is considered that there is sufficient space within the existing road corridor to enable its upgrade and the provisions of walking and cycling facilities.



**Figure 5: Indicative footprint for NoR 3 - State Highway 1 – South Upgrade. Source: AEE**

The indicative footprint identified in Error! Reference source not found. includes sufficient space for the intersections with McKinney Road, the Wider Western Link, Valerie Close and all ancillary components including construction areas, stormwater infrastructure (i.e. ponds, bridges and culverts (where applicable), batter slopes and retaining walls.

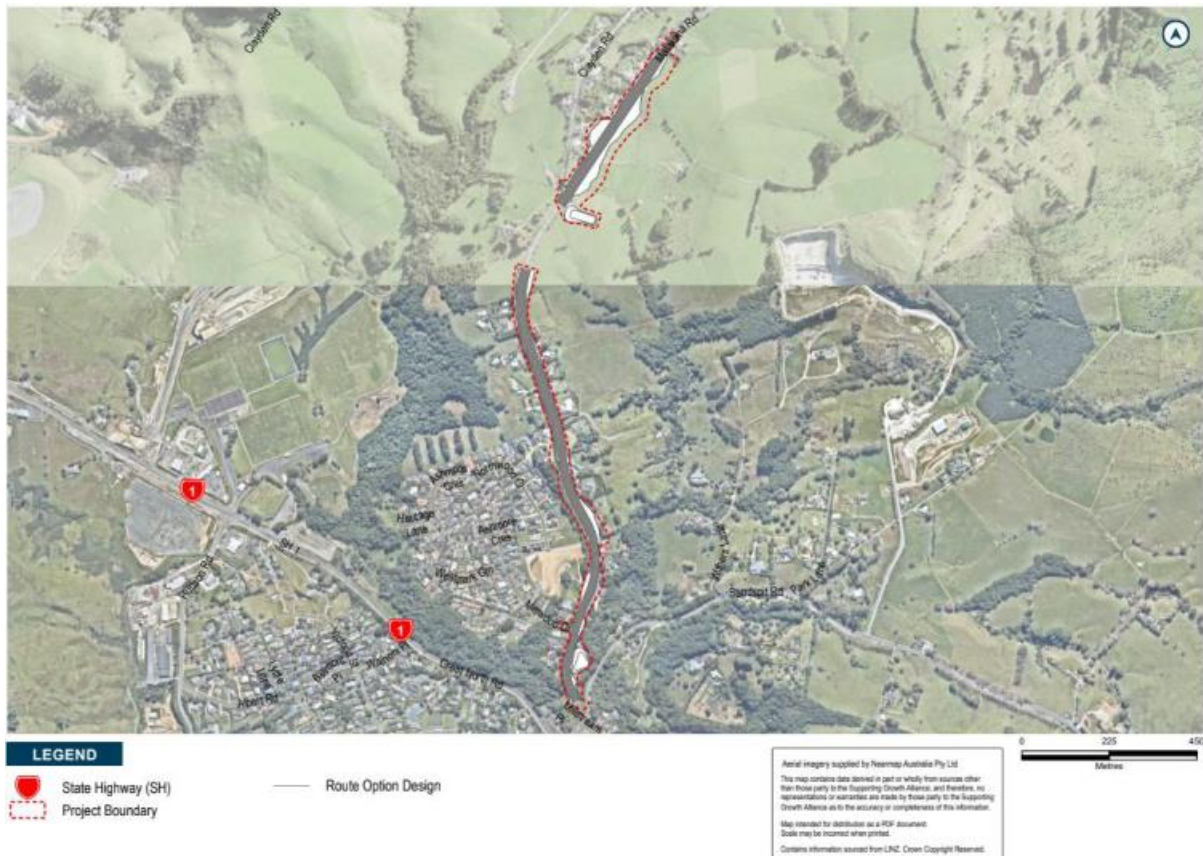
Vegetation removal will be required along the existing road corridor.

There will also be other construction related works required outside of the permanent corridor including the re-grading of driveways, construction traffic manoeuvring and construction laydown areas.

### 3.4.4 NoR 4 - Matakana Road Upgrade

NoR 4 will provide for the upgrade of the existing Matakana Road between the Hill Street intersection to the northern edge of Warkworth's FUZ. The road will be upgraded to a two-lane urban arterial road with active mode facilities. However, the portion of the corridor between Hill Street and Melwood Drive will have a bi-directional cycle facility, rather than separated cycle lanes on both sides.

NoR 4 will tie in with the intersection at Sandspit Road in the south and will tie into the intersection with the Matakana Link Road. The intersection upgrade with Sandspit Road forms part of the Hill Street intersection improvements which is a separate project led by AT.



**Figure 6: Indicative footprint for NoR 4 – Matakana Road Upgrade. Source: AEE**

The indicative footprint identified in Error! Reference source not found.6 Error! Reference source not found.includes sufficient space for the intersections with Clayden Road, Melwood Drive and Sandspit Road and all ancillary components including construction areas, stormwater infrastructure (i.e. ponds, bridges and culverts (where applicable), batter slopes and retaining walls.

Vegetation removal will be required along the existing road corridor.

There will also be other construction related works required outside of the permanent corridor including the re-grading of driveways, construction traffic manoeuvring and construction laydown areas.

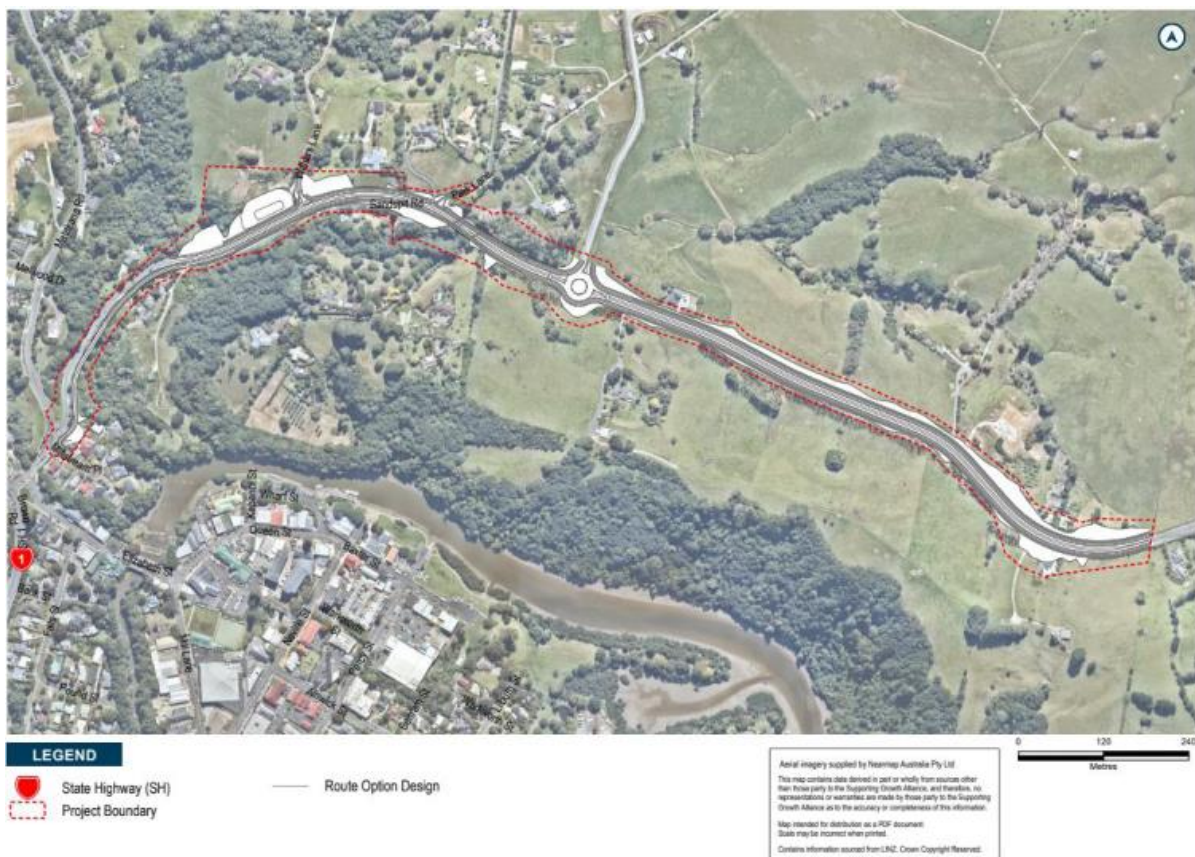


### 3.4.5 NoR 5 - Sandspit Road - Upgrade

NoR 5 will provide for an upgrade of Sandspit Road between the Hill Street intersection to the north-eastern edge of the Warkworth FUZ to provide for a two-lane urban arterial road with walking and cycling facilities.

A separate, shared, boardwalk path will be installed from the Vipond Culvert to Matakana Road which will integrate with the facilities at the Hill Street intersection.

NoR 5 will tie in with the future intersection at the western extent of Sandspit Road at the intersection with SH1, Elizabeth Street, Millstream Place and Matakana Road. This intersection upgrade forms part of the Hill Street intersection improvements which is a separate project led by AT.



**Figure 7: Indicative footprint for NoR 5 – Sandspit Road. Source: AEE**

The indicative footprint identified in Error! Reference source not found. Error! Reference source not found. includes sufficient space for local widening around the intersections with Withers Lane, Park Lane and the future Sandspit Link (NoR 7) to accommodate intersection forms and roundabouts, and all ancillary components including construction areas, stormwater infrastructure (i.e. ponds, bridges and culverts (where applicable), batter slopes and retaining walls.

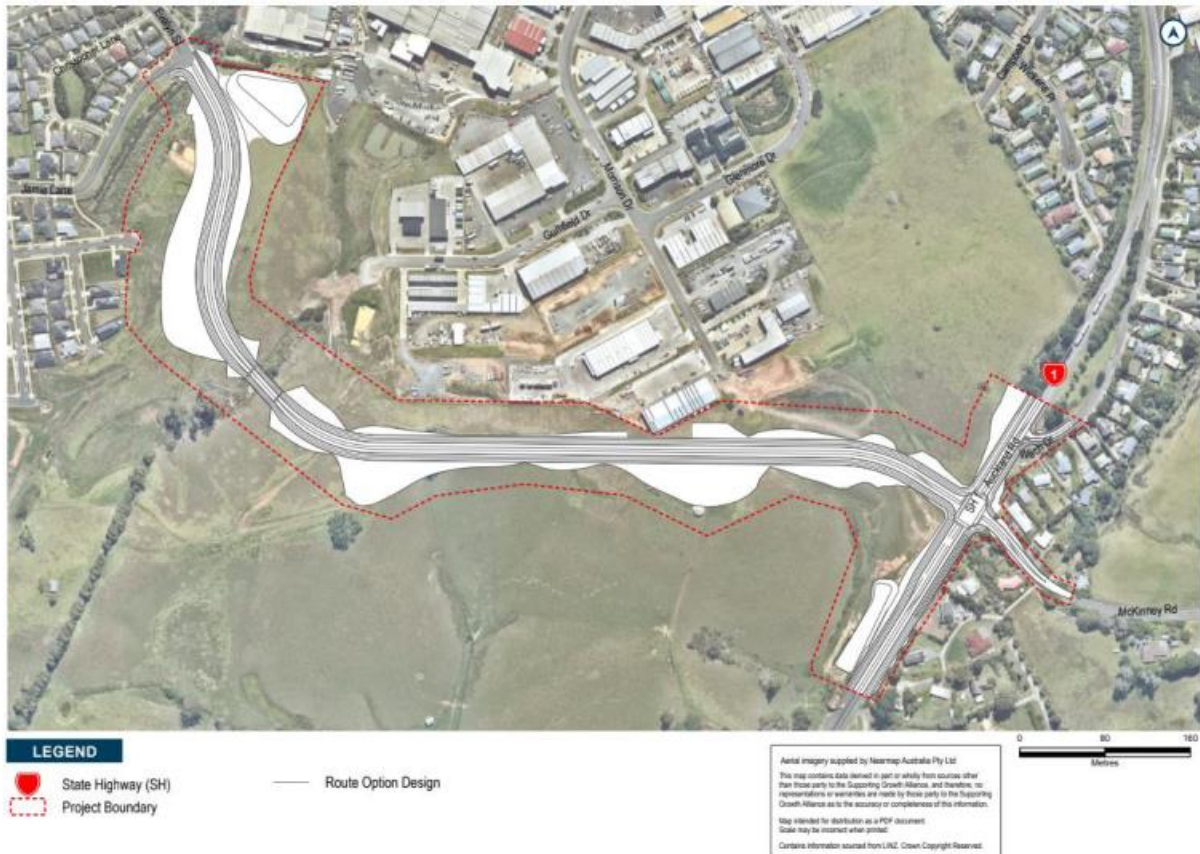
Vegetation removal will be required along the existing road corridor.

There will also be other construction related works required outside of the permanent corridor including the re-grading of driveways, construction traffic manoeuvring and construction laydown areas.

### 3.4.6 NoR 6 - Western Link - South

NoR 6 will provide for a new, two-lane, urban arterial road between the intersection of SH1 and McKinney Road and Evelyn Street. NoR 6 also provides for walking and cycling facilities.

NoR 6 is intended to complete the Western Link corridor and provide efficient east-west access across SH1 and connections between proposed high density residential land use to schools and employment. NoR 6 is also intended to provide an alternative north-south route to SH1 and reduce pressure on Woodcocks Road between Mansel Drive and SH1.



**Figure 8: Indicative footprint for NoR 6 – Western Link - South. Source: AEE**

The indicative footprint identified in **Figure 8** Error! Reference source not found. includes sufficient space for the new intersection with Evelyn Street and SH1, and all ancillary components including construction areas, stormwater infrastructure (i.e. ponds, bridges and culverts (where applicable), batter slopes and retaining walls.

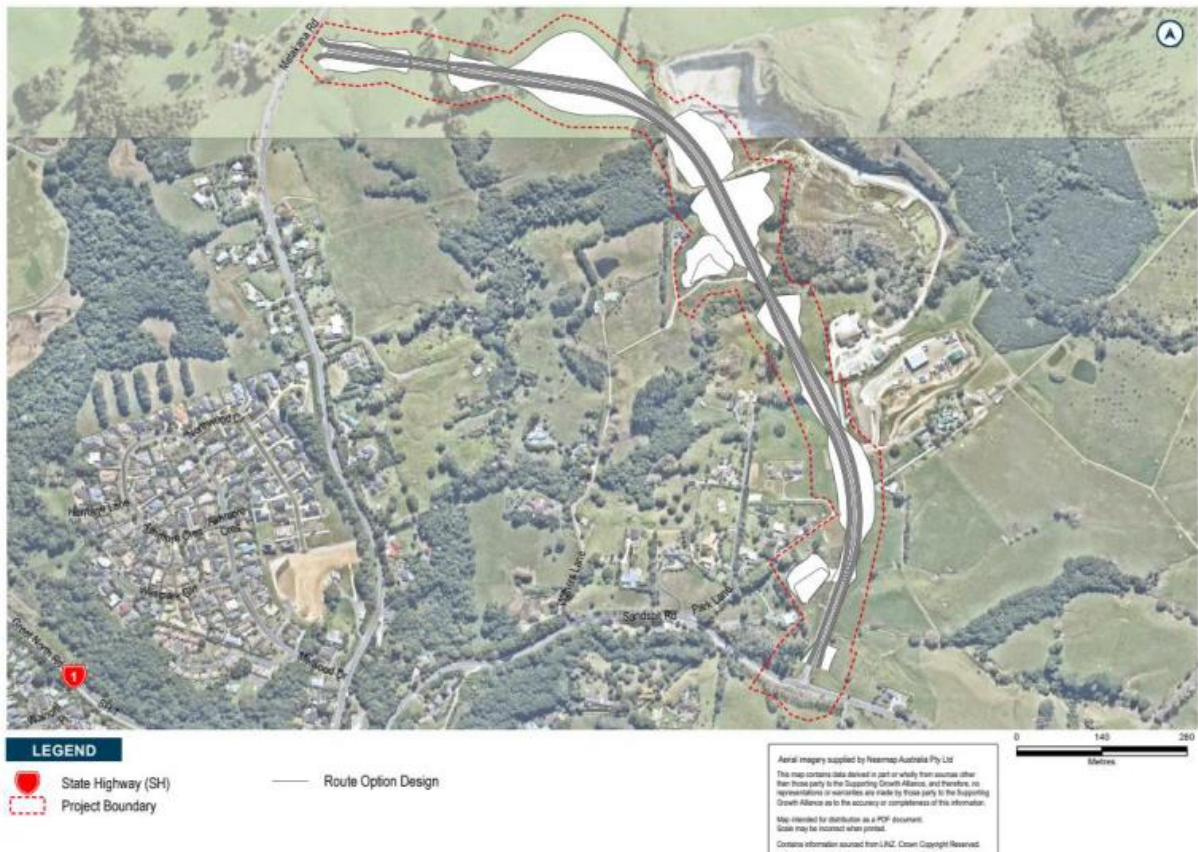
Vegetation removal will be required to establish the road corridor.

There will also be other construction related works required outside of the permanent corridor including the re-grading of driveways, construction traffic manoeuvring and construction laydown areas.

### 3.4.7 NoR 7 - Sandspit Link

NoR 7 will provide for a new, two-lane, urban arterial road between the intersection of the Matakana Road, Matakana Link Road and Sandspit Link Road. NoR 7 also provides for walking and cycling facilities.

NoR 7 is intended to enable development in north-east Warkworth and provide an alternative transport route between the Puhoi to Warkworth Motorway and the coastal settlements of Snell Beach, and Sandspit, avoiding the Hill Street intersection.



**Figure 9: Indicative footprint for NoR 7 – Sandspit Link. Source: AEE**

The indicative footprint identified in **Figure 9** includes sufficient space for ties ins with existing roads and the new intersections (single lane roundabouts) at the connections with Sandspit Road and Matakana Road. The indicative footprint also identifies sufficient space all ancillary components including construction areas, stormwater infrastructure (i.e. two proposed wetlands), batter slopes and retaining walls.

Vegetation removal will be required to establish the road corridor.

There will also be other construction related works required outside of the permanent corridor including the re-grading of driveways, construction traffic manoeuvring and construction laydown areas.

### 3.4.8 NoR 8 - Wider Western Link - North

NoR 8 will provide for a new, two-lane, urban arterial road and walking and cycling facilities between Woodcocks Road and the Mahurangi River.

NoR 8 is intended to provide a new north-south connection between Woodcocks Road and SH1. It will connect to the Southern Interchange of the Pūhoi to Warkworth motorway via a

new arterial connection; and provide direct access to the south-western growth area of Warkworth, in particular the proposed high density residential land use to the proposed local centre. It is also intended to provide access to key future heavy industrial land which will provide local employment, and serve as a key public transport route connecting South Warkworth to the wider public transport network and supporting access to a proposed Southern Public Transport interchange.

The southern section of the Wider Western Link corridor from the Mahurangi River through to the intersection with SH1 is not being designated as part of the Warkworth Package. It is anticipated that this section will be delivered by the landowner who intends to develop the area via the Warkworth South Plan Change. However, NoR 8 does include the intersection with SH1 and the crossing of the Mahurangi River. These will not be constructed during the construction of the Wider Western Link but will remain as fixed tie in points for the southern section of the Wider Western Link as they are provided by others.



**Figure 10: Indicative footprint for NoR 8 – Wider Western Link - North. Source: AEE**

The indicative footprint identified in **Figure 10** Error! Reference source not found. includes sufficient space for ties ins with existing roads and upgrades of existing intersections, as well as sufficient space for all ancillary components including construction areas, stormwater infrastructure, batter slopes and retaining walls.

Vegetation removal will be required to establish the road corridor.

There will also be other construction related works required outside of the permanent corridor including the re-grading of driveways, construction traffic manoeuvring and construction laydown areas.

### 3.5 Lapse Dates

The implementation of the proposed transport network is to be staged over the next 30 years in collaboration with Auckland Council and taking into account plan changes (current and any subsequent) to rezone future urban zoned land, in line with the Warkworth Structure Plan which was adopted by Auckland Council in June 2019.

Section 3.3 of the AEE advises that the DBC staging has been based on when the FULSS anticipates that Warkworth will be development ready and traffic modelling accounting for other complementary projects such as the:

- Puhoi to Warkworth Motorway (Ara Tūhono);
- Warkworth to Wellsford motorway;
- Matakana Link Road (Te Honohono ki Tai);
- Improvements to the Hill Street / SH1 intersection;<sup>4</sup>
- Mahurangi Shared Path; and
- Warkworth Community Transport Hub

as well as transport demand using various transport models, and population growth forecasts<sup>5</sup>.

Section 3.3 of the AEE provides a table outlining the FULSS staging and the Warkworth DBC modelled growth. This is reproduced as **Figure 11** below.

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<sup>4</sup> Refer also to Table 8.5 of AEE, pages 39-40.

<sup>5</sup> Refer to Section 3.3 of AEE, page 10.

Transport project	FULSS staging	DBC staging	Rationale
<b>Northern Public Transport Hub and Western Link – North</b>	2022	2028 – 2033 (PT Hub) 2022 – 2028 (WLR Nth)	The implementation of the public transport hub is timed to leverage from the land development programmed to occur from 2022 Interrelationship with Western Link northern extents. Roothing network required to provide access to the Public Transport Hub The early implementation of public transport infrastructure supports emissions reductions by enabling an efficient public transport network and mode shift outcomes.
<b>Woodcocks Road (Western Section)</b>	2028-2032	2028 – 2033	Follows land release. The requirement for this infrastructure is strongly linked to the release of land in South Warkworth Interrelationship with Wider Western Link – North.
<b>State Highway 1 – South Upgrade</b>	2028-2032	2028 – 2033	The requirement for this infrastructure is strongly linked to the release of land in South Warkworth.
<b>Matakana Road Upgrade</b>	2033-2037	2028 – 2033	Upgrade brought forward to the early part of the 2028-2038 decade in response to land use changes in Warkworth North and around Te Honohono ki Tai – Matakana Link Road Enables connection for residential development at Te Honohono ki Tai intersection to Warkworth Town Centre Surrounding infrastructure upgrades result in interrelationship and connectivity opportunity for wider network between Hill Street Intersection Upgrade and Te Honohono ki Tai – Matakana Link Road.
<b>Sandspit Road</b>	2033-2037	2038 – 2043	North East Warkworth is the latest planned land release Fragmented land ownership likely to support assumption of slower land release.
<b>Western Link – South Upgrade</b>	2028-2032	2028 – 2033	Follows land release. The requirement for this infrastructure is strongly linked to the release of adjacent land Interrelationship with Woodcocks Road and SH1.
<b>Sandspit Link</b>	2033-2037	2038 – 2043	Follows land release. The requirement for this infrastructure strongly linked to the release of adjacent land Plays a resilience role in Hill Street Intersection Upgrades which are programmed for implementation and are expected to operate satisfactorily in the short term.
Transport project	FULSS staging	DBC staging	Rationale
<b>Wider Western Link – North</b>	2028-2032	2033 – 2038	Follows land release. The requirement for this infrastructure strongly linked to the release of land in South Warkworth Interrelationship with Woodcocks Road and SH1 and Southern Interchange with Ara Tūhono (Puhoi to Warkworth) motorway.

**Figure 11: Table 3.2 Warkworth DBC modelled growth and staging. Source: AEE**

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

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

(c) The designation specifies a different lapse period.

SGA states that a key objective of the Te Tupu Ngātahi Supporting Growth Programme is to identify and protect land now for future transport networks<sup>6</sup>. In line with this objective SGA has sought extended lapse dates for each NoR as set out in **Table 3** below.

**Table 3: NoRs Lapse Dates**

Notice of requirement	Lapse Period
NoR 1 – Northern Public Transport Hub and Western Link - North	20 years
NoR 2 – Woodcocks Road – West Upgrade	15 years
NoR 3 – State Highway 1 – South Upgrade	15 years
NoR 4 – Matakana Road Upgrade	15 years
NoR 5 – Sandspit Road - Upgrade	25 years
NoR 6 – Western Link - South	20 years
NoR 7 – Sandspit Link	25 years
NoR 8 – Wider Western Link - North	20 years

Section 7.1 of the AEE sets out the rationale for the extended lapse dates. The AEE states:

*The above lapse dates are proposed based on the modelled land use demands (see Table 3.2) accounting for uncertainty of urbanisation and funding timeframes.*

*In the context of the projects within the Warkworth Package, extended lapse periods are considered necessary for the following reasons:*

*It provides statutory protection of the land required for transport infrastructure to support future growth in a manner that recognises the uncertainty associated with the timing of that growth.*

*It supports efficient land use and transport integration by enabling the efficient delivery of transport infrastructure at a time and in a way that is integrated with future urbanisation.*

*It provides the Requiring Authorities sufficient time to:*

- *Undertake the detailed design of the projects*
- *Obtain the necessary resource consents*
- *Procure funding*
- *Undertake tendering / procurement*
- *Undertake property and access negotiations and other processes associated with the construction of the projects*

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<sup>6</sup> Refer to section 7 of AEE, page 27.

*It provides property owners, businesses and the community certainty on where transport routes will be located (i.e., within the designation boundaries) and within what timeframe (before the end of the lapse date).*

SGA in Section 7.1 of its AEE also notes that:

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

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

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

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

The AEE also states that:

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

The AEE then discusses these effects in section 19.3. The appropriateness of the proposed lapse dates are further assessed in sections 6.6.1 and 7.7 of this report.

### **3.6 Extent of Proposed Designations**

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

Section 19.4.3 of the AEE states that the designation footprint will be reviewed upon completion of the project and will be uplifted from those areas not required for the ongoing operation, maintenance or effects mitigation associated with corridors.

### **3.7 Future Resource Consents and Approvals**

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

#### Outline plan of works

In accordance with section 176A of the RMA, AT (as the requiring authority) will submit to Auckland Council (as the territorial authority) an Outline Plan or plans (as the Outline Plan(s) may be staged to reflect project phases or construction sequencing), detailing all relevant



aspects of the transport corridors following the completion of detailed design and prior to the commencement of construction.

#### Land subject to other designations

Some land to be designated for the transport corridors is subject to existing designations by other requiring authorities. In order to undertake work in accordance with a designation on land with an existing designation, written consent from every requiring authority of the earlier designation is required under section 177(1)(a).

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

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

#### Resource consents

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

#### Approvals under other legislation

Other matters which will need to be considered include the:

- Public Works Act 1981 for the acquisition of required land
- Heritage New Zealand Pouhere Taonga Act 2014 (**NZHPTA**) for authorities for works on or in any archaeological sites
- Reserves Act 1977 for approvals as required for affected reserves
- Wildlife Act 1953 for wildlife permits for the disturbance or relocation of protected species (e.g., taking and / or killing of wildlife for certain purposes and / or causing damage).

### **3.8 Affected Land**

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

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

This report relies on the site and environment descriptions provided by SGA as set out in the sections of the AEE identified in **Table 4** below.

**Table 4: AEE References**

Notice of requirement	Section of AEE and Page Number
NoR 1 – Northern Public Transport Hub and Western Link - North	9.3.2 (pages 45 - 49)
NoR 2 – Woodcocks Road – West Upgrade	9.4.2 (pages 51 - 55)
NoR 3 – State Highway 1 – South Upgrade	9.5.2 (pages 57 - 61)
NoR 4 – Matakana Road Upgrade	9.6.2 (pages 63 – 67)
NoR 5 – Sandspit Road - Upgrade	9.7.2 (pages 69 - 73)
NoR 6 – Western Link - South	9.8.2 (pages 80 - 83)
NoR 7 – Sandspit Link	9.9.2 (pages 80 - 83)
NoR 8 – Wider Western Link - North	9.10.2 (pages 85 – 88)

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

The information referenced in **Table 4** above also identifies land within or adjoining the NoRs that is subject to existing designations. Furthermore, as outlined in section 9.1.2 of the AEE and in section 3.3 of this report, several plan changes and/or resource consent applications have recently been approved or are under consideration by the Council.

## 4. Notification, Submissions and Local Board Views

### 4.1 Notification

The eight Warkworth NoRs were publicly notified on 9 June 2023.

The closing date for submissions was 7 July 2023.

The number of submissions received for each NoR is identified in **Table 5** below.

**Table 5: Submissions**

NoR	Number of Submissions	Support / Support in part or with amendments	Neutral / Unclear / Not Stated	Oppose / Oppose in part
NOR 1 Northern Public Transport Hub and Western Link – North	10	5	1	4
NOR 2 Woodcocks Road (Western Section)	18	7	4	7
NOR 3 State Highway 1 – South	17	4	6	7
NOR 4 Matakana Road	23	6	4	13
NOR 5 Sandspit Road	13	3	4	6
NOR 6 Western Link – South	15	3	4	8
NOR 7 Sandspit Link	9	2	2	5
NOR 8 Wider Western Link – North	10	4	3	3
<b>TOTAL</b>	<b>115</b>	<b>34</b>	<b>28</b>	<b>53</b>

## **4.2 Submissions**

### **4.2.1 Late Submissions**

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

- NoR 2 - Mason Heights Gospel Church
- NoR 3 – G and M Garnett;
- NoR 3 – The Range Warkworth Limited; and
- NoR 4 – M and C Lincoln.

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

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

### **4.2.2 Submissions Seeking the Same Relief Across all NoRs**

The following submitters have submitted across all eight NoRs:

- One Mahurangi Business Association and Warkworth Area Liaison Group;
- Watercare;
- Equal Justice Project; and
- Dr Grant Hewison.

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

### **4.2.3 Assessment of Submissions for Warkworth NoRs**

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

A total of 115 submissions were received across the eight NoRs, as outlined in **Table 5** above. In total, 34 submissions were in support or support with amendments, 53 were in opposition, and 28 were neutral or did not state.

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

As 115 submissions were received and many of those submissions have multiple submission points this assessment does not address each individual submission, although some submissions may be referred to specifically. Rather, submissions have been assessed with reference to the issues identified and the relief sought.

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

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

### **Positive Effects**

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

### **Property Issues**

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

### **Natural hazards and Flooding**

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

### **Noise and Vibration**

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

### **Traffic effects**

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

### **Ecology**

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

### **Landscape Effects**

- Landscape and amenity concerns.

### **Archaeology and Heritage**

- HHMP Conditions.

### **Other matters raised:**

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

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

### 4.3 Rodney Local Board Views

Views were sought from the Rodney Local Board, at their local board meeting on 16 August 2023, following the close of submissions. The Local Board's views are provided in **Appendix 5** to this report, and these are summarised below.

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

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

#### All NoR's

- NOR's should be held back until the Future Development Strategy and review is completed;
- Consultation and liaison with One Mahurangi Transport and Infrastructure Forum is highly recommended;
- Warkworth has many flood plain areas which need to be considered; and
- Suggest all routes need to be assessed in this context.

#### NoR 1

- Suggest an earlier construction of the Northern Public Transport Hub and Western Link to alleviate parking issues within Warkworth.

#### NoR 6

- Express concern regarding the route for the Western Link – south due to it encroaching into the location of the future medical centre and industrial zone.

#### NoR 7

- Express concern regarding the route for the Sandspit Link given the impacts on houses.

#### NoR 8

- Would prefer that an alternate route around Wylie Road is investigated.

## 5. Consideration of the Notices of Requirement

### 5.1 Designations Under the Resource Management Act 1991

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

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

*(1A) When considering a requirement and any submissions received, a territorial authority must not have regard to trade competition or the effects of trade competition.*

- (1) *When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—*
- (a) *any relevant provisions of—*
    - (i) *a national policy statement:*
    - (ii) *a New Zealand coastal policy statement:*
    - (iii) *a regional policy statement or proposed regional policy statement:*
    - (iv) *a plan or proposed plan; and*
  - (b) *whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if—*
    - (i) *the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
    - (ii) *it is likely that the work will have a significant adverse effect on the environment; and*
  - (c) *whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
  - (d) *any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.*
- (1B) *The effects to be considered under subsection (1) may include any positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from the activity enabled by the designation, as long as those effects result from measures proposed or agreed to by the requiring authority.*

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

*...all considerations, whether favouring or negating the designation, are secondary to the requirement that the provisions of Part II of the RMA must be fulfilled by the proposal.<sup>7</sup>*

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

- (2) *The territorial authority may recommend to the requiring authority that it –*
- (a) *confirm the requirement:*
  - (b) *modify the requirement:*

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<sup>7</sup> See *Estate of P.A Moran and Others v Transit NZ(W55/99)*.

- (c) *impose conditions:*
- (d) *withdraw the requirement.*

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

It is acknowledged that the NoR process is primarily about route protection rather than implementation and in that regard a management process is accepted as an appropriate

method, given that detailed assessment and implementation would occur at the Outline Plan of Works stage.

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

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

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

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

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

It is general practice for the Council to certify management plans that form conditions of designations. In the case of these NoRs, a great deal of reliance is being placed on management plans as the principal method to avoid, remedy or mitigate adverse effects on the environment. In my view, it is important that the Council retains the ability to review any management plan for completeness and to make changes to the management plans without the need for formal review of the conditions. Accordingly, I have recommended the addition of a certification clause to each management plan condition (refer to Recommended Conditions in **Appendix 7**).

## 6.5 Positive Effects

Section 10 of the AEE lists the positive effects of the eight Warkworth NoRs as a whole. An assessment of positive effects associated with each NoR is also provided with each assessment of individual effects. The overall positive effects identified by SGA are:

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

## 6.6 Actual and Potential Adverse Effects

Effects on the environment are addressed in sections 11 through 22 of the AEE. The following discussion assesses the adverse effects of the eight NoRs collectively and/or individually. The issues raised in submissions have also been considered and are referred to where relevant.

### 6.6.1 Effects of the Lapse Date Sought

The most common theme to submissions (39 submissions) received across all of the eight Warkworth NoRs was that the 15 – 25 year lapse periods sought are too long and that a shorter period should be given.

Following this, a large number of submitters (29 submissions) also expressed concern that an extended lapse period would cause uncertainty, unreasonably constrain investment decisions, and restrict opportunities to add value to their property.

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

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

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

- 15 years for NoRs 2, 3 and 4;
- 20 years for NoRs 1, 6 and 8; and
- 25 years for NoRs 5 and 7.

The lapse periods sought for the NoRs are however, three to five times longer than the default lapse period in the RMA and these do not appear to align with timing suggested in the 2017 Future Urban Land Supply Strategy which indicates the timeframe for development ready land in the order of 5 years for NoRs 1, 2, 3, 6 and 8; and 10 years for NoRs 4, 5 and 7 (as outlined in section 3.5 above). The lapse dates suggested also do not appear to align with the timing suggested in the SGA DBC. The DBC indicates the timeframe for development ready land in the order of 5 years for NoRs 1, 2, 3, 4, and 6; 10 years for NoRs 8; and 15 years for NoRs 5 and 7.

As also outlined in section 3.5 of this report, Section 7.1 of the AEE sets out the rationale for the extended lapse period. A range of reasons are listed including the need for funding and that it is not uncommon for infrastructure projects to have a longer lapse period, with reference to recently confirmed projects such as Drury Arterials (AT and Waka Kotahi), Southern Links (Waka Kotahi), the Northern Interceptor Wastewater Pipeline (Watercare) and the Hamilton Ring Road (Waikato District Council, Hamilton City Council).

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

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

- Creating a long period of uncertainty for the affected landowners;

- Limitation on the changes or improvement to the land affected;
- Potential loss of property value.

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

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

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

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

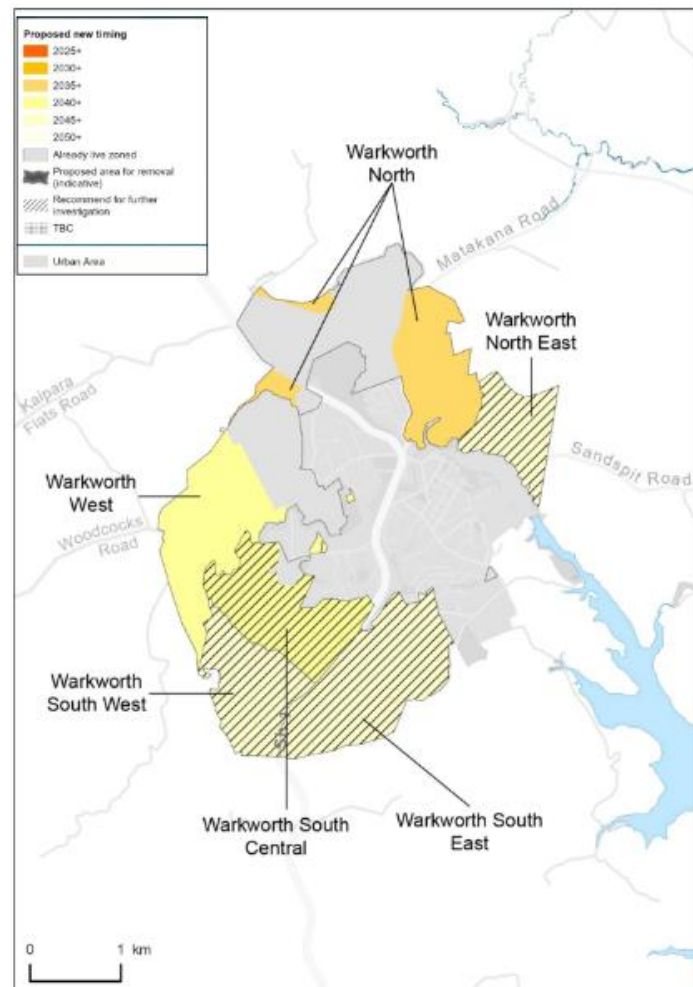
Under section 184 of the RMA, within 3 months before the expiry of the designations lapse period, a requiring authority can submit an application to the territorial authority to fix a longer lapse period. The lapse period can be extended if the territorial authority determines “that substantial progress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

I also note the comments of the Rodney Local Board that the NoRs should be held back until the Future Development Strategy is reviewed. A Consultation Draft Future Development Strategy (**FDS**) has been prepared and was publicly notified for comment by Auckland Council between 6 June and 31 July 2023 as required by the NPS-UD. The FDS is intended to replace both the Auckland Plan 2050 Development Strategy 2018 and the FULSS 2017. Feedback on the FDS is currently being considered by the Council with any further decisions on it to be made in late 2023.

The 2017 FULSS recommendations for Warkworth’s development and its timing have been updated in the FDS, with some areas recommended to be further delayed and/or further investigated as to whether they are to remain as future urban areas due to other development constraints (i.e. such as infrastructure timing and availability (including transport infrastructure), natural hazards, urban form and climate change / vehicle emissions). **Figures 12 and 13** below identify the revised timing for the development of future urban areas of Warkworth.

Sub-region FUA cluster	Future urban areas	Status in 2023	FULSS 2017 timing	FDS New timing	FDS approach
<b>North</b>					
<b>Warkworth</b>	Warkworth North	Live zoned	2012-2017	N/A	No response
	Warkworth North	Partially live zoned	2018-2022	2035+	Timing delay
	Warkworth West	Partially live zoned	2018-2022	2040+	Timing delay
	Warkworth South-central	Future Urban zoned	2028-2032	2040+	Timing delay and recommend for further investigation
	Warkworth South-east	Future Urban zoned	2028-2032	2045+	Timing delay and recommend for further investigation
	Warkworth South-west	Future Urban zoned	2028-2032	2045+	Timing delay and recommend for further investigation
	Warkworth North-east	Future Urban zoned	2033-2037	2045+	Timing delay and recommend for further investigation

**Figure 12: Proposed New Timing for Warkworth Future Urban Areas**  
**Source: Consultation Draft Future Development Strategy**



**Figure 13: Proposed timing for identified Warkworth future development areas.**  
**Source: Consultation Draft Future Urban Development Strategy**

However, the FDS is still in a draft form and therefore subject to further change; as such, until it is adopted by Council no reliance can be placed on it.

I also note that at section 19.3 of the AEE, SGA consider that:

- the most workable method for managing any outstanding uncertainty associated with the lapse period being sought is ongoing communication.
- the majority of the Warkworth NoRs are within the FUZ. The FUZ is a land use zoning that is applied to greenfield land that has been identified as suitable for urbanisation. However, the FUZ enables the land to continue to be used for rural purposes until such a time as the zoning is changed to an urban zoning. Therefore, while the FUZ anticipates urbanisation, it does not require it, nor does it set a timeframe for when the urbanisation will occur. In this regard, it is considered that:
  - people who currently live within the FUZ experiencing a rural lifestyle are unlikely to remain within that area as urbanisation of the FUZ is confirmed and implemented. As such, there is likely to be some uncertainty for existing residents about when urbanisation is likely to occur. It is considered that the people who live within the FUZ are likely to already be experiencing the effects of uncertainty irrespective of an extended designation lapse date.
  - The network is unlikely to be implemented until urbanisation is (at least) confirmed. If urbanisation does not occur, it is likely that the network will not be constructed. Confirmation of urbanisation is therefore considered to be critical to providing certainty on the likely construction of the network.
  - Future communities, i.e. people who move into the area as the FUZ urbanises, will do so with knowledge of where the network will be in the future.
- The designations will provide long term certainty regarding the alignment of each corridor and the future transport network as a whole. This will inform directly impacted landowners' and future residents' future investment and operational decisions about how land may be impacted.
- The designations will not preclude the continued (unchanged) use of any directly affected properties prior to construction. However, anyone (other than the requiring authority) is restricted from carrying out work on designated land that would prevent or hinder the designated work without first obtaining the requiring authority's written consent. Where feasible, AT will work with landowners and developers through the section 176(1)(b) process to help them integrate earthworks, road upgrades (or extensions to roads), stormwater solutions and development so that those works will not prevent or hinder the work authorised by the designation, and to enable written consent to be provided. For those properties adjacent or in proximity to the designations, before implementation of the transport corridors, urban development and investment can continue to occur, informed by the designation. Furthermore, where landowners contact AT in advance of the property acquisition process, AT will engage with those owners and refer them to public information on the PWA process and AT's timeframes for the corridor delivery.

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

Having considered the:

- explanation and rationale by SGA;
- and the submissions received regarding the proposed 15 - 25 year lapse periods for the eight Warkworth NoRs; and
- the mitigation offered, primarily through conditions,

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

In my opinion, the lapse periods for all eight NoRs should be further reviewed; conditions be further amended, or new conditions introduced; to provide additional information about the proposed engagement and/or consultation processes for directly affected parties or other parties which are in the vicinity of the proposed works; including in the period between when the designation is confirmed and the construction phase i.e. during the detailed planning and route protection phase.

I therefore recommend that the Requiring Authority consider:

- A shorter lapse period in the order of 10 years for NoRs 1, 2, 3 4, 6, 7 and 8 (being double the period set in section 184 of the RMA) and 15 years for NoR 5; or
- Bring forward the priority sequence and corresponding cascade of lapse dates for each of NoRs implementation.
- Further revise and improve the conditions to provide more certainty; or introduce new conditions to provide additional information about the proposed engagement and/or consultation processes for directly affected parties or other parties which are in the vicinity of the proposed works including in the period between when the designation is confirmed and the construction phase i.e. during the detailed planning and route protection phase.



## 6.6.2 Transport Effects

### NoR Application

Transport effects are addressed in section 12 of the AEE with a specialist assessment included in Volume 4 of the AEE. The assessment considers the construction effects of each NoR and the long-term, operational effects of the NoRs.

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

- *long term development of a low carbon transport system to support future growth and facilitates mode shift from private vehicles to public transport and active modes to reduce greenhouse gas emissions.*
- *people living and working in Warkworth as part of the Satellite Town vision with direct freight connections to planned industrial land use and improved access to employment and social amenities.*
- *transport corridors to maximise opportunities for walk up catchments to public transport interchanges and a high frequency local bus network.*
- *increased reliability for public transport and additional resilience via urbanised alternative routes.*
- *real travel choice with high quality, attractive alternatives to the private vehicle. This includes a contiguous, legible active mode network that connects people to key destinations and encourages active mode trips within the compact urban area.*
- *an area wide focus on safety through a holistic set of measures including Road to Zero safety principles, fully separated cycling facilities, well designed intersections and sufficient space for all modes to interact safely.*

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

The SGA traffic assessment also provides a list of safety, walking and cycling, public transport, general traffic and freight effects for each NoR if the NoR were not to proceed<sup>8</sup>. This identifies that:

- the existing roads are not fit for purpose under a future development scenario and that there would be an increase in safety issues; or, that if new roads are not progressed there will be additional pressure placed in the existing road network.
- access to employment and social amenities will be compromised if walking and cycling facilities are not provided.
- there would be increased congestion in the Warkworth town centre with limited space for bus layovers and charging if NoR 1 was not provided. This would result in

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<sup>8</sup> Refer to Table 4.4 on pages 32 – 33 of the Traffic Assessment

increased on-street car parking and this will impact on local business and street amenity.

- If NoRs 1, 6, 7 and 8 do not proceed there will likely be reduced connectivity for general traffic and freight movements which will result in a heavy reliance on the existing Warkworth traffic network and therefore the existing network will become less efficient, with reduced capacity and amenity.

The traffic assessment at section 5.2 outlines that adverse traffic effects for each NoR are related to construction effects; and that these include a range of matters. These are further summarised as follows.

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

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

The traffic assessment considers that the effects of temporary road closure or other traffic management methods to existing traffic on a specific corridor and/to the adjacent road network should be confirmed as part of the proposed Construction Traffic Management Plan (CTMP) offered as a condition in all of the NoRs.

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

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

#### *Construction effects – vehicle speed*

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

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

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

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

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

### *Construction movements - Timing*

Given Warkworth's proximity to the state highway network and to popular recreational areas and beaches it is noted to experience significant congestion over peak periods such as public holiday weekends and the Christmas and New Year periods. To recognise and ensure the effects of construction are sufficiently managed through these periods, the traffic assessment recommends that the CTMP provides specific consideration of the Hill Street intersection, whether this has been upgraded and its performance.

Furthermore, the traffic assessment notes some key land use activities for some of the NoRs that will require further consideration in any CTMP. For NoR 2 this includes Mahurangi College and the new Ministry of Education school site at 100 Woodcocks Road; while for NoRs 5 and 7 this includes the Quarry.

Notwithstanding the above, the traffic assessment considers that there is sufficient network capacity to enable construction traffic, and that any potential construction traffic effects can be accommodated and managed by the proposed CTMP conditions for each NoR.

### *Operational Effects*

At section 6 the SGA traffic assessment provides an assessment of the traffic effects for each individual NoR. This typically includes an assessment of operational effects on general traffic (including intersection performance), walking and cycling, property access (noting that all NoRs appear to be limited access corridors), freight, wider networks effects, with consideration also given to project interdependencies and other NoR specific matters such as plan changes or specific sites. For NoR 1 this also includes an assessment of the existing public transport environment and facilities and the future public transport environment and the operational transport effects, including those on public transport.

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

## Submissions

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

- Construction effects and construction traffic effects (20 submissions);
- Traffic (32 submissions);
- Traffic modelling (22 submissions);
- NoR design and alignment (28 submissions);
- Access (21 submissions);
- Integration with other works (4 submissions);
- Operational effects (6 submissions).

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

## Council's Specialist Review

The traffic effects associated with the eight Warkworth NoRs, as well as the submissions that raise traffic concerns, have been reviewed for Council by Mr Martin Peake, Consultant Traffic Engineer, Progressive Transport Solutions Limited. A copy of Mr Peake's comprehensive review comments is provided in **Appendix 2** to this report. I summarise Mr Peake's comments, concerns and recommendations as follows.

Mr Peake confirms he generally agrees that the use of Management Plans and conditions, including the CTMP conditions, to address effects and provide flexibility is, appropriate to manage the traffic and transport effects of the NoRs at the time of design and delivery. However, he notes at paragraph 4.76 that:

*... the proposed conditions are generic in nature and similar across all NoRs. It is understood that this approach is deliberate to provide consistency for the Warkworth NoRs and for NoRs proposed for other SGA projects across the Auckland Region. The conditions are intended to be sufficiently broad to allow for flexibility in design, particularly with regards to surrounding land uses.*

*Whilst the approach is acknowledged, it is considered, as outlined in the above paragraphs, that the conditions do not necessarily ensure that the traffic and transport effects of proposals are sufficiently addressed. Therefore, amendments to conditions for specific NoRs have been recommended. ...*

In section 2.0, Table 1 of his review, Mr Peake identifies the key issues that arise from his review. These are reproduced as follows:

Notice of Requirement	Issue
All NoRs	<ul style="list-style-type: none"><li>• Effects of construction traffic on the SH1 / Hill Street intersection not addressed in conditions as recommended in the Assessment of Transport Effects.</li></ul>

Notice of Requirement	Issue
	<ul style="list-style-type: none"> <li>• Access to future development land not demonstrated to show that it can be practically achieved, particularly for new roads.</li> </ul>
NoR 1 - Northern Public Transport Hub and Western Link – North	<ul style="list-style-type: none"> <li>• Analysis of key intersections may be based on incorrect traffic data.</li> <li>• Measures to provide access to the cemetery by SH1 not ensured by conditions.</li> <li>• The timing of the Western Link may be required before the PT Hub.</li> <li>• The indicative road layout is not consistent with the Warkworth North Precinct Plan 2 (I553).</li> </ul>
NoR 2 – Woodcocks Road – West Upgrade	<ul style="list-style-type: none"> <li>• The NoR does not integrate safely into the eastern section of Woodcocks Road.</li> <li>• Construction traffic effects on the proposed new school and existing Mahurangi College are not managed through conditions.</li> <li>• Effects on accesses to proposed school are not appropriately managed through conditions.</li> <li>• Not clear how some property accesses will be reinstated.</li> </ul>
NoR 3 – SH1 – South Upgrade	<ul style="list-style-type: none"> <li>• The traffic modelling does not take into account the likely future layout of the SH1 / Wider Western Link Road roundabout.</li> <li>• The NoR does not integrate safely into SH1 north of Fairwater Road for active modes.</li> <li>• Not clear how some property accesses will be reinstated.</li> <li>• Construction traffic effects on the proposed new school on Woodcocks Road and existing Mahurangi College not managed through conditions.</li> </ul>
NoR 4 – Matakana Road Upgrade	<ul style="list-style-type: none"> <li>• The indicative alignment on the southern approach to Matakana Link Road roundabout is inconsistent with the actual layout of the approach which may affect the extent of designation required.</li> <li>• Not clear how some property access will be reinstated.</li> </ul>
NoR 5 – Sandpit Road Upgrade	<ul style="list-style-type: none"> <li>• The consented access to 34/36 Sandpit Road could be adversely affected by the NoR.</li> <li>• Construction effects on access to the quarry and the recycling centre.</li> </ul>
NoR 6 – Western Link – South	<ul style="list-style-type: none"> <li>• The NoR does not integrate safely into Evelyn Street for active modes.</li> <li>• Traffic effects on the Woodcocks Road / Evelyn Street / Mansel Drive intersection are not assessed or addressed.</li> </ul>

Notice of Requirement	Issue
	<ul style="list-style-type: none"> <li>Construction traffic effects on the proposed new school on Woodcocks Road and existing Mahurangi College not managed through conditions.</li> </ul>
NoR 7 – Sandspit Link Road	<ul style="list-style-type: none"> <li>Construction and operation access to the quarry and recycling centre are not demonstrated.</li> <li>Construction effects on the quarry and recycling centre are not appropriately addressed in conditions.</li> </ul>
NoR 8 – Wider Western Link - North	<ul style="list-style-type: none"> <li>The traffic modelling does not take into account the likely future layout of the SH1 / Wider Western Link Road roundabout.</li> <li>Construction traffic effects on the proposed new school on Woodcocks Road and existing Mahurangi College are not managed through conditions.</li> </ul>

Furthermore, at Paragraph 3.106 of his review, Mr Peake identifies and summarises areas of detail in relation to the overall effects and the effects of the individual NoRs. Some of these are the same as in the table above however, there are also additional matters identified. Mr Peake's paragraph 3.106 summary is reproduced below.

#### *Overall Effects*

- a) Construction Traffic Management Plan condition is inconsistent with the recommendations of the ATE.
- b) Overall benefits of the Warkworth Package may not be realised until the whole package is complete (including upgrades outside of the NoRs).
- c) How access to surrounding land development will be provided is uncertain.
- d) Full benefits of the NoRs are reliant on upgrades outside of the NoRs, particularly in relation to active modes.

#### *NoR 1 – Public Transport Interchange and Western Link Road – North*

- e) Opportunity for providing a connection to the cemetery is not included in conditions.
- f) Requirement for the Western Link Road – North being delivered earlier than anticipated and ahead of the public transport interchange to allow development in Warkworth North precinct.
- g) Alignment of the local road illustrated on the plans is inconsistent with the Warkworth North Precinct Plan 2.

#### *NoR 2 – Woodcocks Road Upgrade*

- h) Full benefits of the NoRs are reliant on upgrades outside of the NoRs, particularly in relation to active modes.
- i) The management plans do not provide details as to how access to the proposed school north of Woodcocks Road will be managed or protected.

#### *NoR 3 – SH1 - South Upgrade*

- j) Design of SH1 / Wider Western Link Road roundabout does not take into account Warkworth South plan change and fourth arm.
- k) Full benefits of the NoRs are reliant on upgrades outside of the NoRs, particularly in relation to active modes.

*NoR 4 – Matakana Road Upgrade*

- l) Indicative design of proposed road south of the Matakana Link Road does not tie in correctly with the Matakana Link Road roundabout which could affect the designation boundary.

*NoR 5 – Sandspit Road Upgrade*

- m) The proposed NoR alignment and boardwalk may affect access to consented development at 34 and 36 Sandspit Road.

*NoR 6 – Western Link Road – South*

- n) Full benefits of the NoRs are reliant on upgrades outside of the NoRs, particularly in relation to active modes.
- o) Effects of the new road on Evelyn Street for vulnerable road users and the safe and efficient operation of Woodcocks Road / Evelyn Road / Mansel Drive intersection not assessed or addressed.

*NoR 7 – Sandspit Link Road*

- p) Insufficient details have been provided to demonstrate how access is to be achieved to the quarry, recycling centre and other properties currently accessed from the access way from Sandspit Road to be used for the alignment of the Sandspit Link Road.
- q) Recommendations in the ATE for specific consideration of the quarry and the recycling centre have not been included in the proposed CTMP condition.

*NoR 8 – Wider Western Link Road – North*

- r) As noted for NoR 3, design of the SH1 / Wider Western Link Road roundabout does not take into account Warkworth South plan change and fourth arm.

In section 4.0 of his review, Mr Peake provides an assessment of the traffic and transport effects and management methods for the NoRs overall and individually. This includes recommendations for where amendments to conditions are required and suggested wording for such amendments. Mr Peake's assessment also notes that in order to confirm his views on some matters, additional information is required, and this is further specified.

At section 5.0 of his review Mr Peake reviews the submissions received raising traffic and transport concerns. As above, Mr Peake provides recommendations for where amendments to conditions are required and suggested wording for such amendments. Mr Peake's assessment also notes that in order to confirm his views on some matters, additional information is required, and this is further specified.

## My Assessment

I adopt and rely on the traffic and transport assessment provided by Mr Peake. I also note the disconnect between the proposed NoR conditions (as revised and provided in Direction 1) and some of the recommendations of the SGA traffic assessment. It is my opinion, again in agreement with Mr Peake, that the more NoR specific traffic assessment recommendations should be included in the NoR conditions. I also agree with Mr Peakes suggestions for amendments to conditions to address other matters of concern. I have included these amended conditions, with some further revisions to numbering or wording to better integrate with other conditions, within the sets of recommended NoR conditions provided as **Appendix 7**. I also agree with Mr Peake regarding additional information which should be provided by SGA in evidence or at the hearing in order to confirm opinions on traffic matters.

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

### *All NoRs*

- Conditions are required to ensure that the NoRs integrate with the adjacent parts of the transport network to provide for the safety of road users and for the efficient operation of the network. In some instances upgrades to adjacent sections of existing roads are required to allow the full benefits of the NoR to be achieved and to ensure that safety and operational effects of the NoR are addressed. The following overall recommendations apply to all NoRs.

The CTMP condition for each NoR should include the traffic assessment recommended wording:

*c. Particular consideration is to be given to the Hill Street intersection (being the intersection of State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place):*

- The list of sites in Table 5-3 of the traffic assessment should be referenced into the appropriate CTMP condition for each NoR. It is acknowledged that the CTMP has been developed to be wide ranging to allow for future conditions. However, these should be included to assist future users of the conditions given that it may be up to 25 years before each NoR is developed. Including reference to specific sites does not preclude other sites being considered in the CTMP.

### *NoR 1 – Public Transport Hub and Western Link Road – North*

- Submitters have raised concerns regarding the traffic modelling undertaken for the SH1 / Western Link Road / Matakana Link Road intersection. Further information is required from the applicant to demonstrate the analysis undertaken has used appropriate traffic volumes in the assessment in order to satisfy Council officers that the effects of the NoR can be appropriately managed, in addition to the recommended amendments to the proposed NoR 1 conditions as outlined below.
  - a) To ensure the opportunity to provide access to the cemetery by SH1 is not overlooked in the design, the ULDMP condition should include a specific requirement to investigate and provide access to the cemetery. The following wording is recommended:



9. (d) (ii) *Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses (including the cemetery adjacent to SH1), public transport infrastructure and walking and cycling connections;*
- b) The NoR condition should allow for the staged implementation of the Western Link Road – North and the Public Transport Hub as the Western Link Road is likely to be required before the PT Hub. The following wording is recommended:
- 9.(d)(v) If the project is to be delivered in stages, details shall be provided of how the design will future proof for the delivery of subsequent project stages.
- c) The NoR should take into account the requirements of the Warkworth North Precinct (1553), including the alignment of new roads. The following addition is recommended to condition 9(c):
- 9(c) (vi) Auckland Unitary Plan, 1553 Warkworth North Precinct
- d) To enable confirmation of the traffic assessment, the applicant either in evidence or at the hearing, should demonstrate that the traffic volumes used in the analysis of the SH1 / Western Link Road / Matakana Link Road are correct and appropriate for the future year assessment, taking into account surrounding consented and anticipated developments (based on the Warkworth Structure Plan).

#### NoR 2 – Woodcocks Road Upgrade

- The NoR is for the upgrade of the western end of Woodcocks Road. To integrate with the surrounding transport network, upgrades outside of the NoR will be required, notably along the eastern end of Woodcocks Road and at the Woodcocks Road / Evelyn Street / Mansel Drive intersection. If the NoR is progressed without consideration as to how the NoR will safely integrate with the eastern end of Woodcocks Road this will lead to safety issues for active modes and will limit the potential benefits of the NoR to encourage a shift to active modes from private vehicles. Modifications to the NoR 2 conditions are required to ensure that the NoR appropriately integrates with the adjacent transport network. To address traffic and transport matters raised by submitters additional amendments have also been recommended to conditions as follows.
- a) The NoR should provide consideration as to how safe interfaces between the NoR 2 and the adjacent existing road environment on Woodcocks Road will be provided, particularly for connections for active modes. The following amendment to the ULDMP condition is recommended:
- 9.(d)(ii) Provides appropriate safe walking and cycling connectivity and facilities to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections (including but not limited to walking and cycling facilities along Woodcocks Road east of Mansel Drive and Evelyn Street);

- b) Modifications to straighten the alignment of Woodcocks Road in the vicinity of the one-lane bridge would enhance safety for future accesses to the schools at 100-138 Woodcocks Road. To address specific concerns raised by the Ministry of Education the following amendment to the ULDMP Condition 9 is recommended:

9.(d)(v) Provides a road alignment that enhances the safe and efficient operation of any proposed school access on the northern side of Woodcocks Road and minimises the extent of encroachment within 100 to 138 Woodcocks Road.

- c) The CTMP condition should make specific reference to addressing effects associated with any proposed new school at 100-138 Woodcocks Road and to Mahurangi College. An amendment to the CTMP condition is recommended below. It is also noted that the Ministry of Education have proposed an amendment to the condition in their submissions with more specific wording. The intent of the amendments proposed is supported but the wording has been further amended to better integrate with other wording.

16.(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools (including but not limited to the proposed new school at 100-138 Woodcocks Road and Mahurangi College) or to manage traffic congestion;

- d) The NoR should respond to the proposed new school at 100-138 Woodcocks Road with respect to access and vulnerable road users. The following addition to condition 9(e)(iii) is recommended:

9(e)(iii) j. Treatment of the access(es) to the proposed new school at 100-138 Woodcocks Road for vehicles, pedestrians and cyclists, and measures to manage the safe and efficient operation of Woodcocks Road at school start and finish times.

- e) The intent of amendments proposed by the Ministry of Education in their submission (Submission 15) to Condition 13 – Stakeholder Communications and Engagement Management Plan and Condition 16 – Construction Traffic Management Plan is supported. However, further amendments to refine and integrate the condition are also recommended.
- f) The applicant should demonstrate how an appropriate safe design can be provided to 10 Mason Heights Road from Woodcocks Road taking into consideration the gradients on the southern side of Woodcocks Road.

#### *NoR 3 – SH1 Upgrade – South*

- The NoR is for the upgrade of SH1 south of Fairwater Road. To integrate with the surrounding transport network, upgrades outside of the NoR along SH1 north of Fairwater Road are required. If the NoR is progressed without consideration as to how the NoR will safely integrate with SH1 north of Fairwater Road, this will lead to safety issues for active modes and will limit the potential benefits of the NoR to

encourage a shift in mode from private vehicles. Therefore, modifications to the NoR 3 conditions are required to ensure that the NoR appropriately integrates with the adjacent network. In addition, additional information is required to confirm that the traffic and transport effects of the NoR can be appropriately managed. Modifications to conditions or further information required are outlined below:

- a) The applicant, either in evidence or at the hearing, should demonstrate how access will be provided for properties identified in Submissions 2, 3, 5 and 7.
- b) The applicant should provide an assessment of the operation of the SH1 / Wider Western Link Road roundabout as a four-armed intersection to demonstrate its acceptable operation in 2048.
- c) The NoR should provide consideration as to how safe interfaces between NoR 3 and the adjacent existing road environment on SH1 north of Fairwater Road will be provided, particularly for connections for active modes. The following amendment to the ULDMP condition is recommended:

*9.(d)(ii) Provides appropriate safe walking and cycling connectivity and facilities to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections (including but not limited to walking and cycling facilities along SH1 north of Fairwater Road);*

- d) The intent of amendments proposed by the Ministry of Education in their submission (Submission 13) to Condition 13 – Stakeholder Communications and Engagement Management Plan and Condition 16 – Construction Traffic Management Plan are supported. However, further amendments to refine and integrate the condition are also recommended.

#### *NoR 4 – Matakana Road Upgrade*

- Subject to additional information required on property access and to confirm that the designation boundary in the vicinity of the southern approach to the Matakana Link Road roundabout is appropriate, it is considered that the traffic and transport effects of the NoR can be appropriately managed with amendments to the proposed NoR 4 conditions as outlined below.
  - a) The applicant, either in evidence or at the hearing, should demonstrate how access will be provided for properties identified in submissions 1, 4, 8 and 9.
  - b) The applicant should demonstrate in evidence or at the hearing that if the alignment on the southern approach to the Matakana Link Road roundabout needs to be adjusted to take into account the existing left turning lane, that this can be accommodated within the proposed designation boundary.

#### *NoR 5 – Sandspit Road Upgrade*

- It is recommended that the following additional information be provided around the effects on the consented access to 34/36 Sandspit Road and that amendments be made to the NoR conditions, as outlined below:

- a) The applicant should demonstrate, in evidence or at the hearing, that a safe vehicle access to the consented development at 34/36 Sandspit Road can be achieved with no reduction in visibility from the access compared to that achieved in the approved resource consent.
- b) To assist future users of the CTMP condition and to ensure the traffic effects on major operators are addressed during construction, the condition should make specific reference to the quarry and to the recycling centre. The following wording is recommended:

16. (vi) *methods to maintain vehicle access to property and/or private roads (including the quarry, recycling centre (should they remain in existence) and to other properties with an existing access from Sandspit Road at the proposed Sandspit Link Road intersection) where practicable, or to provide alternative access arrangements when it will not be;*

**NoR 6 – Western Link Road – South**

- The NoR provides a link between SH1 and Evelyn Street. The NoR will result in a significant increase in traffic onto Evelyn Street (currently a local road) and through the Woodcocks Road / Evelyn Street / Mansel Drive intersection. The effects of this increase in traffic due to the NoR has not been addressed by the NoR. Measures to mitigate those effects will be required for active mode users on Evelyn Street and the operation of the Woodcocks Road / Evelyn Street / Mansel Drive intersection. If the NoR is progressed without consideration as to how the NoR will safely manage effects on Evelyn Street and at the Woodcocks Road / Evelyn Street / Mansel Drive intersection this will lead to safety and operational issues, and it is considered that the NoR will not meet the project objectives. Furthermore, the NoR has not fully considered connectivity to the industrial area to the north of the NoR, or how road connections can be provided into the adjacent FUZ land. In addition, amendments to the NoR 6 conditions are required to ensure that the NoR appropriately integrates with the adjacent network and manages traffic and transport effects on the adjacent road network. Recommended amendments to the conditions to address this issue and to address traffic and transport matters raised by submitters are as follows:

- a) The NoR should provide consideration as to how safe interfaces between NoR 6 and the adjacent existing road environment on Evelyn Street and Woodcocks Road will be provided, particularly for connections for active modes. The following amendment to the ULDMP condition is recommended:

9.(d)(ii) *Provides appropriate safe walking and cycling connectivity and facilities to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections (including but not limited to walking and cycling facilities along Evelyn Street between the western end of the Western Link South and Woodcocks Road);*

- b) The NoR should address the effects on active modes on Evelyn Street and the safe and efficient operation of the Woodcocks Road / Evelyn Street / Mansel

Drive intersection due to increased traffic volumes. The following amendments are recommended:

9(d)(v) Provides for the safety of cyclists along Evelyn Street, and for the safe and efficient operation of the Woodcocks Road / Evelyn Street / Mansel Drive intersection.

9(e) i. Upgrades to Evelyn Street and to Woodcocks Road / Evelyn Street / Mansel Drive intersection for the safe and efficient operation for all modes.

- c) The applicant should consider the inclusion of a connection to Morrison Drive either by way of adjustment to the designation to connect to Morrison Drive, or via conditions that require consideration of the connection.
- d) The applicant should demonstrate how intersections could be formed into the adjacent FUZ land without compromising adjacent development land.
- e) The intent of amendments proposed by the Ministry of Education in their submission (Submission 13) to Condition 13 – Stakeholder Communications and Engagement Management Plan and Condition 16 – Construction Traffic Management Plan. However, further amendments to refine and integrate the condition are also recommended.

#### *NoR 7 – Sandspit Link Road*

- The Sandspit Link Road is proposed to provide access to the FUZ land north of Sandspit Road and east of Matakana Road. There is concern regarding how road connections into the FUZ land from the proposed road would be practically formed given the size and extent of the batters and embankments along the route, and how access will be provided to the quarry and the recycling centre within the designation. The additional information required and recommended amendments to conditions are outlined below.
  - a) The applicant should demonstrate how intersections could be formed into the adjacent FUZ land without compromising adjacent development land.
  - b) The applicant should demonstrate, in evidence or at the hearing, that access to the quarry and the recycling centre is feasible in the final design within the proposed designation boundary and taking into account the topography and constraints of the landscape.
  - c) The CTMP should refer to both the quarry and the Warkworth Recovery Re:Store recycling centre as these are major operators that require access to be maintained to allow continued operation. The following amendment to the CTMP condition is recommended:
    - 16. (vi) methods to maintain vehicle access to property and/or private roads (including the quarry, recycling centre (should they be in existence at that point in time) and to other properties with an existing access from Sandspit Road) where practicable, or to provide alternative access arrangements when it will not be;

- d) The NoR indicative plans should be updated to show an intersection between Sandspit Link Road and Sandspit Road rather than stop the Sandspit Link Road short of the Sandspit Road. This would provide clarity that an intersection is required for safety and operation if NoR 7 is constructed prior to NoR 5. If the indicative plans are not updated, then the NoR Condition 9 should be amended to require the intersection to be provided if NoR 7 is constructed prior to NoR 5. The following wording is recommended:

*9(d)(v) In the event of the Sandspit Link Road progressing before upgrades to Sandspit Road, provides an appropriate safe and efficient between the Sandspit Link Road and Sandspit Road that minimises abortive works for any future upgrade to Sandspit Road.*

#### *NoR 8 – Wider Western Link Road*

- Further information on the operation of the proposed SH1 / Wider Western Link Road roundabout and amendments to the NoR 8 conditions are recommended as follows:
  - a) The applicant should provide an assessment of the operation of the SH1 / Wider Western Link Road roundabout as a four-armed intersection to demonstrate its acceptable operation in 2048.
  - b) The applicant should demonstrate how intersections could be formed into the adjacent FUZ land without compromising adjacent development land.
  - c) The intent of amendments proposed by the Ministry of Education in their submission (Submission 8) to Condition 13 – Stakeholder Communications and Engagement Management Plan and Condition 16 – Construction Traffic Management Plan. However, further amendments to refine and integrate the condition are also recommended.

### **6.6.3 Urban Design Effects**

#### NoR Application

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

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

#### ***Environment***

- *A landscape plan that considers recommendations from the landscape and visual, arboriculture, flooding and ecological assessments including street tree and stormwater raingarden and wetland planting, construction compound and private property reinstatement and treatment of batter slopes. The landscape plan should also demonstrate integration of Mahurangi River and its tributaries where the corridor intersects or sits*

*adjacent with the existing Blue-Green Network. The landscape outcomes should support the principles of Auckland's Urban Ngahere Strategy and reinforce the wider vegetation patterns of the local landscape and create connections to proposed greenways and the wider walking and cycling network.*

- *Integration of wetlands to ensure an appropriate interface with adjacent land uses.*
- *Measures to demonstrate that the project has adapted to the changing climate such as reducing urban heat island effects in future urbanised areas, supporting modal shift and accounting for flood hazard risks.*

### **Social**

- *In future design stages, Manawhenua shall be invited as Partners to provide input into relevant cultural, landscape and design matters including how desired outcomes reflect their identity and values.*

### **Built form**

- *Resolution of any potential conflict between placemaking aspirations within local communities and the scale and operating speed of the proposed movement functions of the corridor should be addressed.*
- *Known or planned changes of land use and residential density that have the potential to alter the perceived scale and impact of the proposed corridor functions should be identified and addressed.*
- *Resolution of any potential conflict between placemaking aspirations within local communities and the scale and operating speed of the proposed movement functions of the corridor should be addressed.*

### **Movement**

- *A modal integration strategy that addresses the movement and place function of the corridor that incorporates placemaking opportunities arising from adjacent land use.*

### **Land use**

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

### Submissions

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

### Council Specialist Review

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

Mr Stenberg outlines the urban design considerations for the NoRs including the context, identity and place making, roading network and subdivision trends. In this regard he notes some concerns arising from the implementation of the NPS-FM and the NPS-UD which seek development of 'well-functioning' urban environments and good accessibility for all. In relation to the proposed NoRs these are as follows:

- *The introduction of off carriageway cycle paths along arterials, is somewhat a 'Trojan horse' which effectively lubricates the movement of vehicles by protecting cyclists from vehicle crossings and limiting road crossings. It reaffirms the environment as fundamentally being for vehicle movement, with no edge activation, no friction, no interest, and no thinking required. The reduction of friction has been shown to increase traffic speeds, and land-uses that turn their backs to arterials generally create uninteresting cycle and pedestrian routes with no interaction and relationship with the adjoining land uses.*
- *The avoidance of street connections over streams and ecological areas results in pods of connected streets being separated from adjoining pods of streets and limited on street pedestrian routes being provided. This reinforces the need for private vehicle use, which is not the intended outcome for a well-functioning urban environment.*

Mr Stenberg also notes that the SGA Urban Design Evaluation recommends that the ULDM condition include reference to the need for urban design opportunities to be considered in future design stages and that all NoRs should further develop the urban design outcomes recommended as summarised under each urban design evaluation in the Urban Design Assessment. Mr Stenberg then recommends a new clause (c) to the ULDM condition to address this matter, nothing also this would result in the need to re-number the remainder of the condition. I note this issue is also raised by Mr McCarten (Parks Planning).

*The ULDM will address the outcomes and relevancy of opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation's Outcomes and Opportunities Plan in developing the detailed design response.*

Mr Stenberg also provides specific comments on each NoR with a supporting recommendation as outlined above.

Furthermore, Mr Stenberg assesses the submissions raising urban design matters within each of the NoR. These are further summarised as follows.

#### *NoR 1*

Mr Stenberg notes that the submission made by the Mahurangi Business Association and Warkworth Area Liaison Group with regard to their preference for Option 4a to be progressed. Upon review, Mr Stenberg notes he supports the proposed location for NoR 1 as this preferred NoR site has efficient access, greater visibility and will avoid constraints related to managing stormwater and land stability.



#### NoR 2

Mr Stenberg notes that most submissions focused on traffic design and access matters, extents of designation, timing, construction effects, consultation requests and landscape related matters however, four submissions raise urban design matters such as:

- pedestrian movement across Woodcocks Road (Summerset Villages);
- the location of stormwater ponds (J and T Molloy);
- the lack of integration with the transport network and infrastructure (J and T Molloy; John Wynyard and Wynyard Family).

Mr Stenberg concludes that the existing wording and the proposed amended wording recommended for the ULDMP condition would address the submitter concerns raised.

#### NoR 3

Mr Stenberg considers two submissions which raise land disturbance and visual landscape buffer matters (Ash Hames and Fiona Rayner; and Kyle Stephen and Heather Deans). Again, Mr Stenberg concludes the existing wording and the proposed amended wording recommended for the ULDMP condition would address the submitter concerns raised. He also notes, with regard to the Kyle Stephen and Heather Deans submission, that:

*The extent of the designation is a matter for the roading engineer; however, it appears that either a batter or retaining wall near or along the designation boundary would be required for sightlines to this future four-way intersection. From an urban design perspective, I offer the following comments. A batter would provide opportunity for plantings at the back of the batter/berm and enhance the overall on site amenity and outlook and offer some overlook opportunities to the street. The outdoor living area, while reduced, would still meet the AUP-OP outdoor living area requirement, and have good solar access.*

#### NoR 4

No submissions raise urban design matters for this NoR; and Mr Stenberg agrees with the urban design evaluation and recommendations requiring the additional wording outlined above.

#### NoR 5

No submissions raise urban design matters for this NoR; and Mr Stenberg supports and agrees with the urban design evaluation and recommendations requiring the additional wording outlined above.

#### NoR 6

No submissions raise urban design matters for this NoR. However, Mr Stenberg notes concerns and considers that:

*At this stage I do not consider there has been sufficient testing of the way future development and street connections may relate to this route and have no confidence that the designation in its current form and extents and ultimately constructed form will incorporate appropriate street based connections for both*

*vehicles and safe pedestrian access between employment areas and residential areas as expected of a well-functioning urban environment.*

#### NoR 7

No submissions raise urban design matters for this NoR. Mr Stenberg notes his support for the NoR alignment and the inclusion of pedestrian and cycle paths on either side to help facilitate modal choice, as well as for the SGA's urban design assessment recommendations. Again, noting the earlier recommendation that reference to these be included in the ULDM condition.

#### NoR 8

Mr Stenberg has reviewed the submission by KA Waimanawa Limited Partnership, Christine and William Endean, and Stepping Towards Far Limited (noting that these parties are the proponent for, or involved in, the proposed plan change known as Warkworth South (as referred to in section 3.3 of this report) and considers that this does raise some urban design matters, in particular the effect of the proposed designation on the way the proposed centre presents itself to SH1 and the site formation and layout for the centre. Mr Stenberg also considers that:

- *The alignment and extent of designation does take the opportunity away for a corner development of reasonable stature to warrant the cost of a vehicle bridge crossing the stream and provide a landmark and visibility for the centre. A service station would not be considered a landmark building appropriate to announcing the centre.*
- *Landscape planting in support of what would be a stream corridor/open space within the designation could have the potential to reduce commercial visibility of the centre. The northern orientation of the Local Centre Zone relative to the small stream tributary would still enable a frontage to engage with the stream edge.*
- *The positioning of the PT Hub should the proposed designation be provided would need to be moved further west to ensure street access and a viable retail frontage to the Street (WWL Road) as the cumulative effects of stream protection, extent of designation and Southern PT Hub effectively squeeze commercial visibility of the centre to the WWL Road.*
- *Further reconsideration of the centre zones size and shape can be considered within the plan change process.*
- *Testing of any future disposal of land should be co-ordinated to ensure that a viable site and development solution can be enabled for the centre.*

Mr Stenberg concludes that:

*This aspect needs to be resolved early, that piecemeal development of the centre is avoided, and it presents itself to the corner and the WWL Road that supports the centre's legibility supports activity and enables the development of a well-functioning of a commercial centre. For these reasons I am not able to support this NoR from an urban design perspective at this stage.*

## My Assessment

I agree with and adopt Mr Stenberg's comments and in particular his recommended amendments to the ULDMP condition to better incorporate the recommendations of the urban design assessment and the opportunities and outcomes this identifies. Noting that this matter is also raised by other specialists. The full recommended amendments to the ULDMP conditions are identified in the conditions sets in **Appendix 7**.

With regard to Mr Stenberg's comments on NoR 6, I recommend that SGA provide further evidence, information and/or comments on how NoR 6 incorporates appropriate street based connections for both vehicles and safe pedestrian access between employment areas and residential areas in order to achieve a well functioning urban environment.

With regard to Mr Stenberg's comment on NoR 8, I understand that further discussions between the submitters and Warkworth South Plan change proponents have occurred since the lodgement of the NoR and the submission period; and that an alteration to the NoR alignment to address various concerns and enable flexibility in final design to occur, may be possible. SGA and the submitters are invited to further address these matters in evidence or at the hearing.

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

#### NoR Application

Section 15 of the SGAAEE and the Assessment of Landscape, Natural Character and Visual effects (LNCV Assessment) in Volume 4 provide an assessment of landscape and visual effects matters.

The assessments outline a methodology for assessment based the best practice guidance for landscape architects, and the use of the New Zealand Institute of Landscape Architects seven-point scale of effects when assessing the potential landscape effects arising from the Warkworth NoRs. The effects scale ranges between "Very Low' to 'Low' to 'Low-Moderate' to 'Moderate' to 'Moderate-High' to 'High' to 'Very High'. This equates to the RMA effects of more than minor, minor, less than minor etc as follows<sup>9</sup>:

	<b>Effects rating scale</b>	<b>RMA terminology</b>
	Very low	Less than minor effects
	Low	Minor effects
	Low-moderate	Minor effects
	Moderate	More than minor effects
	Moderate-high	More than minor effects
	High	Significant effects
	Very high	Significant effects

Table 3 <sup>10</sup>in the LNCV assessment summarises the effects and recommendations for the eight Warkworth NoRs overall. However, this was further updated and provided as Attachment E (Table 8) to the SGA response dated 23 June 2016 to the Council's informal information

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<sup>9</sup> LNCV Assessment, Appendix C, Effects ratings and RMA Terminology, page 123.

<sup>10</sup> LNCV Assessment, pages 3-5.

request dated 6 June 2023. A link to the updated table from the Council's hearings page information is as follows:

<https://www.aucklandcouncil.govt.nz/HearingDocuments/sga-warkworth-not-requests-for-further-information-2023-08-20.pdf> (Page 96)

At section 15.4 of the AEE it is considered that:

*Overall adverse landscape and visual effects are able to be appropriately managed and reduced over time in relation to the urbanisation of the surrounding landscape. The surrounding landscape context has a lower level of sensitivity to change due to the existing context of the transport network. There are a number of positive landscape and visual effects that will result from the new and / or upgraded transport corridors including the opportunity to formalise the streetscape and amenity provide consistent amenity throughout transport corridors.*

### Submissions

Ten submissions raise landscape, natural character, visual or amenity issues across the eight Warkworth NoRs. These are identified and addressed in Council's specialist landscape memorandum provided as **Appendix 2**.

### Council Specialist Review

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

Mr Kensington comments in his review that:

- 2.1 *....new roading infrastructure over the last five years has had a noticeable impact on previously rural land, including elevated (i.e. visually prominent) areas. The two areas of most change that I have observed are those associated with construction (and now the use) of the SH1 motorway extension (to the west) and Te Honohono ki Tai (to the north).*
- 2.2 *These new infrastructural corridors do not necessarily align closely with the underlying topography of the Warkworth landscape, such that reasonably substantial cut and/or fill batter slopes either side of the roading corridors have been required. In some cases, particularly for Te Honohono ki Tai, there has been the requirement for reasonably extensive retaining structures to support the road corridor. Enabled land use activity and structures accessed from the new Te Honohono ki Tai road corridor has also required reasonably extensive landform modification.*
- 2.3 *While I understand and appreciate that roading infrastructure is necessarily a lineal element in the landscape, in my opinion it is preferable at route planning stage to locate such corridors in a manner that more closely follows the patterns of natural topography, in order to avoid or*

*minimise the need for extensive cut and fill batter slopes and/or retaining structures.*

- 2.4 *I note that the existing landscape character and values of the Warkworth settlement as a whole, are influenced by its location adjacent the Mahurangi River, with the associated tributaries and established vegetation providing strong landscape features. The surrounding landform of the area, within which the existing urban area is located, is somewhat enclosed through a series of localised ridgelines and rural land use. I also acknowledge that the Future Urban zoning under the AUP of many parts of Warkworth's currently rural landscape signals that there will be a change in landscape character over time as land is rezoned and developed for urban purposes.*
- 2.5 *As an overview comment and observation that has relevance to a consideration of each of these NoRs, my assessment review is made on the basis that much of Warkworth's existing landscape and amenity values, which are derived from an appreciation of the landscape features described above (as natural patterns framing the existing settlement), will change significantly over time. This change will inevitably alter the landscape character of the settlement, particularly at the existing fringes where the current rural character will become urbanised over time. I note that the SGA LNCVA acknowledges the inevitable tension between future urbanisation and trying to achieve the maintenance of the existing Warkworth landscape character.*
- 2.6 *Having said this, I note that the 2019 Warkworth Structure Plan was prepared with guidance from a landscape assessment prepared by Brown NZ Limited. Recommendations from the landscape assessment have been threaded through the structure plan, for example by the specific inclusion of areas for further landscape protection controls and areas requiring landscape screening. The alignment of future roading in the structure plan land use map was also influenced, as I understand it, by the recommendations within the supporting landscape assessment. I have viewed an overlay of the NoR extents over the structure plan map noting that the proposed NoR locations and extents are generally consistent with the structure plan, other than NoR 6.*

Mr Kensington then identifies a concern that:

- 2.7 *.... issues relating to potential adverse effects on waterbodies (deemed to be a regional consenting issue) have not been addressed as part of this NoR process. These issues are relevant to an assessment of landscape effects and an assessment of effects on natural character and, in my opinion, should be considered now so that potential adverse effects can be avoided, remedied or mitigated. I note that the feedback provided to SGA from Ngāti Manuhiri raises similar issues / themes. In order to achieve such an outcome, that might, for example, require an alternative alignment to that which has been currently proposed, rather than trying to*

*address issues within the spatial constraints of a designated corridor / area.*

Mr Kensington also notes that:

*2.8 The key issues that have arisen during my review of the SGA LNCVA relate to the extent of landform modification proposed (particularly in elevated, steep and visually prominent locations); and the removal of established vegetation (particularly where that is located as part of a riparian corridor, with an identified Significant Ecological Area overlay under the AUP(OP)). Each of these interventions associated with roading construction, has the potential to adversely impact both the landscape character and natural character of the existing and future environments.*

With regard to conditions offered by SGA, at section 4.0 of his Memorandum, Mr Kensington provides his support for the preparation and implementation of the Urban and Landscape design Management Plan (ULDMP). However, he considers that the structure of the ULDMP condition does not clearly highlight the objective. A matter raised by me in section 6.6.1 and by Mr McCarten (Parks Planning) in section 6.6.10 of this report.

Mr Kensington also considers that it has been somewhat difficult to reach a definitive conclusion as to whether the ULDMP conditions will be successful in achieving bespoke outcomes for each specific designation corridor, without refinement and inclusion of key design principles and that the overlap between the ULDMP conditions wording and ecological focussed conditions could be strengthened, particularly where there is likely to be future regional consenting requirements.

Mr Kensington concludes that, subject to amendments to conditions as outlined above, adverse landscape and visual effects can be effectively avoided, remedied or mitigated, with positive landscape and visual effects also being facilitated through the NoRs and the associated ULDMP conditions for NoRs 1 ,2, 3, 7 and 8.

However, Mr Kensington concludes that there will be more than minor adverse landscape effects associated with NoRs 4, 5 and 6 and that the adverse effects currently do not appear to be sufficiently avoided, remedied or mitigated by the proposed suite of conditions. Mr Kensington's comments and reasons for this are further summarised as follows.

#### *NoR 4*

Mr Kensington agrees with LNCV assessment findings that adverse effects on landscape character are likely to be moderate; and moderate-high adverse during construction – noting that represents a more than minor adverse effect on landscape character. He understands that these high ratings have arisen because of the close proximity of viewers in adjacent properties to the construction works; and the length of time that it will take for replacement trees and associated vegetation to establish and contribute positively to landscape character.

Furthermore, Mr Kensington considers that the condition requiring the preparation of an ULDMP appears appropriate, but somewhat generic. He notes that there is no mention of specific measures to address the issues highlighted above, if indeed these issues can be addressed (and adverse effects mitigated) through future design / management. He does

notes that proposed conditions requiring an Ecological Management Plan and Tree Management Plan will assist at detailed design stage.

#### NoR 5

Mr Kensington maintains a concern over leaving relevant issues associated with NoR 5, relating to impacts on natural character, to future regional resource consent stage, when the issues could potentially be avoided at this stage of route protection – noting that proposed conditions requiring an Ecological Management Plan and Tree Management Plan will assist at detailed design stage. As with NoR 4, he also considers that the ULDMP condition requiring the preparation of an ULDMP appears appropriate, but somewhat generic. Mr Kensington recommends that this condition should include a specific requirement for the protection of existing riparian vegetation and the restoration of stream/river environments, specific to this corridor (acknowledging overlap / relationship with proposed conditions 22-24).

#### NoR 6

Mr Kensington concurs with the description of the existing and planned landscape character of the corridor, noting that the underlying landform is a visually prominent feature which forms a strong visual containment of the existing urban area of Warkworth. However, he disagrees with SGA LNCV assessment that proposed roading corridor will integrate with existing landform and future land use activity (refer Figure 15-1 in LNCV assessment and proposed general arrangement design drawing). Mr Kensington considers that:

*... the extents of proposed cut and fill batter slopes and modification of the underlying ridgeline will result in moderate-high adverse effects on the landscape (through landform modification) in a visually prominent location.*

He suggests that:

*an alternative route which continues to connect the southern end of Evelyn Street and State Highway 1, but which respects and integrates better with the landform would be preferable in this location. The structure plan also suggests areas of landscape mitigation through this area, which should form part of any redesign solution.*

As a result, Mr Kensington disagrees with the assessment findings that adverse effects on landscape character are likely to be low-moderate; with his assessment being that they would be at least moderate and more than minor; and that there would be moderate-high adverse during construction (noted as moderate in LNCV assessment).

Furthermore, Mr Kensington suggests that an opportunity arises to connect the southern end of Morrison Drive with the NoR 6 road corridor; however, he acknowledges that this does not form part of the NoR proposal.

Finally, for NoR 6, Mr Kensington considers that the ULDMP condition is too generic and does not contain measures that would address the fundamental issues highlighted above.

#### My Assessment

I agree with and adopt Mr Kensington's assessment and I recommend amendments to conditions, particularly the ULDMP conditions as follows:

NoR 1

Proposed ULDMP condition - Add the following text under (e)(iii):

- (i) Provision for extensive tree planting within areas of large car parking spaces in order to mitigate adverse landscape effects.**

NoR 2

Proposed ULDMP condition - Add the following text under (e):

- (iv) Details to confirm protection of existing riparian vegetation and the restoration of stream/river environments; and landscape design approach consistency with the ecological requirements under conditions 22-24.**

NoR 3

Proposed ULDMP condition - Add the following text under (e)(iii):

- (j) Confirmation as to how the avoidance of adverse landscape effects on the landscape character and values of the Morrison's heritage orchard has been achieved through design of retaining walls.**
- (k) Location and extent of areas of proposed restoration / revegetation.**

NoR 4

Proposed ULDMP condition - Add the following text under (e)(iii):

- (j) Specific planting required in locations to establish as visual mitigation of the roading infrastructure when viewed from dwellings on adjacent properties.**

NoR 5

Proposed ULDMP condition - Add the following text under (e):

- (iv) Details to confirm protection of existing riparian vegetation and the restoration of stream/river environments; and landscape design approach consistency with the ecological requirements under conditions 22-24.**

NoR 8

Proposed ULDMP condition - Add the following text under (e):

- (iv) Details to confirm protection of existing riparian vegetation and the restoration of stream/river environments; and landscape design approach consistency with the ecological requirements under conditions 22-23.**

The above recommended amendments have been included in the eight sets of NoR recommended conditions provide in **Appendix 7**, with the exception of a Tree Management Plan condition in the NoR8 set. Noting that the tree assessments do not identify any trees to be protected under the NoR, but as recommended by Mr Kensington, a Tree Management



Plan specific to the NoR may assist to avoid, remedy or mitigate landscape effects and should be further considered by SGA, with wording provided in evidence or at the hearing.

With regard to NoRs 4, 5 and particularly NoR 6, SGA is encouraged to review and revise the conditions, as recommended above, to respond to the landscape concerns raised. SGA are also encouraged and invited to provide further information on how the adverse landscape effects of NoR 6 could be better avoided, remedied or mitigated.

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

#### NoR Application

An assessment of noise and vibration effects is provided in section 13 of the SGAAEE and in the supporting Assessment of Noise and Vibration Effects (**NVEA**). The assessment undertaken is outlined in section 1.1.2 of the NVEA as follows:

*The report contains a review of the relevant traffic noise criteria and discussion of the appropriate criteria and assessment methodology for the Projects. Predictions of road traffic noise were carried out using the method recommended in NZS 6806 in accordance with rule E25.6.33 of the Auckland Unitary Plan – Operative in Part (AUP:OP).*

*The assessment of effects undertaken was two-fold: in accordance with NZS 6806 and in relation to the predicted noise level changes comparing the future traffic noise levels with and without the Project.*

*As required by NZS 6806, the assessment methodology included the prediction of existing and future traffic noise levels, both without (Existing and Do Nothing scenarios) and with the Projects with no acoustic mitigation applied (Do Minimum scenario).*

*The Existing scenario represents the current road network with current traffic volumes, i.e. the existing environment as it is experienced now. The Do Nothing scenario represents the current road network with future traffic volumes, assuming a full build out of the area. The Do Minimum scenario represents the proposed future road network, incorporating NoRs 1 to 8 and other transport projects in the area.*

*This scenario also assumes a full build out of the area, and the transport infrastructure to support the development. This is a realistic scenario at a point in time when all NoRs are operational.*

*Noise effects of road traffic on existing noise sensitive locations, referred to as Protected Premises and Facilities (PPFs) within NZS 6806, have been assessed. PPFs within a 100m radius from the edge of the nearest traffic lane have been assessed as all projects fall under urban areas as defined by Statistics New Zealand. Where project areas are considered Altered Roads, these have been assessed by comparing the predicted noise levels in the design year without the Projects (Do Nothing) with the predicted noise levels in the design year with the Projects (Do Minimum). Project areas considered to be New Roads have been assessed by comparing the predicted Existing noise levels with the Do Minimum predictions. Where New Roads intersect with*

*existing roads, PPFs within 100m of the intersection have been assessed against the Altered Roads criteria.*

*Each PPF has been assessed against Noise Criteria Categories as set out in NZS 6806, with Category A setting the most stringent external noise criteria and being the preferred category. Where this cannot practicably be achieved, then Category B is the next preferred with higher external noise criteria. Category C, an internal noise criterion, is the least preferred category and should only be applied where external noise levels cannot practicably be reduced any further. Where Category A noise levels can be achieved, no further mitigation is required.*

*Since the projects are not anticipated to be built until they are required to service the anticipated growth in Warkworth, the Best Practice Option (BPO) will be confirmed for all current PPFs, at the time of construction. The review, confirmation, and refinement of the BPO will aim to achieve the same noise criteria categories as determined with the recommended mitigation as presented in Appendix 1.*

*In addition to an assessment against the Noise Criteria Categories of NZS 6806, each Project is also assessed against the change in noise level without and with the implementation of a new project, and a general subjective response is applied to the predicted change.*

*Dwellings or other noise sensitive activities that are not yet built or do not have building consent, are not included in the modelling, however noise levels at the currently vacant land are provided in the noise contour maps within the Appendices and are indicative of the potential noise environment for that land.*

*For NoR 1, noise from the interchange facility has been assessed against the noise criteria corresponding to expected future zoning at the boundaries of the site.*

*Traffic from new or upgraded roading projects is not generally expected to create any vibration issues. The smooth and even surface typical of urban roads would likely generate no more than negligible traffic vibration impacts. Therefore, traffic vibration has not been assessed for the Projects.*

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

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

### Submissions

Five submissions raise noise as a concern. These are identified and addressed in Table 4 of Mr Runcie's, Council's Acoustic Specialist's Memorandum (refer to **Appendix 2**).

## Council Specialist Review

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

### *Construction Noise and Vibration*

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

Mr Runcie notes at paragraph 3.4 that:

*Construction vibration criteria are based on a combination of the requirements of the AUP – Standard E25.6.30 and the Waka Kotahi approach regarding using two categories of vibration. If the Category A criteria cannot be practicably achieved, the focus shifts to avoiding building damage rather than avoiding annoyance by applying the Category B criteria. Building damage is unlikely to occur if the Category B criteria are complied with. I agree with the general approach regarding vibration criteria adopted, including use of a longer night-time period to provide better outcomes for receivers. However, the proposed Category B night-time criteria (2 mm/s PPV) is twice as permissive as that within the Waka Kotahi guidelines<sup>11</sup>. This could result in potential significant adverse effects, therefore I recommend that it is reduced to no greater than 1 mm/s PPV. This would require amendment to the Construction Vibration Standards condition....*

Mr Runcie provides his assessment of the need for the recommended reduction in paragraphs 3.5 – 3.8. Furthermore, Mr Runcie has provided a table outlining the key conclusions related to construction noise and vibration associated with individual NoRs in Error! Reference source not found. of his Memorandum. This is reproduced as **Table 6** below.

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<sup>11</sup> [State highway construction and maintenance noise and vibration guide - August 2019, version 1.1 \(nzta.govt.nz\)](https://www.nzta.govt.nz/state-highway-construction-and-maintenance-noise-and-vibration-guide-august-2019-version-1.1/)

**Table 6: Construction Noise and Vibration**

Notice of Requirement	Review and Comment
<p>NoR 1 – Northern Public Transport Hub and Park and Ride and Western Link North (Northern Section)</p>	<p>There are few existing dwellings near to works associated with this NoR.</p> <p>With mitigation in place, construction noise and vibration are predicted to comply with the nominated daytime criteria.</p> <p>If night works are required consultation and identification of specific mitigation measures are likely to be essential following the process required under the ‘Schedule to a CNVMP’ condition.</p> <p>The same process would apply to future receivers should these exist closer to the works at the time of construction.</p>
<p>NoR 2 – Woodcocks Road Upgrade</p> <p>NoR 3 – State Highway 1 Upgrade - South</p> <p>NoR 4 – Matakana Road Upgrade</p> <p>NoR 5 – Sandspit Road Upgrade</p>	<p>The closest existing dwellings in these NoRs are located within 3-4m of the works.</p> <p>With mitigation in place, construction noise up to 85 dB LAeq is predicted to occur intermittently at the closest receivers if works take place on the construction boundary. At this level indoor effects are in Table 7-2 of the assessment as <i>“Untenable for both office and residential environments. Unlikely to be tolerated for any extent of time.”</i> This would potentially result in needing the works to take place while the properties are unoccupied via arrangement with the occupants. The description of potential noise effects in 9.2.1, 10.2.1, 11.2.1 and 12.2.1 of the assessment somewhat underplays this.</p> <p>Without mitigation, the possibility of cosmetic damage to buildings (such as plaster/paint cracking) is identified as a possibility at the closest receivers. Avoidance of this effect would likely require changes to methodology, such as use of non-vibratory or static compaction equipment.</p> <p>For works in these NoRs, exceedance of the noise and vibration criteria is likely during daytime and night-time works (if night-time works required) and so consultation and identification of specific mitigation measures are likely to be essential following the process required under the ‘Schedule to a CNVMP’ condition. The same process would apply to future receivers should these exist closer to the works at the time of construction.</p>

Notice of Requirement	Review and Comment
NoR 6 – Western Link - South NoR 7 – Sandspit Link NoR 8 – Wider Western Link – North	<p>The closest existing dwellings in these NoRs are located within 10m of the works.</p> <p>With mitigation in place, construction noise up to 74 dB LAeq is predicted to occur intermittently at the closest receivers, if works take place on the construction boundary. At this level indoor effects would broadly fit in the following Table 7-2 description “<i>Phone conversations would become difficult. Personal conversations would need slightly raised voices. Office work can generally continue, but 55 dB [internal noise level] is considered by the experts to be a tipping point for offices. For residential activity, TV and radio sound levels would need to be raised.</i>”</p> <p>Without mitigation, Category A amenity criteria being exceeded is identified as a possibility at the closest receivers. Cosmetic damage would not be expected due to existing receivers being sufficiently set back from the works. Managing this amenity effect would likely require consultation with receivers.</p> <p>For works in these NoRs, exceedance of the noise and vibration criteria for night works is likely and so consultation and identification of specific mitigation measures are likely to be essential following the process required under the ‘Schedule to a CNVMP’ condition. The same process would apply to future receivers should these exist closer to the works at the time of construction.</p>

### *Traffic Noise and Vibration*

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

Mr Runcie also notes that the criteria for assessment of traffic vibration is not provided in the assessment; and he considers this a potential weakness to the assessment.

Mr Runcie outlines that the assessment methodology is set out in Sections 3.1.3 to 3.1.5 and Section 4 of the SGA TNVE report is appropriate for this stage of the application. He goes on to summarise the key items related to traffic noise and vibration associated with individual NoR’s in Table 2. This is reproduced as **Table 7** below.

**Table 7: Traffic Noise and Vibration**

Notice of Requirement	Review and Comment
<p>NoR 1 – Northern Public Transport Hub and Park and Ride and Western Link North (Northern Section)</p>	<p>Section 6.3.1 of the assessment notes that predicted operational noise levels during peak hours, without mitigation, meet the daytime and night-time noise criteria at receiving zones.</p> <p>Recommendation is made for the design to be revisited during detailed design to ensure this outcome remains unchanged. <b>I recommend that specific conditions of consent are included for NoR1 which require noise to meet the limits identified in the acoustic assessment (those which apply based on the AUP zoning of the receiver) and to undertake a detailed design review at the appropriate stage. The proposed NoR1 conditions appear to be based on the requirements of NZS 6806 and therefore do not reflect the acoustic assessment.</b></p> <p>I consider these results and recommendations to be reasonable, based on the inputs and methodology.</p>
<p>NoR 2 – Woodcocks Road Upgrade</p>	<p>The predicted road noise levels at existing PPFs<sup>12</sup> are identified as within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>Except for one existing PPF where levels are predicted to increase by a noticeable 5-8 dB, noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at the existing PPFs. The reduction in noise levels are identified as a result of reduced future traffic flows and road design changes including retaining walls providing some acoustic screening to PPFs.</p> <p>On this basis no further noise mitigation is required to be considered in accordance with NZS 6806.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>

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<sup>12</sup> Protected premises and facilities (PPFs) include existing houses, schools, marae and similar as defined in NZS 6806.

Notice of Requirement	Review and Comment
<p>NoR 3 – State Highway 1 Upgrade - South</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Mitigation scenario (Category A is the most stringent external noise criteria set under NZS 6806). The mitigation measure identified for this NoR is AC-14, a lower noise road surface than chip seal.</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at the existing PPFs. The reduction in noise levels is identified as a result of road design (reduced speed limit, road surface, concrete safety barriers and retaining walls) and reduced future traffic flows.</p> <p>I consider these results and recommended mitigation to be reasonable based on the inputs and methodology.</p>
<p>NoR 4 – Matakana Road Upgrade</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Mitigation scenario (Category A is the most stringent external noise criteria set under NZS 6806). The mitigation measure identified for this NoR is AC-14, a lower noise road surface than chip seal.</p> <p>Noise levels are predicted to increase by a just noticeable 3-4 dB at five PPFs; at other receivers changes range from an insignificant margin (no greater than a 2 dB increase) or else a reduction by as much as to 8 dB. The increase in noise levels at PPFs is identified as due to the road alignment moving closer to some PPFs and demolition of existing houses (which reduces acoustic screening to the dwellings behind them).</p> <p>I consider these results and recommended mitigation to be reasonable, based on the inputs and methodology.</p>
<p>NoR 5 – Sandspit Road Upgrade</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>Noise levels are predicted to increase by a negligible margin (no greater than 2 dB increase) or reduce by as much as 11 dB at the existing PPFs. The reduction in</p>

Notice of Requirement	Review and Comment
	<p>noise levels is identified as a result of localised terrain changes providing screening, use of a lower noise road surface and a reduction in future traffic flows.</p> <p>On this basis no noise mitigation is required in accordance with NZS 6806.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
NoR 6 – Western Link – South	<p>The predicted road noise levels at existing PPFs are identified as mostly within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806). Four PPFs fall within Category B under the Do Minimum scenario. The lower noise road surface of AC-14 forms part of the Do Minimum design and so a noise barrier was considered. The assessment identifies that as a gap in the barrier would be required to maintain access, which would compromise the performance of the barrier, a barrier was not recommended as BPO.</p> <p>Noise levels are predicted to increase by between 5 and 11 dB at the existing PPFs adjacent to this NoR. Increases in noise levels at these PPFs are identified as due to the construction of a new road corridor, where no road previously existed. The largest increases are at PPFs located closest to the proposed road alignment. This increase in noise levels is described in Section 11.3 as resulting in significant or substantial adverse effects.</p> <p>I consider these results and recommendations to be reasonable, based on the inputs and methodology.</p>
NoR 7 – Sandspit Link	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>Noise levels are predicted to increase by a negligible margin (no greater than 2 dB increase) or reduce by as much as 8 dB at the existing PPFs adjacent to this NoR. The reduction in noise levels is identified as a result of a reduction in future traffic flows.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>



Notice of Requirement	Review and Comment
NoR 8 – Wider Western Link – North	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>Noise levels changes at PPFs along this NoR include increases by up to 13 dB or reductions of up to 8 dB.</p> <p>The increased noise levels are identified as due to the construction of a new road corridor, where no road previously existed. The reduction in noise levels is identified as being a result of a reduction in future traffic flows.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>

At paragraphs 4.9 – 4.11 Mr Runcie also considers the future environment and provides his consideration for options as to how future development of new noise sensitive receivers (PPFs) near to all NoR alignments, which is expected to contain a greater density or residential development could be better managed. Noting that no assessment has been undertaken as NZS6806 does not require it. However, new PPFs constructed after the date of NoR approval may be exposed to greater levels of road traffic noise than existing PPFs.

Mr Runcie notes that whilst the wider application considers future development along the NoRs, the acoustic assessment does not provide a suggested means for how future developers would be able, or indeed encouraged, to account for future road traffic noise in this instance. He notes that the currently proposed conditions do not require or provide a mechanism for predicted noise contours to be easily available to future landowners/developers. He considers that this leaves a gap where the Requiring Authority would not be required to mitigate noise, but also future owners/developers would not have information to enable *them* to proactively mitigate noise. This could result in poor acoustic outcomes for occupants of future developments along the NoRs. Mr Runcie makes a recommendation for how this matter could be better addressed at paragraph 4.11 as follows:

*One option to tackle this issue in part could be through the requirement to provide noise contours for NoRs 2-8 in a way that is accessible to landowners/developers. This would enable road traffic noise to be proactively taken into consideration for the design of future developments. As the acoustic assessment already includes noise contours for the various NoRs, one option could be for these to be included in the Auckland Council GIS as a 'for information' layer such that it appears on property files. How this may be achieved is beyond the expertise of an acoustic expert. However, I acknowledge that this approach has limitations as there are no standards in the AUP which require acoustic treatment of activities sensitive to noise near to road infrastructure so there would be no requirement for developers to use this information as part of their development.*

Mr Runcie then notes that part of the above assessment is reliant on the Low Road Noise Surface Condition, which as currently written would not necessarily result in the outcomes described in the proposal as it potentially provides a means to not use the surface assumed in the acoustic assessment. He therefore recommends amendments to the wording of the condition to achieve a greater certainty of outcome.

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

Mr Runcie concludes that the noise and vibration effects of the NoRs can be managed and mitigated via the proposed conditions, subject to his further suggested amendments as follows:

- The condition wording for NoR 1 requires significant change to ensure it reflects the acoustic assessments proposed performance criteria, given the extent of change I have not suggested specific wording to that effect in this document.
- Noting that wording is consistent across all NoR conditions sets, although the numbering the condition is not; and using Condition 17 from NoR 6 relating to Construction Vibration Standards:
  - Recommended change to Category B night-time amenity limits to reflect the Waka Kotahi guidelines, as discussed in paragraph **Error! Reference source not found.**
  - (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

**Table CNV2 Construction vibration criteria**

<b>Receiver</b>	<b>Details</b>	<b>Category A</b>	<b>Category B</b>
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	<u>1</u> 2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

***\*Category A criteria adopted from Rule E25.6.30.1 of the AUP***

~~\*\*Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime~~

- (b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.
- One typographical omission of the word 'as' in 'as far as practicable' identified in item v of the Construction Noise and Vibration Management Plan (CNVMP).
- Recommended changes to low noise road surface condition for NoRs 1 and 3-8 to reflect comments regarding the consistency between the acoustic effects of the as-built road and the effects assumed for the assessment.

Low Noise Road Surface (Condition 24 from NoR 6 as a guide)

- ~~(a) The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones)~~
- (b) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.

**New (b) The road surface shall be designed and implemented to be smooth and even and avoiding adverse vibration generated from traffic passing over uneven surfaces.**

- (c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented. ~~where~~
  - ~~(i) The volume of traffic exceeds 10,000 vehicles per day; or~~
  - ~~(ii) The road is subject to high wear and tear (such as cul-de-sac heads, roundabouts and main road intersections); or~~
  - ~~(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or~~
  - ~~(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.~~
- (d) ~~Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(b)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.~~

## My Assessment

I agree with and adopt Mr Runcie's assessment and I recommend amendments to the:

- Construction Vibration Standards condition;
- Construction Noise and Vibration Management Plan (CNVMP) condition; and the
- Low Noise Road Surface condition,

as outlined above.

With regard to amendments to NoR 1 and noting that noise conditions for this NoR include conditions 26 to 37, SGA is encouraged and invited to provide revised wording to all these conditions to ensure that they better reflect the acoustic assessment's proposed performance criteria.

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

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

#### NoR Application

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

*While stormwater effects apart from flooding are not assessed, provision is made for the future mitigation of potential stormwater effects (stormwater quantity, stormwater quality and instream structures) by identifying the space required for stormwater management devices (for example drainage channels and ponds) and incorporating land for that purpose into the designation footprint. These devices have been designed to attenuate the 100 year ARI event using 10% of the total roading impervious catchment area (proposed and existing) in accordance with Auckland Council and Waka Kotahi guidance. For existing roads being widened this allows for greater impervious area than the road widening alone.*

*Flooding effects will be confirmed at the detailed design stage. It is expected that coordination and integration of the corridor design with FUZ development will be undertaken to confirm and address potential future adverse effects.*

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

At section 16.4, the AEE summaries that:

*The Assessment of Flooding and Stormwater Effects for the transport corridors was based on an indicative design of the new transport network. A number of positive effects have been identified associated with the development*

*particularly where new bridges are proposed. These bridges will raise the existing road levels reducing the potential for flood levels to overtop the road and reducing flood hazard. Additional positive effects can be realised through upgrades to existing culverts or new culvert crossings to improve overland and stream flow under the roads.*

*The assessment found that there was unlikely to be additional risk of flood effects during construction as all indicative laydown areas are outside of the floodplain and overland flow path. For those areas where there is an increased risk mitigation measures such as carrying out construction works during dry weather and using diversion drains will be adequate to manage this risk.*

*Potential operational effects include increased flood levels downstream of crossings and bridges. Design considerations and management measures have been incorporated to ensure adverse effects are addressed. Based on the findings and recommendations of the Assessment of Flooding and Stormwater Effects, adverse effects of the new and / or upgraded transport corridors associated with flood hazards are able to be appropriately managed.*

### Submissions

28 submissions raise flooding and stormwater concerns across the eight Warkworth NoRs. These are identified and addressed in section 7 and Table 1 of Council's Healthy Waters Memorandum (refer to **Appendix 2**). In response to submissions Ms Te and Ms Li recommend amendments to the Flood Hazard and CEMP conditions (refer to comments in the sections below).

### Council Specialist Review

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

Ms Te and Ms Li consider that the modelling approach as outlined in the Assessment of Flood Effects is appropriate at this concept stage of design. However, they note and agree that detailed flood modelling will be required at the detailed design phase to ensure up-to-date and accurate information is used and to confirm that the new and upgraded transport corridor, bridges, culverts and stormwater wetlands will not increase flooding risk. Ms Te and Ms Li do identify a concern with the sizing of devices required to mitigate flooding effects. SGA has considered sizing of the devices based on an impervious area comprising 10% of the contributing catchment area, however, Ms Te and Ms Li consider a percentage of between 12% and 15% should be used for sizing to ensure adequate space for maintenance accessways. However, they also note that this may not be a significant issue, as most of the device locations have an appropriate buffer of land around them within the proposed designation boundary.

Ms Te and Ms Li also note that:

*The NORs alignments include several bridges and culverts which are to be constructed/upgraded to maintain flow connectivity of flood plains and overland flow paths and watercourses and may reduce overtopping flood risk. This will*

*likely convey more stormwater downstream increasing both peak flood flow and volume, and may result in increasing flood risk downstream, including at Warkworth Town Centre, Mansel Drive, Brown Road and Brown Road's surrounding area. A more detailed assessment of the impacts of these upgrades will be required through the detailed design stage to ensure there is no increase in flooding risk.*

*The recommended measures to avoid, remedy or mitigate construction effects will be included in the Construction Environmental Management Plan (CEMP) prepared in conjunction with an experienced Stormwater Engineer to ensure construction methodology reduces the risk of flooding effects on construction. The operational effects will be managed at the detailed design stage where detailed flood modelling will be used to ensure transport corridors and related infrastructure are designed to ensure there are no negative flooding effects and to achieve the flooding outcomes set out in the Flood Hazard conditions. Both these recommended measures are acceptable approaches to manage flooding effects during construction and when the transport corridors are operational.*

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

#### **Flood Hazard**

Part (d) as follows:

- (d) Flood prone area – means a potential ponding area that relies on a single culvert for drainage and does not have an overland flow path **are potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features which act as embankments when stormwater outlets are blocked.**

#### **Flood Hazard**

Amend as follows:

- (a) The Project shall be designed to achieve the following flood risk outcomes:
  - (i) no increase in flood levels **in a 1% AEP event** for existing authorised habitable floors that are already subject to flooding **or have a freeboard of less than 500mm, and no new habitable floor flooding, within the designation or upstream or downstream of the designation;**
  - (ii) no more than a 10% reduction in freeboard **in a 1% AEP event** for existing authorised habitable floors **with a freeboard of over 500mm, within the designation or upstream or downstream of the designation;**
  - (iii) **no increase in flood levels in a 1% AEP for existing community, commercial and industrial building floors, and network utility**

**structures that are already subject to flooding, or have a freeboard of less than 150mm, within the designation or upstream or downstream of the designation;**

- (iv) **no more than a 10% reduction in freeboard in a 1% AEP event for existing community, commercial and industrial building floors, and network utility structures with a freeboard of over 150mm, within the designation or upstream or downstream of the designation;**
  - (v) no increase in flood level **in a 1% AEP event** on land zoned for urban, ~~rural~~ or future urban development, **within the designation or upstream or downstream of the designation** ~~where there is no habitable existing dwelling;~~
  - (vi) **no loss in conveyance function of flood plains and overland flow paths;**
  - (vii) no new flood prone areas; and
  - (viii) ~~no more than a 10% average increase of flood hazard (defined as flow depth times velocity)~~ **classification** for main access **for vehicles and pedestrians** to authorised habitable dwellings existing at time the Outline Plan is submitted. **The assessment of flood hazard must be undertaken for the 50%, 20%, 10% and 1% AEP events. The method of classifying the flood hazard must be confirmed with Auckland Council Healthy Waters (or its equivalent) prior to the Outline Plan submission.**
- (b) Compliance with ~~this condition~~ **(a) above** shall be demonstrated in the Outline Plan. **The Outline Plan**, ~~which~~ shall include flood modelling of the pre-Project and post-Project **in a 1% AEP 100-year ARI** flood levels (for Maximum Probable Development land use and including climate change). **When assessing the flood risk for pre and post development, the model detail level should be consistent, and include information on the proposed horizontal and vertical alignments of the road design, and the related stormwater infrastructure. The flood modelling details must be consulted with** Auckland Council Healthy Waters (or its equivalent) for review and confirmation that it can **adequately demonstrate compliance with the condition.**
- (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor levels and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome. **The flood modelling details must be consulted with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.**

**Advice Note:**

**Consultation with Auckland Council Healthy Waters (or its equivalent) to identify opportunities for collaboration on catchment improvement projects shall be carried out at the detailed design stage.**

**Construction Environmental Management Plan (CEMP)**

Amend part (a) (viii) as follows:

- (viii) measures to mitigate flood hazard effects such as siting stockpiles out of flood plains, **maintaining overland flow paths**, minimising obstruction to flood flows, **staging and programming to provide new drainage prior to raising road design levels and work when there is less risk of flood events, methods for rainfall monitoring and** actions to respond to warnings of heavy rain, **this shall be developed by a suitably qualified and experienced person**;

**My Assessment**

I agree with and adopt the assessment of Ms Te and Ms Li; and I recommend the amendments to the Flood Hazard and CEMP conditions as outlined above.

**6.6.7 Geotechnical Effects**

**NoR Application**

There is no specific assessment of geotechnical effects in the AEE provided by SGA. However, geotechnical conditions are a matter considered in the Assessment of Alternatives provided as Appendix A; and which informed the NoR route alignments proposed. The AEE does consider the need for, and effects associated with, earthworks (cuts and batters etc) in each NoR.

**Submissions**

There are nine submissions on NoRs 4, 5 and 7 that raise specific geotechnical and earthworks concerns. These are considered in the Council's specialist Geotechnical assessment provided by Mr Shorten in **Appendix 2**.

**Council Specialist Review**

Geotechnical and earthworks effects have been reviewed for Council by Mr Pat Shorten, Consultant Geotechnical Engineer. A copy of Mr Shorten's Memorandum is provided in **Appendix 2**.

**My Assessment**

Mr Shorten notes that the key earthworks and geotechnical issues raised by the submissions relate to:

- *the locations of the proposed wetlands and associated batters at the junction of Matakana and Sandspit Roads (NoR 4), at Sandspit Road (NoR 5) and near the southern part of the Sandspit Link (NoR 7);*
- *the instability of the land along the southern part of the SGA-preferred option (Option 5) for the Sandspit Link (NoR 7);*



- *the selection of the Option 5 alignment as opposed to: (a) the Option 2 alignment through the Rodney Lime Quarry and the lack of detail relating to the risks associated with the quarry alignment and (b) the Option 4 alignment, around the north-eastern side of the quarry.*

Mr Shorten further outlines the submissions concerns, the related SGA assessment and his comments in Tables in section 2.0 and 3.0 of his Memorandum.

Mr Shorten concludes in section 4.0 and 4.1 of his Memorandum that, at this stage, SGA has not adequately assessed the effects on the environment related to geotechnical effects, with respect to:

- the stability of the batter slopes associated with the proposed wetlands at the junction of Matakana and Sandspit Roads (NoR 4), at Sandspit Road (NoR 5) and near the southern part of the Sandspit Link (NoR 7), that are the subject of concerns raised in the submissions (NoR 4: Sub #8, #18 and #20; NoR 5 Sub #2 and NoR 7: Sub #2 and #4);
- landslide and other instability features along the potential Sandspit Link (NoR 7) alignments;
- detailing of the risks associated with a Sandspit Link (NoR 7) alignment through the Rodney Lime Quarry.

Mr Shorten considers that proposed Condition 11, Existing Property Access, on NoR 4 does satisfactorily address the specific concern raised by NoR 4, Sub #9, with regard to safe access to the property at 3 Matakana Road:

Mr Shorten then provides recommendations for further information or conditions to be provided by SGA in evidence or at the hearing, to enable a full consideration of the above matters, as follows:

- SGA provide typical cross sections to show the conceptual geometry of the critical batter at each wetland in relation to the adjacent proposed road profile or existing dwellings and/or driveways to show that stable batters would be able to be achieved at the locations where instability concerns have been raised in the submissions (NoR 4: Sub #8, #18 and #20; NoR 5: Sub #2 and NoR 7: Sub #2 and #4).
- The following condition be added to the proposed conditions for NoRs 4, 5 and 7:

**“Excavation in proximity to existing dwellings or accessways**

Where the ground surface profile within 20 m horizontal distance from a dwelling or accessway which exists at the time the Outline Plan is submitted is proposed to be cut to 1V:5H or steeper by the project, the requiring authority shall consult with the directly affected property owner regarding the required changes. The Outline Plan shall demonstrate how a safe ground surface profile, that does not adversely affect the existing dwelling or accessway, will be provided, unless otherwise agreed with the affected property owner.”

- SGA gives reasons for the selected wetland locations viz. required volume and area and elevation below the stormwater catchment and confirm that no alternative

suitable locations are available for the proposed wetlands that are raised as matters of concern by the various submissions, in particular NoR 4: Subs #9, #18 and #20; NoR 5: Sub #2 and NoR 7: Subs #2 and #4.

- SGA show the natural hazards (seeps and landslides) along the proposed and alternative Sandspit Link routes on a plan and demonstrate how the MCA scores against natural hazards, shown on Table 5-38 of the AA report, have been deduced for each option. The selection of Option 5 as opposed to Option 4 is raised as a matter of concern by NoR 7: Subs #2, #3 and #4, particularly with respect to slope instability/landslides.
- SGA provide details of the risks that would be associated with an alignment through the quarry and confirm the MCA scores for Option 2 in comparison to their preferred Option 5.

### My Assessment

I agree with and rely on the assessment of Mr Shorten and I recommend the addition of a new condition addressing excavation in proximity to existing dwellings or accessways for NoRs 4, 5 and 7 (wording as outlined above); and I encourage and invite SGA to provide the information requested by Mr Shorten in evidence or at the hearing to enable an appropriate consideration of geotechnical and earthworks effects of the NoRs sought.

### **6.6.8 Ecological Effects**

#### NoR Application

The ecological effects of the eight Warkworth NoRs have been assessed by SGA and a specialist assessment is included in Volume 4 of the AEE. The ecological assessment can be found section 19 of the AEE.

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

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

*Effects on district plan vegetation have been considered in the Assessment of Arboricultural Effects Report and Section 20. A total of 5 individual trees and 2 groups of trees, identified as protected under the AUP:OP provisions, were noted as being affected by the NOR alignments, across all the NORs. The effects relating to the removal of these trees is considered negligible from an ecological perspective, and as such these have not been considered any further in this section or in the Assessment of Ecological Effects.*

*Additionally, there are three locations (NOR 2, 4 and 5) where there is an Open Space zone (subject to district plan rules) with an SEA overlay (subject to*

*regional plan rules). The ecological effects of the removal of these areas of SEA vegetation are considered to be a regional consenting matter and as such have not been considered further as part of this assessment. The exact extent of any potential impacts on SEAs will be confirmed through the detailed design phase and will be the subject of a separate regional resource consent application process, including consideration given at this time as to any potential mitigation which may be required.*

With regard to Long-tailed bats, at section 14.2.2.2 the AEE notes:

*The ecological value of bats is assessed to be very high. Bats may utilise the land surrounding each of the projects for roosting, foraging or commuting. During construction, night works may be required and site compounds are likely to be lit overnight. Lighting at night has the potential to affect the behaviour of bats if foraging within this area or roosting nearby.*

*Noise and vibration during construction can be an issue if bats are roosting in the immediate vicinity of construction works. While bat foraging has been confirmed in the Warkworth area, surveys at the corridor scale cannot confirm roost occupation within or adjacent to transport corridors. However, it can be assumed that bats will utilise roost sites within the designation footprints based on:*

- *Confirmed habitat suitability (numerous trees with moderate to high bat roost potential, connected to linear stream corridors and wetlands) (some NORs have more suitable habitat than others)*
- *Confirmed foraging presence*
- *Frequent utilisation of numerous roosting sites throughout their home range.*

*During construction the overall level of effect due to the potential disturbance and displacement to roosts and individual bats for each project is presented in Table 14.2 below. Where effects are assessed as Moderate or higher, mitigation is proposed. Details on the proposed mitigation is provided in Section 14.4 below. With mitigation in place, the overall level of effect reduces to Low or Very Low for all corridors.*

Table 14.2 from the AEE is reproduced below.

Table 14.2: Overall level of effect on bats from construction for each NOR

NOR	Disturbance and displacement to roosts and individual bats (existing)	Mitigation required?	Level of effect post-mitigation
NOR 1	Low	No	n/a
NOR 2	Moderate	Yes	Very Low
NOR 3	Low	No	n/a
NOR 4	Moderate	Yes	Very Low
NOR 5	Moderate	Yes	Very Low
NOR 6	Low	No	n/a
NOR 7	Moderate	Yes	Very Low
NOR 8	Moderate	Yes	Very Low

With regard to Birds, Section 14.2.2.3 of the AEE notes:

*There are a number of TAR bird species and non-TAR bird species likely to be present within the project areas. The key species likely to be present in each NOR area are outlined in Table 14.3.*

*Noise, vibration and lighting disturbance caused by construction activities could potentially displace native birds from suitable nesting and foraging habitat within and adjacent to construction works for all NORs. During construction the overall level of effect on birds for each NOR is presented in Table 14.3.*

*Effects are limited where birds are unlikely to be nesting in or adjacent to construction areas or where birds are likely to naturally relocate to alternative habitats during construction. Where effects are considered to be Moderate or higher, mitigation is proposed. The overall level of effect with mitigation is also presented in the table below. Details on the proposed mitigation is provided in Section 14.4. With mitigation in place, the overall level of effect on birds reduces to Low or Very Low for all corridors.*

With regard to Herpetofauna, section 14.2.2.4 of the AEE notes that:

*There are a number of herpetofauna species likely to be present within the project areas. The key species identified in the Assessment of Ecological Effects for each NOR is outlined in Table 14.4. During construction activities associated with the upgrade of existing transport corridors, lizards are likely to be habituated to noise and vibration from the existing road. For new corridors, lizards will not be habituated to noise and vibration due to the construction taking place in greenfield areas which increases the likelihood of adverse effects occurring.*

*The overall level of effect due to the disturbance and displacement of individuals adjacent to construction activities for each NOR on herpetofauna species is*

*presented in Table 14.4 below. As outlined below, the overall level of effect on herpetofauna species is expected to be Low to Very Low for all NORs. Therefore, no mitigation is proposed.*

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

For long-tailed bats, section 14.3.1 notes that:

*The ecological value of bats is assessed to be very high. The loss of connectivity through permanent habitat loss and disturbance such as operational noise, vibration and light from the operation of each transport corridor can lead to an overall reduction in size and quality of bat foraging habitat and can impact on bat movement in the broader landscape. Lighting spillage from street lighting could disturb commuting and foraging bats at night and adversely affect insect prey populations.*

*The overall level of effect from the operation of each corridor is presented in Table 14.5 below. For NORs 1 and 6, the overall level of operational effect on bats is assessed as low due to the low probability of disturbance and the expected negligible loss in connectivity as a result of the projects. As such impact management (mitigation) is not required for these corridors. For all other transport corridors, the overall level of effect is assessed as Moderate to Very High without mitigation. With mitigation in place, the level of effect reduces from Low to Very Low for all corridors. Details on the proposed mitigation is provided in Section 14.4 below.*

For birds, section 14.3.2 of the AEE states:

*Noise, vibration, and lighting disturbance caused by the presence of the road corridors, could potentially disturb and displace native birds from suitable nesting and foraging habitat within and adjacent to the NORs. Additionally, permanent habitat loss and operational noise, vibration, and light may also affect connectivity in the broader landscape.*

*The overall level of effect from the operation of each corridor is presented in Table 14.6 below. For NOR 2 the overall level of operational effect on birds is assessed as very low, as such, no mitigation is required for the operation of this corridor. For the remaining NORs, mitigation will be required due to the presence of spotless crane (and Dabchick for NOR 8). These birds will need to be managed so that nesting sites can be avoided or provided for within the corridor. With mitigation in place, the level of effect reduces from Low to Very Low for all corridors. Details on the proposed mitigation is provided in Section 14.4 below.*

For Herpetofauna, section 14.3.3 of the AEE states:

*Suitable habitat (exotic scrub, exotic treeland edge and rank grassland) has been identified within the designation footprint for each corridor which could potentially support native herpetofauna species.*

*These species require vegetated corridors to facilitate natural dispersal, although they are considered to be relatively resident species and do not require migration or large-scale movement to support reproduction, refuge and feeding. The overall level of effect from the operation of each NOR is presented in Table 14.7. Overall, effects on herpetofauna species from the operation of the projects are expected to be Low to Very Low without mitigation. As such, no mitigation measures are proposed for herpetofauna.*

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

To mitigate construction effects this includes pre-construction ecological surveys and Ecological Management Plans (**EMP**) and Bat Management Plans (**BMP**) for NoRs 2, 4, 5, 7 and 8 and an Avifauna Management Plan (**AMP**) for all NoRs. Management of lizards and native invertebrates is proposed to be in accordance with the Wildlife Act.

While, to mitigate operational effects this includes a BMP for NoRs 2, 3, 4, 5, 7 and 8 and an AMP for all NoRs.

As outlined in section 7.1.4 of this report, SGA have not assessed the National Policy Statement on Indigenous Biodiversity 2023 (**NPS-IB**) as the NPS-IB did not come into effect until 4 August 2023, after lodgement of the NoRs.

#### Submissions

10 submissions raise ecological or related concerns. These are identified and addressed in section 7 and Appendix 1 of Mr Conley's, Consultant Environmental Scientist, Memorandum (refer to **Appendix 2**).

#### Council Specialist Review

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

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

He notes that regional resource consents would still be required for earthworks, streamworks as well as vegetation removal/alteration under the AUP:OP, and potentially the National Environmental Standards for Freshwater (**NES:FW**).

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

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

- not limit the pre-condition ecological survey to just the Identified Biodiversity Areas, as currently outlined by condition (typically condition 22), given the lapse time on the duration habitat for native species could be formed that would not be captured by the existing assessment.

- ensure correct cross referencing to other related conditions i.e there is an error in condition 22 (b), which references the requirement for an Ecological Management Plan (EMP). In NoR 1 condition 22 (b) references an EMP “in accordance with Condition 24”. However, the requirements for an EMP are detailed under conditions 23a or b. While, in the other NoRs, condition 22(b) references condition 23 however, this should be a reference to condition 23a, b or c, as relevant to each NoR. Noting that, depending on the species identified in the EclA, each NoR has different conditions for EMPs related to bats, non-wetland birds, and wetland birds. Therefore, Condition 22 (b) should be updated where necessary to reference the correct EMP Conditions within each designation condition set.
- enable future, updated, versions of the EIANZ guidelines to be considered.

The specific amendments sought are as follows:

### **Pre-Construction Ecological Survey**

- (a) At the start of detailed design for a Stage of Work, an ~~updated~~ ecological survey shall be undertaken by a Suitably Qualified Person. The purpose of the survey is to inform the detailed design of ecological management plan by:
- (i) **Identifying species of value in the works area, including but not limited to,** ~~C~~confirming whether the species of value within the **previously** Identified Biodiversity Areas recorded in the *Identified Biodiversity Area Schedule [2]* are still present;
  - (ii) Confirming whether the project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.
- (b) If the ecological survey confirms the presence of ecological features of value in accordance with condition 22(a)(i) and that effects are likely in accordance with condition 22(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition ~~24~~ **23 a or b or c** [as relevant depending on the NoR] for these areas (Confirmed Biodiversity Areas).

### **Abbreviations and definitions**

Update the definition of EIANZ guidelines as follows:

Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018 **or any updated version.**

### **My Assessment**

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

### 6.6.9 Effects on Trees

Effects on trees resulting from the eight Warkworth NoRs have been assessed by SGA at section 20 of the AEE and in the Assessment of Arboricultural Effects provided in Volume 4. This assessment notes that any trees that trigger regional plan requirements will be assessed and managed through a future regional consenting process.

It appears that there are differences between the AEE and the Assessment of Arboricultural Effects regarding the number of protected trees identified with each NoR corridor. For example Table 20.1 from the AEE identifies that:

- NoR 2 contains 11 protected trees requiring removal and 12 mass planted areas or groups of vegetation requiring removal.
- NoR 4 contains 5 protected trees requiring removal and 12 mass planted areas or groups of vegetation requiring removal.
- NoR 5 contains no protected trees requiring removal and 3 mass planted areas or groups of vegetation requiring removal.
- NoR 6 contains 2 protected trees requiring removal and 3 mass planted areas or groups of vegetation requiring removal.

Therefore, overall a total of 18 protected trees require removal and 21 mass planted areas or groups of vegetation require removal.

However, the Assessment of Arboriculture Effects, in the table within the Executive summary on page 2, and within the description of each NoR identifies that:

- NoR 2 contains no protected trees requiring removal and 2 mass planted areas or groups of vegetation requiring removal.
- NoR 4 contains 5 protected trees requiring removal and 2 mass planted areas or groups of vegetation requiring removal.
- NoR 5 contains no protected trees requiring removal and 1 mass planted areas or groups of vegetation requiring removal.

Therefore, overall a total of 5 protected trees require removal and 21 mass planted areas or groups of vegetation require removal.

The NoR affected and the number of protected trees to be removed and the mass areas of trees to be removed is different between both AEE and SGA specialist assessment. Furthermore, it would appear that the total number of mass planted areas or groups of vegetation requiring removal is identified differently in the executive summary table when compared to the specific assessment provided under each NoR throughout the remainder of the specialist assessment.

It is requested that, in their evidence SGA clarify and advise/confirm which NoRs have protected trees or mass tree areas which are to be removed; and the number of these within each NoR corridor.

With regard to effects on protected trees or groups of protected trees, the AEE also notes that tree removal has the potential to result in adverse amenity and ecological effects on the



surrounding environment. Works near trees may require works within the protected root zone or trimming of trees; and these works have the potential to affect the health of trees where tree protection methodologies are not followed. A full tree schedule of specific trees affected by each corridor is provided in Appendix A, of the Assessment of Arboricultural Effects in Volume 4.

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

*Operational effects of the projects are largely limited to the maintenance of sight lines and the overhead and lateral clearances of general traffic lanes and the walking and cycling facilities. The required clearances will largely be limited to existing retained vegetation and newly planted vegetation within the proposed berm areas which will require management in the medium term.*

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

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

I note that the Assessment of Arboricultural Effects summarises, in the table at page 3, that replacement planting for trees lost in order to construct the proposed corridors should be undertaken at a minimum ratio of 2:1 for removed trees and a minimum of like for like (in m<sup>2</sup>) of mass vegetation. This requirement is recommended to be included within the requirements for a detailed landscape plan within the ULDMP condition.

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

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

I also note that the TMP condition refers to a Schedule 3 containing a list of trees. However, no Schedule 3 is provided in the current documentation. It is assumed this is a reference to Appendix A within the Assessment of Arboricultural Effects. This reference is also recommended to be updated in the relevant TMP conditions.

## Submissions

Seven submissions raise issues regarding trees and effects on trees across NoRs 2, 4 and 5. I note that some of these submissions are also considered by Mr Kensington in his landscape review for Council.

## Council Specialist Review

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

Mr Caldwell, relying on the details in the Assessment of Arboricultural Effects, outlines that the removal of trees has been identified in three of the NoR's being NoR 2, 4, and 6 as follows:

<b>Notice of Requirement</b>	<b>Issue</b>
<b>NOR 1 - Northern Public Transport Hub and Western Link - North</b>	No trees or groups of trees being removed.
<b>NOR 2 - Woodcocks Road Upgrade (Western Section)</b>	Two groups of trees proposed for removal.
<b>NOR 3 - State Highway 1 Upgrade – South</b>	No trees or groups of trees being removed.
<b>NOR 4 - Matakana Road Upgrade</b>	Five trees and two groups of trees proposed for removal.
<b>NOR 5 - Sandspit Road Upgrade</b>	One group of trees proposed for removal.
<b>NOR 6 - Western Link - South</b>	No trees or groups of trees being removed.
<b>NOR 7 - Sandspit Link</b>	No trees or groups of trees being removed.
<b>NOR 8 - Wider Western Link – North</b>	No trees or groups of trees being removed.

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

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

Finally, Mr Caldwell notes that he recommends that the conditions proposed be adopted and that he is able to support the NoRs provided that the trees to be retained are protected in

accordance with the proposed TMP and that replanting is undertaken in accordance with the proposed ULDMP.

#### My Assessment

Subject to the clarifications sought regarding the number of protected trees or tree areas to be removed in each NoR (as outlined above), and subject to amendments to the TMP and ULDMP conditions to ensure a reasonable level of mitigation is provided for the loss of protected trees, I generally agree with Mr Caldwell's assessment and comments regarding the appropriate use of conditions.

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

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

#### **6.6.10 Parks and Recreation Effects**

##### NoR Application

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

##### Submissions

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

##### Council Specialist Review

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

Mr McCarten identifies that the parcels of land identified in **Table 8** would be affected by the NoRs:

**Table 8: Open space land affected by NORS**

Address / legal description	Name	Zone	Land status	NOR Property ID	Area affected
<b>NOR 1: Northern Public Transport Hub and Wester Link Road North</b>					
-	-	-	-	-	-
<b>NOR 2: Woodcocks Road – West Upgrade</b>					
Lot 3 DP 437211 Woodcocks Road	Falls Rd River Esplanade Reserve	Open Space - Conservation	Local Purpose Reserve (Esplanade)	200474	1269 m <sup>2</sup>
Lot 1 DP 122379, Woodcocks Road		Open Space - Conservation	Local Purpose Reserve (Esplanade)	200375	97 m <sup>2</sup>
Lot 2 DP 344497 Woodcocks Road		Open Space – Informal Recreation	Recreation Reserve	200386	316 m <sup>2</sup>
<b>NOR 3: State Highway 1 - South</b>					
-	-	-	-	-	-
<b>NOR 4: Matakana Road Upgrade</b>					
1A Matakana Road Lot 2 DP 55475	Kowhai Park Reserve	Open Space – Informal Recreation	Recreation Reserve	200166	384 m <sup>2</sup>
207 Matakana Road Lot 8 DP 135480	Warkworth Showgrounds	Open Space - Conservation	-	2000041	46 m <sup>2</sup>
<b>NOR 5: Sandspit Road</b>					
-	-	-	-	-	-
<b>NOR 6: Western Link – South</b>					
15 Jamie Lane Lot 400 DP 530566	Jamie Lane Reserve	Open Space – Informal Recreation	Local Purpose (Esplanade) Reserve	200646	481 m <sup>2</sup>
Lot 132 DP 447445, Woodcocks Road		Future Urban Zone	Recreation Reserve	200500	615 m <sup>2</sup>
Lot 700 DP 447445, Woodcocks Road	Evelyn Street Stormwater Pond	Open Space – Informal Recreation	Local Purpose (Drainage) Reserve	200463	375 m <sup>2</sup>
<b>NOR 7: Sandspit Link</b>					
Lot 5 DP 155310, Sandspit Road	Mahurangi River Esplanades - Sandspit	Open Space - Conservation	Local Purpose (Esplanade) Reserve	200065	1058 m <sup>2</sup>
131A Sandpit Road, Warkworth		Future Urban Zone	Local Purpose (Esplanade) Reserve	200049	1333 m <sup>2</sup>
<b>NOR 8: Wider Western Link – North</b>					
Lot 3 DP 437211, Woodcocks Road	-	Open Space - Conservation	Local Purpose (Esplanade) Reserve	200474	829 m <sup>2</sup>

Mr McCarten also questions the extent of designation encroachments into open space relative to the submitted general arrangement plans and recommends that the extent of NoRs 2, 4, 6, 7 and 8 are reviewed and tightened where possible.

In addition, Mr McCarten considers that pre-construction route protection halts Council’s ability to undertake improvements or upgrades to affected areas of open spaces for up to 20 years (or the lapse period sought). He notes that the existing level of built infrastructure within the affected open spaces is, at present, relatively minimal but considers that it would be appropriate to extend the same scope for maintenance and minor renewal to the Council as is proposed for network utility operators especially given the 15 - 25 year timeframe.

Amendments to the Network Utilities Management Plan (NUMP) condition for all NoRs are therefore recommended to enable Council to reasonably maintain and upgrade existing parks facilities within the designated areas.

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

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

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

#### My Assessment

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

- That the extent of the NoRs, but particularly NORs 2, 4, 6, 7 and 8 are reviewed and reduced where possible to avoid unnecessary encroachments into open space land.
- The Network Utility Operators (Section 176 Approval) condition is amended as follows to accommodate the Council's parks functions.
  - (a) Prior to the start of Construction Works, Network Utility Operators **and Auckland Council with** existing infrastructure **and/or parks facilities** located within the designation will not require written consent under section 176 of the RMA for the following activities:
    - (i) operation, maintenance and urgent repair works;
    - (ii) minor renewal works to existing network utilities **and/or park facilities** necessary for the on-going provision or security of supply of network utility **and/or park facility** operations;
    - (iii) minor works such as new service connections; and
    - (iv) the upgrade and replacement of existing network utilities **and/or park facilities** in the same location with the same or similar effects as the existing utility **and/or park facility**.
  - (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

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

Given the length of this condition and the large number of changes recommended by specialists, amendments to this condition are provided in the conditions sets provided in **Appendix 7**.

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

The amended wording of the SCEMP condition, including Mr McCarten’s recommended changes, albeit with further revisions to integrate with other comments, is outlined in section 6.6.10 and in the conditions sets in **Appendix 7**.

#### **6.6.11 Historic Heritage and Archaeology Effects**

##### NoR Application

Effects on historic heritage and archaeology are assessed in section 17 of the AEE and in the supporting Assessment of Archaeological and Heritage Effects. The assessments outline the potential for construction effects resulting from NoR 2 to 8; and for operational effects resulting from NoR 5.

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

- The seeking of an authority to damage or destroy recorded sites R09/2244, R09/2247, R09/2253, R09/2284 and any unrecorded archaeological sites and any other archaeological features that may be encountered within the identified works areas be applied for from HNZPT under Section 44 of the HNZPTA. Noting further that works would be completed under such an authority.
- Having an archaeologist on site and available to record and analyse material as necessary.
- Following appropriate tikanga (protocols) during works, with Mana whenua able to make recommendations outlining these. In the event of kōiwi (human remains) being uncovered during any future construction, work will cease immediately and the appropriate tangata whenua authorities will be contacted so that suitable arrangements can be made. As archaeological survey cannot always detect sites of traditional significance to Māori, or wāhi tapu, the appropriate tangata whenua authorities will be consulted regarding the possible existence of such sites.

The AEE concludes that potential effects are able to be appropriately managed through the implementation of mitigation detailed in a HHMP prepared for a HNZPTA authority for each of

the corridors. Operational effects are expected to be limited to NOR 5 - R09/2263 (Wilson Portland Cement Dam), and damage can be managed through the provisions in the HHMP.

### Submissions

Submissions on historic heritage and archaeology have been received from Heritage New Zealand Pouhere Taonga (Heritage NZ) on NoRs 2, 4, 5, 6, and 8.

Heritage NZ provides support for the general intent and application of the Historic Heritage Management Plan (**HHMP**). However, they seek to amend the term 'accidental' 'unexpected' within the condition wording to reflect their position in their evidence on the Airport to Botany NoRs which are currently being also being considered by Commissioners.

Heritage NZ also note that:

*The requirement for an Archaeological Authority to be obtained in accordance with the HNZPTA does not mitigate the effects of the NoR identified under the RMA. It is a separate statutory obligation before any physical works undertaken to construct the proposed Warkworth Network commence. While obtaining an Archaeological Authority does not mitigate the effects on the heritage values by the NoRs it does ensure the archaeological of the area is fully assessed, formally documented, and monitored. Through the HHMP, the provision of historic heritage interpretation, public awareness and similar remedies mitigate the effects of the construction of the Network.*

More specifically, Heritage NZ supports NoRs 2, 4, 5, 6, and 8 but seeks amendments to the HHMP condition on each NoR.

### Council Specialist Review

Built Heritage and Archaeological matters have been reviewed and assessed for Council by Mr Dan Winwood (Built Heritage) and Ms Mica Plowman (Archaeology).

It is noted that there are no built heritage items within the NoRs extent, and no submissions on this aspect. Therefore, there is no assessment on built heritage provided by Mr Winwood.

Ms Plowman has also reviewed the information, and provides comments and recommendations on this and the Heritage NZ submissions. Ms Plowman's review is provided in **Appendix 2** and is summarised as follows.

- The Warkworth Network designations have the potential to affect six recorded historic heritage sites. In all these instances the SGA heritage assessment assesses the potential for effects as unknown and/or unlikely as the various heritage sites are either locationally difficult to define (NoR 2 - Bridge (CHI21948); WWII camp (CHI 17004); (NoR 4) Historic house curtilage (CHI 122199)), and/or were inaccessible at the time of survey (NoR 5 - Historic dam (CHI 21947); (NoR 6 - Historic Road (R09/2284)), or possibly destroyed (NoR 2 - artefact cache (CHI 22816)).
- In addition, the SGA heritage assessment cautions the potential to encounter unidentified prehistoric settlement and/or colonial period sites during the project's earthworks. All of the projects NoRs run adjacent to or cross rivers and streams and NoR corridors 1, 6, 7 and 8 primarily traverse largely undeveloped rural land areas,

all of which are high risk areas for discovery. A summary of the SGA heritage assessment of effects is provided in **Table 9** below.

**Table 9:** Summary of Identified Historic Heritage Effects

CHI	NZAA	Site Type	NOR	Effects	Recommendations
21948	R09/2244	Historic Bridge - Cherry's Bridge	NoR 2	Potential damage	HHMP
					NZHPT authority/monitoring
22816	R09/2247	Artefact Cache	NoR 2	Potential damage	HHMP
					NZHPT authority/monitoring
17004	n/a	WWII Camp	NoR 2	Potential damage	HHMP
					NZHPT authority/monitoring
122199	R09/2253	Historic house	NoR 4	Potential effects on subsurface curtilage	HHMP
					NZHPT authority/monitoring
21947	R09/2263	Wilson's Portland Cement Works Company Dam	NoR 5	Potential operational effects	HHMP
n/a	R09/2284	Historic Road	NoR 6	Likely to destroy surviving features in designation footprint	HHMP
					NZHPT authority/monitoring
n/a	n/a	Potential unrecorded sites (prehistoric / historic)	All NoRs	Likely to destroy and surviving features in designation footprint	HHMP
					NZHPT authority/monitoring

- The assessment of historic heritage within and surrounding the proposed designation boundaries is based on historical and archaeological research with limited field surveys. As a result, most of the project area was not able to be systematically surveyed due to the lack of landowner approvals, project scale, and environment. As a result, the potential for historic heritage features and potential effects within the Warkworth Network NoR project footprint has not been assessed in detail. It is understood that additional field surveys and assessments will be completed once further land is acquired by Auckland Transport and closer to detailed design; and that the proposed designation conditions reference identification and assessment of historic heritage sites in the preparation of the and detailed design.
- There are concerns about the potential adverse effects of NoR 5 on the scheduled Extent of Place (pending) for the Wilson's Portland Cement Company Dam (CHI 21947/R09/2263). The site forms part of a local industrial complex of sites of high historic heritage value.

The dam itself (CHI 21947/R09/2263) has been assessed as having considerable regional technological and physical values; considerable local contextual values and moderate local historical and knowledge values. However, the inclusion of Wilson's Portland Cement Company Dam (CHI 21947/R09/2263) in the AUP Historic Heritage Schedule 14.1 is currently pending and the defined Extent of Place has immediate legal effect.



The proposed Historic Heritage Overlay extent of place for the Wilsons Portland Cement Company Dam comprises part of the unnamed Council esplanade reserve and an area of road reserve between Sandspit Road and the esplanade reserve. This area contains the dam and its immediate context/setting, within which evidence of the earlier pre-1900 dam may potentially be located. The context comprises part of the substantially infilled reservoir behind the dam, the stream bed and waterfall below the dam, and the slopes of the steep-sided valley within which the dam has been built.

The context or setting of the site is a significant part of the ability to interpret and appreciate the site.

The SGA heritage assessment has assessed the potential effects of NoR 5 on the Wilsons Portland Cement Company Dam (CHI 21947/R09/2263) as minimal on the basis of a previously defined and smaller extent of place and not the scheduled extent of place described above that extends into the Sandspit Road reserve, and which has legal effect (compare Appendix 1e and 1f).

The Council GIS Layer (Appendix 1f) indicates that the proposed NoR 5 designation footprint significantly intersects the extent of place defined for protection.

IMs Plowman advises that, in the Heritage Units opinion, the assessment of effects of NoR 5 on potential features associated with the Wilsons Portland Cement Company Dam (CHI 21947/R09/2263) and its Extent of Place requires clarification and updating based on additional field survey to be undertaken as part of the preparation of the HHMP where options for avoidance and necessary mitigation strategies will need to be outlined.

- With regard to the wording amendments sought to the HHMP condition, the Ms Plowman notes that the Heritage Unit supports the understanding that HNZPT has reached regarding the purpose and application of the HHMP as outlined in their submission. However, Ms Plowman's memorandum states that the Heritage Unit would also like to clarify that the HHMP serves a broader purpose than the "provision of historic heritage interpretation, public awareness and mitigation of construction effects". The purpose of the HHMP is to mitigate effects on Historic Heritage under the RMA.

For clarity, the rationale behind a Historic Heritage Management Plan (HHMP) is to provide the project with a coherent summary of effects on all historic heritage to ensure the successful implementation and compliance with required procedures to mitigate effects on historic heritage throughout all stages of construction and beyond. Ms Plowman considers that the proposed HHMP achieves this and is complementary to any archaeological management document required for HNZPT Act (2014) purposes. One should not prevail over the other.

- Ms Plowman notes that the Heritage Unit does not support HNZPT proposed change of wording to the HHMP condition point bxi, which seeks to unnecessarily change the word "accidental" to "unexpected". The rationale provided is to remove the potential for "conflation between the requirements under the HNZPTA and what can be managed via the Accidental Discovery Protocol Rule (E11.6.1) under the AUP.

The purpose of the term “accidental discovery” in clause xi of the HHMP is in specific reference to the AUP Accidental Discovery Rule- and it is important to consider HNZPT proposed change within the wider context the AUP Accidental Discovery Rule. The Accidental Discovery Rule is a standard within the AUP that provides an operational management process for six defined sensitive materials, which includes an archaeological site. “Unexpected” is not a term used with the Accidental Discovery Rule, rather the phrase “discovery of sensitive material” is. While “accidental” is the de-facto term used by stakeholders working within the parameters of the Accidental Discovery Rule, if a change needs to be made to the text, then preference should be given to “discovery of sensitive material” to ensure an alignment with the AUP.

It is also important to clarify and emphasise that the Accidental Discovery Rule is a standard within the AUP that provides an operational management process for six defined sensitive materials, which includes an archaeological site. The provisions of this rule will only drop away if it has been expressly provided for by a resource consent or other statutory authority. For example, for an archaeological site, if an Authority were granted under the Heritage New Zealand Pouhere Taonga Act 2014 any archaeological sites or land parcel not expressively provided for by the Authority would default to the ADR process.

Moreover, the term “accidental discovery”, or “accidental discovery protocol” is a long-established and accepted industry standard term. Changing it needlessly can only introduce unnecessary confusion.

#### My Assessment

I adopt and rely on the archaeological assessment provided by Ms Plowman and her comments on the HHMP condition. I also agree with Ms Plowman that the amendments sought by Heritage NZ to the Historic Heritage Management Plan condition are not warranted.

#### **6.6.12 Māori Cultural Values and Effects**

##### NoR Application

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

- in developing the transport corridors, recognition has been given to both the relationship of Tāngata Whenua to their lands, culture and traditions in this area and the commitment to partnership between mana whenua and Auckland Transport (as a representative of the Crown) founded through Te Tiriti o Waitangi.
- only mana whenua can speak to the impact that a project may have on their cultural values, heritage, and aspirations.
- the methodology for assessing effects has been to engage with mana whenua representatives and seek input on the actual and potential impacts of each corridor.

In addition, SGA advises that a CIA has been provided to SGA by Ngāti Manuhiri. However, a copy of the CIA document is not provided in the application material as it is understood this was not agreed to by Ngāti Manuhiri. However, as a result of the informal request for further

information, a summary document was prepared and Ngāti Manuhiri agreed that this could be shared. A copy of this document entitled 'Cultural Assessment for Te Tupu Ngātahi Puhinui Warkworth' was sent to the report author via email dated 16 August 2023. This document is provided as **Appendix 6** to this report. This outlines Ngāti Manuhiri's recommendations on the NoRs and the proposed conditions; and the SGA responses to these.

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

- an invitation to Mana whenua to prepare a Cultural Advisory Report in advance of the detailed design;
- an invitation for Mana whenua to participate in the development of the ULDMP to input into relevant cultural landscape and design matters on each corridor. This includes the management of potential effects on cultural sites, landscapes and values. The ULDMP is provided for via a condition on all NORs.
- the preparation of a Cultural Monitoring Plan prior to the start of construction works or enabling works. These plans will be prepared in collaboration with mana whenua to ensure that effects are managed appropriately, including features discovered by accident. Archaeological mitigation will be in line with the recommendations of the Assessment of Heritage / Archaeology Effects (Volume 4) and Section 18 of the AEE.
- concerns relating to construction works and potential impacts of sediment on streams and wetlands; construction and operational impacts on fish, lizards, birds and bats; and effects and mitigation on riparian vegetation will be considered through the offered conditions and management plans such as the CEMP and EMP and future regional consents. Furthermore, detailed design will provide the opportunity to reduce earthwork extents, where practicable

### Submissions

There are no submissions received on the eight Warkwoth NoRs which have raised matters relating to Māori cultural values or effects on these.

### Council Specialist Review

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

### My Assessment

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

### 6.6.13 Property and Land Use Effects

#### NoR Application

The SGA, in section 19 of the AEE assesses effects on property, land use and business disruption. The AEE summaries that:

*The new and / or upgraded transport corridors can be expected to have a range of effects on normal property and land use activity from the time that the designations are confirmed. Potential effects include restrictions imposed on private property due to the designation being on their site, and the uncertainty this can create for landowners. Before and during construction, effects will include changes to the amenity of the surrounding environment, disturbance to enjoyment whilst construction is carried out, as well as direct permanent changes to private property in some cases.*

*Prior to construction, measures are proposed which will assist in alleviating the associated uncertainty for landowners and enable those activities in the interim, which will not prevent or hinder the projects.*

*Measures have also been proposed to manage effects of the works during construction and suitable RMA management plans are proposed to enable this. Property impacts outside the scope of the RMA will be managed under other legislative processes, as appropriate.*

*With the proposed mitigation in place, it is considered that effects on property, business and amenity will be appropriately managed.*

#### Submissions

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

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

#### My Assessment

Section 6.6.1 of this report considers lapse dates and the effects on this on land use and property owners. My recommendations in that section are applicable here, and I reiterate that in order better mitigate uncertainty caused to land use and property owners, conditions should be further amended, or new conditions introduced to provide additional information about the

proposed engagement and/or consultation processes for directly affected parties or other parties which are in the vicinity of the proposed works including in the period between when the designation is confirmed and the construction phase i.e. during the detailed planning and route protection phase. In this regard I have recommended the following amendments, in particular to the Stakeholder Communication and Engagement Plan (**SCEMP**) for each NoR:

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

- (a) A SCEMP shall be prepared in consultation with stakeholder, community groups or organisations and the Council 18 months prior to the Start of Construction for a Stage of Work and submitted to the Manager for Certification.
- New (b)** The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works.
- New (c)** To achieve the objective, the SCEMP shall include:
- (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
  - (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
  - (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
  - (iv) a list of stakeholders, organisations (such as community facilities) and businesses who will be engaged with;
  - (v) Identification of the properties whose owners will be engaged with;
  - (vi) Methods and timing to engage with landowners whose access is directly affected
  - (vii) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and
  - (viii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.
- (b) Any SCEMP prepared for a Stage of Work shall be submitted to Council for ~~information ten working days~~ certification 6 months prior to the Start of Construction for a Stage of Work.

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

The proposed Warkworth NoRs have interactions with and potential impact on the operation of existing, proposed or future infrastructure and one of these providers has submitted on each NoR. The proposed NoRs will also have potential effects on public institutions such as schools located nearby for influenced by the route and proposed works.

##### *Watercare Services Limited*

Watercare Services Limited (Watercare) have lodged identical submissions to all the NoRs. Watercare takes a neutral stance with regard to these NoRs and recognises the aim of the various NoRs is to protect land for future implementation of strategic transport corridors / infrastructure whether they are confirmed or not). Watercare seeks to ensure that any decisions made to confirm the NoRs responds to the issues raised in their submission and avoids, remedies or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

Watercare seeks ongoing and active collaboration and consultation with the requiring authority to commence before the detailed design stage so that their own plans for water infrastructure are aligned with the implementation of the NoRs.

Watercare seeks amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and amendments to the conditions to ensure that AT is to engage with Watercare and other infrastructure providers in a timely manner that enables the consideration of a cost-shared delivery model.

In the AEE, SGA state that it has engaged with network unity operators (including Watercare) to integrate and collaborate with other network providers to achieve strategic co-benefits where practicable and / or not preclude future network plans.

In my view, there appears to be commitment from SGA to engage with Watercare (and others) to ensure suitable collaboration and co-ordination of infrastructure and this is reflected in the proposed NUMP conditions included in all NoRs.

##### *Ministry of Education*

The Ministry of Education (**MoE**) is supportive of the Warkworth NoRs and in particular the better active modes of transportation that they will enable. However, in its submissions MoE seeks to appropriately address and manage construction-related effects and the on-going potential effects the projects may have on the operation and management of the schools, particularly for NoRs 2, 6, and 8. Additionally, MoE notes that there is a designation overlap of NoR 2 with the MoE's site that the Ministry wish to address. Furthermore, MoE notes that they are also investigating a possible school site South of Warkworth, and therefore are also submitting on NoR 3, and the potential effects this NoR may have on the provision of safe access to any future school site in this area.

##### *MoE – NoR 2*

Regarding NoR 2, the MoE requests the inclusion of a pedestrian crossing outside the MoE site once the schools have been established, to ensure students can safely cross Woodcocks Road. They note that they understand that Auckland Transport do not have detailed design

plans, but the MoE seeks reassurance that it will be provided for in the subsequent Project implementation.

Furthermore, MoE considers that further thought should be given to the layout of the NoR 2 prior to project implementation as the current proposed arrangement requires the acquisition of a significant portion of the MoE's site.

The submission also notes that the current proposed road alignment moves north into the Ministry site in order to provide for clear sightlines to the existing and proposed bridge. MoE seeks that further consideration be given to an alternative arrangement that shifts the alignment of the bridge. A suggested consideration is provided in Figure 4 of the submission. This alignment is considered to improve sightlines for the anticipated access points to the school site, and potentially reduce the need to acquire land within the school site.

In addition, MoE seeks a reduction in the speed limited associated with NoR 2 to 30 km/hour to align with safer speed limits.

MoE also raises concerns regarding construction noise and vibration and seeks that AT engages with them regarding any potential construction noise and vibration impacts; and that any construction activities that will significantly exceed the permitted noise and/or vibration levels are undertaken outside of exam periods to minimise disruptions to students' learning.

MoE supports the inclusion of a standard, flat flush median outside the MoE site to enable appropriate queuing space for cars entering the school grounds. For the avoidance of doubt, the MoE does not support any solid median that prevents flexibility in manoeuvring to and from the MoE's site.

The MoE also notes its support for proposed condition 3 (Designation Review) which requires the Requiring Authority to review the physical extent of the designation and pull it back after construction. However, MoE seeks recognition in the condition that earthworks on the school site can be designed to be appropriate for both the school development and the road and that if the MoE delivers these earthworks, then the NoR boundaries can be revised.

MoE seeks amendments to the SCEMP, CTMP, CNVMP conditions to address their concerns.

### *MoE – NoR 3*

MoE notes its support for NoR 3.

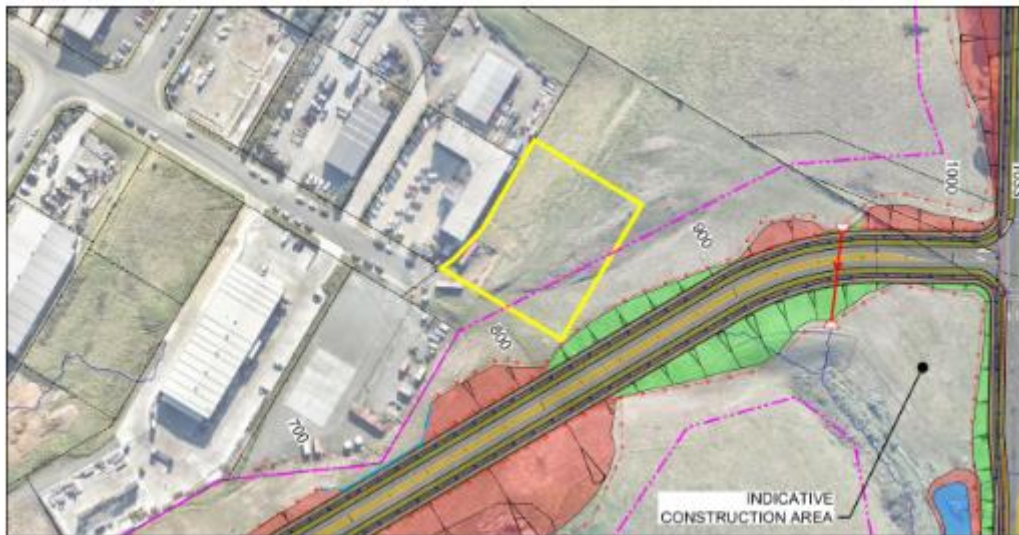
MoE's submission is addressed, in part, in Mr Peake's transport memorandum (refer to **Appendix 2**). Furthermore, the MoE request for amendments to the SCEMP condition is generally supported, and amendments are included in the conditions sets in **Appendix 7**. SGA should provide and confirm their response to the MoE submissions in evidence or at the hearing.

### *Te Whatu Ora Health New Zealand*

Te Whatu Ora Health New Zealand (**Te Whatu Ora**) is the public health agency which leads the day-to-day running of the New Zealand healthcare system, with functions delivered at the local, district, regional and national levels.

Te Whatu Ora have made a submission regarding NoR 6 noting that the Warkworth Community Services is currently located on a temporary basis at two locations being 77 Morrison Drive (Rodney Surgical Centre) and 47 Morrison Drive (Harbour Hospice).

However, Te Whatu Ora plans to develop a new healthcare facility, a Community Hub, to support the delivery of community services in the Warkworth area, adjacent to the Rodney Surgical Centre, on a new lot to be subdivided from the north-eastern corner of 25 Gumfield Drive (Lot 2 DP 583685) and subsequently purchased by Te Whatu Ora. 25 Gumfield Drive is a property directly affected by the proposed NoR 6 corridor. The notified drawing of the proposed corridor shows the proposed corridor as intersecting the southern corner of the proposed Community Hub lot as identified below.



Te Whatu Ora's submission advises that:

6. *The landowner of 25 Gumfield Drive (Mr Bevan Morrison) and Te Whatu Ora have previously engaged with Te Tupu Ngātahi Supporting Growth ("SGA") to improve the alignment of the project with the proposed subdivision and future Community Hub and to exclude the proposed Community Hub lot from the designation area. We understand that Mr Morrison's recent correspondence with Mr Simon Titter (SGA Warkworth Planning Lead) and Ms Michelle Seymour (SGA Warkworth Project Lead) did include an amendment to the proposed designation boundary to exclude the proposed Community Hub lot.*
7. *Additionally, we understand that Mr Morrison's previous engagement with SGA also related to his support for a connection between Morrison Drive and the proposed corridor. This was previously investigated by SGA and an alignment placing the proposed corridor closer to Morrison Drive is illustrated under NoR 6 Option 1 in the Warkworth Project Assessment of Alternatives Report ("AAR"). The AAR states that a hybrid of Option 1's northern section and Option 4's southern section was carried forward to create Option 6 which was then refined to become the selected Option 6A. The northern section was shifted further west (and thus away from Morrison Road) which the AAR states was to reduce potential adverse impacts on existing and future industrial land activities. A Morrison Drive connection is not shown in the notified drawings.*



Te Whatu Ora seeks that the proposed NoR 6 boundary is amended to exclude the proposed Community Hub lot, as per previous discussions between the landowner (Mr Morrison) and SGA as this amendment will better provide for the development of a new facility which will respond to the health and wellbeing needs of local and future residents in the area. Furthermore, Te Whatu Ora seeks that a two-way connection between Morrison Road and the proposed corridor is provided for. This amendment will enable a logical and convenient connection between the area and the existing and anticipated residential land to the west and south as well as SH1 to the east. This would not only benefit those working at or visiting the proposed Community Hub, but also the workers, visitors, customers, patients or students of local businesses, Rodney Surgical Centre, Harbour Hospice and the Early Learning Centre (33 Glenmore Drive), among many others. Te Whatu Ora also considers that this amendment will not adversely impact existing and future industrial activities in the area.

Noting the changes sought by Te Whatu Ora, and that these may have been the subject of further discussions between SGA and the submitter, post lodgement and the close of submissions, I encourage and invite SGA to provide and confirm their response to the Te Whatu Ora submission and request for a revised NoR 6 alignment in evidence and/or at the hearing.

#### **6.6.15 Effects Conclusion**

Overall, I consider that the actual and potential adverse effects of the NoRs have been adequately described, albeit that there are specifics where further information, clarification or justification for a number of route options and/or implementation methods are required prior to a decision being made. That said, based on the Council specialist assessments received and subject to additional or amended conditions (which in the round impose additional mechanisms for the management of effects and the provision of further mitigation or management), I conclude that the adverse effects of the eight Warkworth NoRs on the environment can be adequately avoided, remedied, managed or managed to a minor and acceptable degree, subject to recommended changes.

## **7. Assessment Against Section 171 and Part 2 of the RMA**

### **7.1 National Policy Statements**

Section 171(1)(a)(i) requires the Council, subject to Part 2, to consider the effects on the environment of allowing the notice of requirement, having particular regard to any relevant provisions of a national policy statement. There are eight national policy statements in effect. The following national policy statements are considered to be relevant to the Warkworth NoRs:

- New Zealand Coastal Policy Statement 2010 (**NZCPS**);
- National Policy Statement on Urban Development 2020 (Updated May 2022) (**NPS-UD**);
- National Policy Statement on Freshwater Management 2020 (**NPS-FM**); and
- National Policy Statement on Indigenous Biodiversity 2023 (**NPS-IB**).

### **7.1.1 New Zealand Coastal Policy Statement 2010 (NZCPS)**

The NZCPS contains objectives and policies relating to the coastal environment. The SGA do not appear to have assessed the eight Warkworth NoRS against the NZCPS. This likely as none of the proposed routes are within a coastal environment or subject to coastal processes or influences. However, I consider the stormwater objectives and policies of NZCPS<sup>13</sup> are a relevant consideration as the proposed transport routes, including proposed stormwater mitigation measures are located in proximity to the Mahurangi River and streams, and stormwater, once treated is proposed to be discharged to the Waitemata Harbour and Hauraki Gulf.

In this regard I note that there are a range of measures to be included in management plans relating to maintaining or enhancing water quality in the Mahurangi River and streams that discharge into the Waitemata Harbour. These measures can be further developed and adapted at the detailed design and Outline Plan stages.

Therefore, as a result, I consider that the eight Warkworth NoRs are consistent with the NZCPS.

### **7.1.2 National Policy Statement on Urban Development 2020 (Updated May 2022) (NPS-UD)**

The NPS-UD has the primary objective of ensuring that New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future<sup>14</sup>. This also includes, among other things, improving housing affordability by supporting competitive land and development markets and ensuring that urban environments are integrated with infrastructure planning and funding decisions<sup>15</sup>. The NPS-UD also requires that local authorities must be satisfied that additional infrastructure to service the development capacity is provided and that it is likely to be available, in addition to being resilient to the current and future effects of climate change<sup>16</sup>.

SGA have assessed the eight Warkworth NoRs against the relevant provisions of the NPS-UD in Section 23 of the AEE and in the Statutory Assessment provided as Appendix B to the AEE. In summary, the SGA find that the Project will give effect to the NPS-UD because the Warkworth NoRs provide:

- for the necessary transport infrastructure to support the zoning of land in Warkworth future urban areas and the establishment of the necessary development capacity.
- good accessibility for all people between housing jobs, community services, natural spaces and open spaces, including by way of public or active transport.
- for accessible, high quality, effective, efficient and safe transport routes (including public and active transport modes) that support the movement of people, goods and services for the future urban areas in Warkworth.

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<sup>13</sup> Objective 1, and Policies 22, 23.

<sup>14</sup> NPS-UD Objective 1.

<sup>15</sup> NPS-UD Objective 6.

<sup>16</sup> NPS-UD, Section 2.2, Page 10.

- modal choice, contribute to reducing urban heat island effects and providing resilient transport infrastructure that will support urban growth. The transport corridors will generally provide positive flood resilience effects and will avoid, remedy and mitigate potential adverse effects on people and property in areas subject to natural hazards and risk, adapting to the effects of climate change.

A number of submissions (14 submissions) raise concerns regarding the policy assessment undertaken and consider that the NoRs would likely be contrary to the objectives and policies of the NPS-UD, the AUP and other supporting documents as the planning, funding and delivery of the proposed transport infrastructure is not being undertaken in a manner that integrates with urban growth and facilitates good urban outcomes.

The submitters concerns are somewhat reflected in the comments and concerns variously raised by Council's specialists, such as Mr Stenberg (Urban Design) in section 6.6.3 of this report, that the road connections to NORs, particularly NoRs 1, 6, 7 and 8, require further evidence and/or supporting conditions to ensure that they can practically be provided to serve development in a manner that does not compromise the development of adjacent land, provides for the safety of road users, the efficient operation of the network and ultimately a well-functioning urban environment.

Therefore, SGA is invited and encouraged to provide further evidence of how the proposed NoRs, particularly, NoRs 1, 6, 7 and 8 integrate with urban growth and result in a well functioning urban environment.

Provided these matters are further resolved and conditions agreed, then I would agree that the NoRs give effect to the NPS-UD.

### **7.1.3 National Policy Statement on Freshwater Management 2020 (NPS-FM)**

The NPS-FM endeavours to implement Te Mana o te Wai<sup>17</sup> by prioritising first the health and well-being of water bodies and freshwater ecosystems followed by the health needs of people and then the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

The NPS-FM objective and policies endeavour to ensure that natural and physical resources are managed in a way that prioritises the health and well-being of water bodies and freshwater ecosystems first, followed by the health needs of people, and then the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future. In particular, the NPS-FM seeks to protect natural wetlands, rivers, outstanding waterbodies and habitats of indigenous freshwater species. It is noted that these provisions will apply at the regional consent stage for consents sought under Section 13, 14 and 15 of the RMA.

In the context of route selection and protection under these NoRs, SGA have assessed the eight Warkworth NoRs against the relevant provisions of the NPS-FM in the Statutory Assessment provided as Appendix B to the AEE. In summary, the SGA find that the Project will give effect to the NPS-FM because:

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<sup>17</sup> A concept that seeks to recognise and protect the health of freshwater in order to protect the health and well-being of the wider environment.

- generally, the NoRs transport corridors have sought to avoid or minimise impacts on streams and high value wetlands and this was a consideration in the comprehensive alternatives assessment process undertaken and design refinement. Specifically, high value wetland environment has been avoided and / or reduced where practicable, and new bridge structures are proposed over high value streams. The alignment and design refinement process for each NoR has sought to avoid or minimise impacts on high value natural wetlands and streams, unless there is a functional requirement for any such impacts. There will be further opportunities to minimise any impacts within the transport corridor alignment during the detailed design.
- some freshwater environments have been impacted where there is a functional and operational need to do so. The proposed transport infrastructure is critical to enable existing and future communities to provide for their social, economic, and cultural well-being. In considering the potential future effects arising from activities that may require resource consent in the future, the Assessment of Ecological Effects identified that any potential effects of the Warkworth NoRs on ecological features within or adjacent to transport corridors, can be adequately managed, and will be subject of assessment as part of any future consent processes. Additionally, there is flexibility in the proposed designation to modify and adapt the responses further at detailed design to modify.

I concur with this assessment under the NPS-FM and Council's ecology specialist also agrees with the management approach (subject to minor additional and amendments or clarifications). In that regard, I agree that the NoRs give effect to the NPS-FM.

#### **7.1.4 National Policy Statement on National Policy Statement on Indigenous Biodiversity 2023 (NPS-IB)**

The NPS-IB is a recently introduced policy statement that seeks to prioritise the mauri and intrinsic value of indigenous biodiversity and recognise people's connections and relationships with indigenous biodiversity. It also seeks to recognise that the health and wellbeing of people and communities is dependent on the health and wellbeing of indigenous biodiversity and that in return people have a responsibility to care for and nurture it. The NPS-IB also seeks that the interconnectedness between indigenous species, ecosystems, the wider environment, and the community, at both a physical and metaphysical level are acknowledged.

The NPS-IB requires the identification of Significant Natural Areas (SNA's) in Council's planning documents and their consideration where they are affected by subdivision, use and development. Although it would appear that infrastructure that is necessary to support housing development, that is included in a proposed or operative plan or in a future development strategy or spatial plan, in an urban environment, must 'manage' rather than 'avoid' adverse effects on identified SNA's.

The SGA assessment has not considered the NPS-IB as the applications were lodged in May 2023 prior to the NPS-IB coming into effect on 4 August 2023.

Furthermore, given the recentness of the NPS-IB, Council is still considering its requirements and the approach required to give effect to it. However, it is noted that the current AUP identifies Significant Ecological Areas and the criteria used to establish these was likely similar

to that required under the new NPS-IB to identify SNAs. In this regard, the comments made in the SGA assessment and by Council's specialist regarding indigenous biodiversity matters likely remain relevant and it is noted that all parties consider that potential adverse effects on indigenous biodiversity can be appropriately managed. Therefore, the NoRs are likely to be consistent with the NPS-IB.

The SGA is invited to provide further comments on this in evidence or at the hearing. Council officers can also confirm their opinion on the NoRs consistency with this new NPS at the hearing.

## **7.2 Regional Policy Statement (RPS) (Chapter B of AUP-OP)**

The RPS sets the strategic direction for managing the use and development of natural and physical resources throughout Auckland. SGA have assessed the eight Warkworth NoRs against the relevant provisions of the RPS in the Statutory Assessment in Appendix B to the AEE. In summary, the SGA conclude that the Warkworth NoRS will give effect to the RPS because the NoRs will support and provide for:

- a compact urban form that enables a high-quality urban environment, economic growth, the efficient provision of new infrastructure, improved and more effective public transport, and reduced environmental effects in accordance with the objectives and policies in B2.2.
- the integration of the provision of infrastructure with urban growth, avoiding incompatible land uses and increasing resilience; and recognises the importance of the transport network in the movement of people, goods and services, urban form, enabling growth, and providing choices, in accordance with the objectives and policies in B3.2 and B10.2.
- a general opportunity for natural character values to be improved. Furthermore, the proposed conditions require the implementation of an ULDMP during the detailed design stage. With this in place, and through future regional consenting stages, the proposed features and scale of the transport corridors within the Warkworth are able to be integrated into the existing and future landscape to remedy any potential adverse effects on landscapes arising from the transport corridors in accordance with B4.2, B4.3 and B4.5.
- the importance of historic heritage through the implementation of the HHMP condition, specific mitigation measures, and a precautionary approach to the potential identification of previously unrecorded sites during construction, consistent with objectives and policies in B5.2.
- the recognition of mana whenua involvement and values via the partnership agreements with mana whenua and their active involvement in the development and decision making on the form of the proposed transport corridors; and by avoiding wāhi tapu and other taonga where possible, in order to avoid potential adverse impacts on sites of significance, consistent with the objectives and policies of B6.2 and B6.3.
- the protection and enhancement of ecological values across terrestrial, freshwater and coastal environments as the transport corridors within the Warkworth network

have sought to avoid or minimise impacts on rivers, streams and high value wetlands, consistent with the objectives and policies of B7.2 and B7.4.

I generally agree with SGA's assessment of the RPS provisions subject to further evidence as outlined in section 7.1.2 above (NPS-UD), amendments to conditions as recommended and the implementation of the management plans and processes proposed as part of the NoRs.

### **7.3 Auckland Unitary Plan (Operative in Part) (AUP-OP) – Regional and District Plan Provisions**

SGA have assessed the eight Warkworth NoRs against the relevant provisions of the AUP plan provisions in the various supporting reports and the Statutory Assessment provided as Appendix B to the AEE. This includes an assessment of the relevant matters in the following chapters:

- D9 Significant Ecological Areas Overlay;
- D13 Notable Trees Overlay;
- E12 Land disturbance – District;
- E15 Vegetation and biodiversity;
- E16 Trees in open space zones;
- E17 Trees in roads;
- E24 Lighting;
- E25 Noise and Vibration;
- E26 Infrastructure;
- E27 Transport;
- E36 Natural Hazards;
- Residential Zones being H3 Residential – Single House Zone; H4 Residential Mixed Housing Suburban Zone ; and H5 Residential – Mixed Housing Urban Zone
- H7 - Open Space Zones;
- Business Zones being H11 Business – Local Centre Zone; H13 Business – Mixed Use Zone H14 Business – General Business Zone H17 Business – Light Industry Zone; and
- H18 Special Purpose Quarry Zone.
- Precincts I552 Warkworth Clayden Road Precinct; and I553 Warkworth North Precinct;

In summary, SGA consider the NoRs to be consistent with the AUP plan provisions because:

- Although resource consents are not being sought for the Warkworth NoRs at this time, ecological effects arising in respect of activities that require consents have been considered to inform the alternatives assessment, transport corridor design, the assessment of effects on the environment and the designation footprints. In light of this, generally, the transport corridors within the Warkworth NoRs have sought to

avoid or minimise impacts on a range of high value ecological areas including SEAs, wetlands and streams.

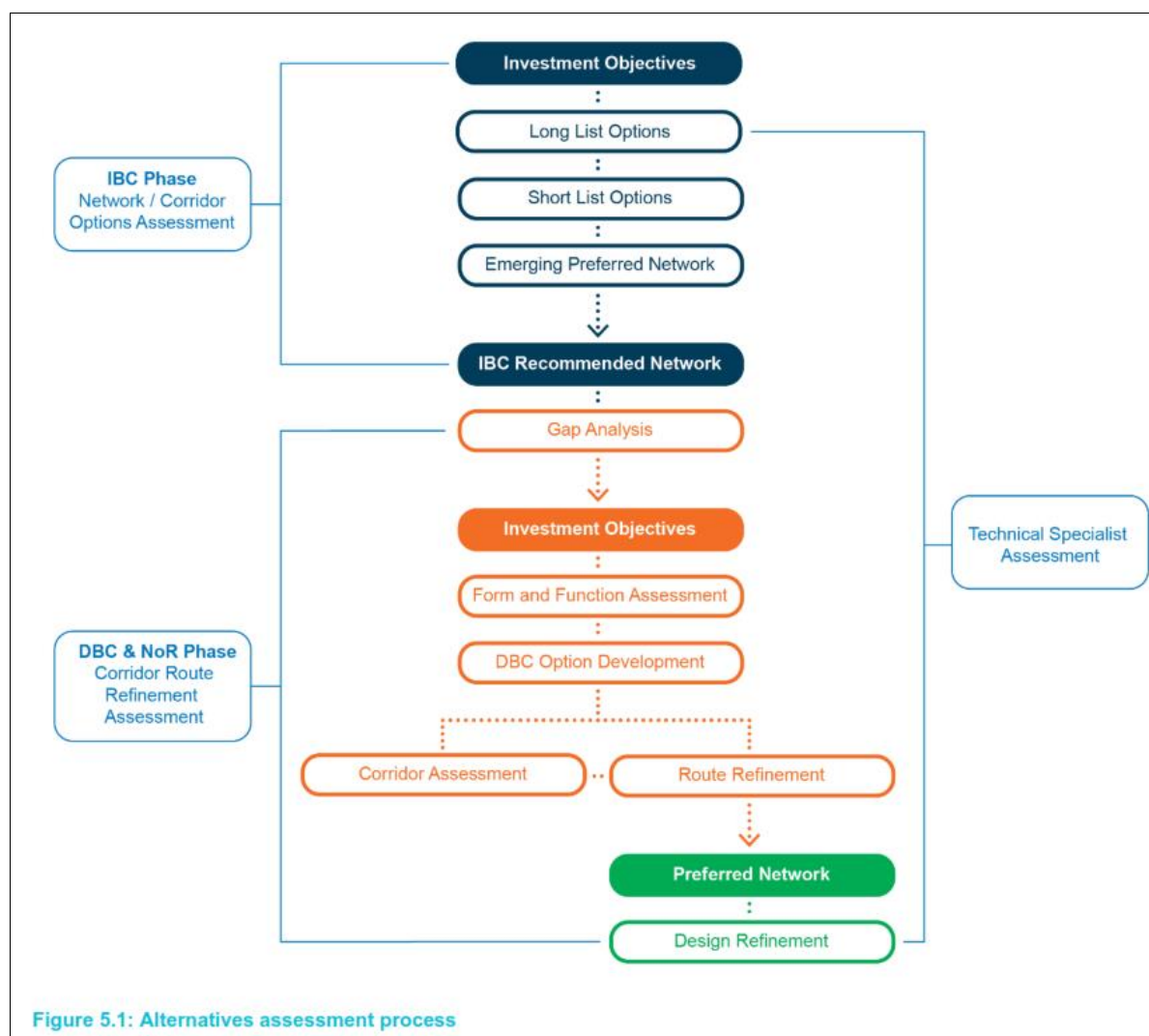
- There are no identified outstanding natural landscapes, features or character located within the designation boundaries, nor any volcanic viewshafts affected. Furthermore, there are no notable trees located within the designation boundaries.
- Mana whenua views have been sought and provided for in development of the proposed transport corridors and in the on-going conditions for engagement during future stages;
- A number of design measures to provide resilience to flooding, inundation and climate change have been adopted across the Warkworth NoRs. Flood modelling undertaken has assessed the existing terrain and proposed network terrain – both using MPD 100 year ARI plus climate change rainfall considerations and taking into consideration flood hazard and risk associated with both rainfall events and climate change. The flood risk assessment has recommended outcomes to ensure at detailed design that existing flooded properties are not exacerbated, no flood prone areas are created and any increase in flood risk for existing or future habitable floor levels or access to properties are less than minor.
- The NoR corridors provide sufficient space for street tree planting that, when delivered, it is anticipated that it will contribute to reducing urban heat island effects in the future as well as contribute to the amenity of the area by providing shade and microclimatic cooling qualities.
- The amenity of the transport corridors during construction has been assessed and effects are proposed to be managed through engagement with residents, the community and stakeholders, and through the construction noise and vibration, and construction management plans proposed as conditions.
- The NORs will provide the necessary transport infrastructure required to support the growth of existing and future residential areas while avoiding, remedying or mitigating adverse effects on residential amenity.
- The transport corridors proposed will contribute towards the planned future form and quality of centre and business zones, improving the efficiency of these zones through better transport connections and reliability and mitigating adverse effects on amenity values and the natural environment of adjacent public open spaces and residential areas.
- In terms of maintaining rural character and amenity prior to rezoning and urbanisation, the road upgrades and new roads will serve and improve connectivity (through new roads and active modes) for both existing rural areas and future urban areas.
- The NoRs have sought to reduce impacts on open space zones, noting that most Open Space – Conservation Zones impacted by the NoRs are associated with riparian planting of rivers and streams and these are avoided where possible and impacts minimised where encroachment is unavoidable.

I generally agree with SGA's assessment of the AUP provisions subject to further evidence as outlined in section 7.1.2 above (NPS-UD), amendments to conditions as recommended and the implementation of the management plans and processes proposed as part of the NoRs.

#### 7.4 Alternative Sites, Routes or Methods – Section 171(1)(b)

The requiring authority does not have an interest in all of the land, therefore the effects of the works are likely to be significant. As a result, an assessment of alternative sites, routes or methods is required. The requiring authority's assessment of alternatives is provided as Appendix A to the AEE and in section 5 of the AEE.

Figure 5.1 in section 5 of the AEE, identifies that the alternatives assessment process involved the following steps:



I understand that the issue is whether the requiring authority has adequately considered alternatives, and not whether the 'best' option has been chosen, or that all possible alternatives have been considered. Therefore, the option chosen by the requiring authority is the one that it considers meets the objectives of the requiring authority and the Project. However, the requiring authority does need to ensure that it has considered all reasonable options and has not 'acted arbitrarily or given cursory consideration to the alternatives.



I agree with the assessment undertaken and conclusions reached in the AEE and Assessment of Alternatives. I consider that the information supplied demonstrates that the requiring authority has satisfied the requirements of section 171(1)(b), in that adequate consideration has been given to alternative sites, routes, or methods of undertaking the work.

#### **7.5 Reasonable Necessity for Work and Designation – Section 171(1)(c)**

The requiring authority has set out its specific project objectives in the Form 18 documents and in sections 3.5 and 6 of the AEE. These are also outlined in section 3.2 of this report.

The AEE concludes that the designations are reasonably necessary to achieve the project objectives. I agree with this assessment and consider that the works and designations are reasonably necessary to achieve the Requiring Authority's objectives.

#### **7.6 Any Other Matter – Section 171(1)(d)**

Section 171(1)(d) requires the council to have particular regard to any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the notices of requirement.

The requiring authority states, in Section 23.2 of the AEE, that it considers that there are no other matters under s171(1)(d) that are reasonably necessary to make a recommendation on the NoRs.

However, the requiring authority has provided an assessment against a range of other legislation, central government and local government plans, strategies and policies in section 23.3 of the AEE. This includes the following:

- Government Policy Statement on Land Transport for 2021/22 – 2030/31
- Climate Change Response Act 2002 (CCRA)
- Emissions Reduction Plan 2022
- The Thirty Year New Zealand Infrastructure Plan 2015
- Waka Kotahi Amended Statement of Intent 2021-2026
- Road to Zero: New Zealand's Road Safety Strategy 2020-2030
- Auckland Transport Alignment Project
- Auckland Regional Land Transport Plan 2018-2028
- Hauraki Gulf Marine Park Act 2000
- Auckland Plan 2050
- Vision Zero for Tāmaki Makaurau: a transport safety strategy and action plan to 2030
- Auckland Long-Term Plan 2018-2028 / The 10-Year Budget 2021-2031 (Our Recovery Budget)
- Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Framework and Plan
- Te Ara Whakaheke Tukuwaro Ikiiki: Transport Emissions Reduction Pathway
- Auckland's Urban Ngahere (Forest) Strategy

- Rodney Local Board Plan
- Warkworth Structure Plan

I generally concur with the assessments and conclusions of the AEE on any other matter and the range of other documents listed in section 23.3 of the AEE.

### 7.7 Designation Lapse Period Extension – Section 184(1)(c)

Section 184 of the RMA states that designations lapse within five years, if not given effect to, or an extension has been obtained under Section 184(1)(b), or unless the designation in the AUP sets a different lapse period under Section 184(1)(c).

The requiring authority has requested 15 - 25 year lapse periods for the eight Warkworth NoRs. The requiring authority’s reasons for this request are stated in Section 7 of the AEE.

Section 184 of the Act gives discretion to alter the lapse period for a designation from the default 5 years. The Environment Court decision in *Beda Family Trust v Transit NZ A139/04* makes the following statement on the exercise of that discretion in considering a longer lapse period:

*The decision has to be exercised in a principled manner, after considering all of the circumstances of the particular case. There may be circumstances where a longer period than the statutory 5 years is required to secure the route for a major roading project. Such circumstances need to be balanced against the prejudicial effects to directly affected property owners who are required to endure the blighting effects on their properties for an indeterminate period. The exercise of the discretion needs to be underlain by fairness.*

Environment Court decisions on disputed designation lapse periods are noted in **Table 10** below for reference purposes.

**Table 10: Environment Court Decisions on Designation Lapse Dates**

Case	Requiring Authorities Requested Lapse Date	Court Decision Lapse Date
Beda Family Trust v Transit NZ	20 years	10 years
Meridian 37 Ltd v Waipa District Council	15 years	5 years
Hernon v Vector Gas Ltd	10 years	5 years
Queenstown Airport Corporation Ltd	10 years	5 years

My position on the lapse dates proposed by SGA is set out in Section 6.6.1 of this report. Having considered the reasons provided by SGA for the lapse periods and balancing them against the potential prejudicial effects to directly affected property owners, I do not support the proposed 15 - 25 year lapse dates for these NoRs but I support either:

- A reduced 10 year time frame for NoRs 1, 2, 3 4, 6, 7 and 8 (being double the period set in section 184 of the RMA) and 15 years for NoR 5; or;
- Bring forward the priority sequence and corresponding cascade of lapse dates for each of NoRs implementation.

In my view, the lapse date options recommended would better align with the current FULSS sequencing. While I am of the view that reduced or sequenced lapse dates would adequately

provide for contingencies where the Warkworth NoRs may be implemented, I also note that Section 184(2) of the RMA provides the requiring authority with the opportunity to apply for an extension to the lapse period. This can be granted by Council if it was satisfied that substantial progress or effort had been made towards giving effect to the designation and was continuing to be made.

## **8. Part 2 of the Resource Management Act 1991**

### **8.1 Section 5 of the RMA**

The purpose of the RMA is set out in Section 5(1) which is: to promote the sustainable management of natural and physical resources.

Sustainable management is defined in Section 5(2) as:

*...managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –*

- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

An assessment under section 5 is provided by SGA in Section 24 of the AEE and I agree with the assessment provided subject to the recommended changes to the conditions and further information and/or assessment clarification sought in this report.

### **8.2 Section 6 of the RMA**

Section 6 of the RMA sets out the matters of national importance which must be recognised and provided for. An assessment of the eight Warkworth NoRs against Section 6 is provided in section 24.1 and Table 24.1 of the AEE. This is reproduced below. I agree with this assessment.

Table 24.1: Section 6 Assessment

Matter of national importance	Assessment
the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development	The Warkworth Package NORs will preserve the natural character of the stream environments through reinstatement and mitigation planting at the completion of works.
the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development	The Warkworth Package projects avoid outstanding natural features and landscapes.
the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna	SEA vegetation and significant habitats have been avoided through corridor alignment choice where possible. Some vegetation removal is unable to be avoided. Potential impacts on natural wetlands will be assessed and managed through a future consenting process.
the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers	The Warkworth Package does not impact on public access to and along the coastal marine area, lakes and rivers.
the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga	<p>Manawhenua have been actively involved throughout the development of the Warkworth Package. This has included through the alternatives assessment and identification of the preferred options.</p> <p>The partnership with Manawhenua has involved the identification of opportunities to acknowledge and respond to the cultural landscape along the Warkworth Package corridors and restore and enhance the natural and cultural landscapes.</p> <p>The Project has also recognised Manawhenua cultural values, particularly with regards to the mauri of, and the relationships of Manawhenua with natural and physical resources including freshwater, land, air and coastal resources. Significant adverse effects on these values are required to be avoided, with adverse effects avoided, remedied or mitigated as appropriate.</p>
the protection of historic heritage from inappropriate subdivision, use, and development	Effects on historic heritage will be managed through the implementation of a HHMP. Effects on heritage and archaeological sites will be avoided where possible. No scheduled heritage sites will be impacted by the Warkworth Package.
the protection of protected customary rights	The Warkworth Package does not impact upon any known protected customary rights.
the management of significant risks from natural hazards	<p>A number of design measures to provide resilience to flooding, inundation and climate change have been adopted across the Warkworth Package. The Assessment of Flooding and Stormwater Effects has made recommendations which are to be implemented at detailed design so that:</p> <p>There is no increase in flood levels for existing authorised habitable floors that are already subject to flooding; and</p> <p>There are no new flood prone areas created. There is sufficient space within the designations for stormwater and flood mitigation.</p>

### **8.3 Section 7 of the RMA**

Section 7 of the RMA sets out other matters which shall be given particular regard to. The SGA has assessed the eight Warkworth NoRs against these matters in Section 24.2 of the AEE. I agree with this assessment.

### **8.4 Section 8 of the RMA**

Section 8 of the RMA requires the principles of the Treaty of Waitangi to be taken into account. The SGA has assessed the eight Warkworth NoRs against these matters in Section 24.3 of the AEE. I agree with this assessment.

### **8.5 Conclusions**

Auckland Transport as the Requiring Authority has lodged eight Notices of Requirements for the Warkworth area under Section 168 of the RMA.

I conclude that the notices of requirement should be confirmed subject to receiving satisfactory additional information as requested in this report, amendments to conditions and/or additional conditions, for the following reasons:

- The notices of requirement and associated works are reasonably necessary for achieving the objectives of the requiring authority.
- Adequate consideration has been given to alternative sites, routes or methods of undertaking the work identified in the notices of requirement.
- The notices of requirement are generally consistent with the relevant AUP provisions.
- The notices of requirement are generally in accordance with Part 2 of the RMA and relevant national environmental standards and national policy statements.
- Restrictions, by way of conditions, imposed on the designation can avoid, remedy or mitigate any potential adverse environmental effects.

## **9. Recommendation and Conditions**

### **9.1 Recommendation**

Subject to new or contrary evidence being presented at the hearing, it is recommended that the notices of requirement be confirmed, subject to receiving satisfactory additional information as requested in this report, amendments to conditions and/or additional conditions, as set out in **Appendix 7** to this report.

Pursuant to Section 171(3) of the RMA the reasons for the recommendation are as follows:

- The notices of requirement are consistent with Part 2 of the RMA in that they enable people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.
- The notices of requirement are consistent with and give effect to the relevant national environmental standards, national policy statements and the AUP.
- In terms of Section 171(1)(b) of the RMA, adequate consideration has been given to alternative sites, routes or methods for undertaking the work.

- In terms of Section 171(1) of the RMA, the notices of requirement are reasonably necessary to achieve the requiring authority's objectives.
- Restrictions, by way of conditions attached to the notices of requirement have been recommended to avoid, remedy or mitigate adverse environmental effects associated with the works to construct the infrastructure and its ongoing operation.

## **9.2 Recommended Conditions**

The conditions recommended by the reporting planner for Warkworth NoRs 1, 2, 3, 4, 5, 6, 7, and 8 are provided in **Appendix 7** to this report.

## APPENDIX 1

### INFORMAL REQUESTS FOR FURTHER INFORMATION AND SGA RESPONSES

The Council's informal information requests and the SGA responses are accessible via the following link:

<https://www.aucklandcouncil.govt.nz/HearingDocuments/sga-warkworth-not-requests-for-further-information-2023-08-20.pdf>





## **APPENDIX 2**

### **AUCKLAND COUNCIL TECHNICAL SPECIALIST REVIEWS**



# Technical Specialist Memo

**To:** Vanessa Wilkinson, Reporting Planner

**From:** Martin Peake - Director, Progressive Transport Solutions Ltd

**Date:** 22 August 2023

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**Subject: Supporting Growth Alliance – Notice of Requirements 1-8 Warkworth  
Traffic And Transportation Assessment**

## 1.0 Introduction

1.1 I have undertaken a review, on behalf of Auckland Council, of the eight Notices of Requirements (**NoRs**) lodged by the Requiring Authority, Auckland Transport, through the Supporting Growth Alliance (**SGA**), in relation to traffic and transportation effects.

1.2 In writing this memo, I have reviewed the following documents:

- Assessment of Effects on the Environment, Supporting Growth, Version 1.0, May 2023
- Warkworth Assessment of Transport Effects, Supporting Growth, Version 1.0, May 2023
- General Arrangement Plan – NoR 1 (Northern Public Transport Hub and Western Link – North)
- General Arrangement Plan – NoR 2 (Woodcocks Road – West Upgrade), Rev C
- General Arrangement Plan – NoR 3 (SH1 – South Upgrade), Rev C
- General Arrangement Plan – NoR 4 (Matakana Road Upgrade), Rev C
- General Arrangement Plan – NoR 5 (Sandspit Road Upgrade), Rev C
- General Arrangement Plan – NoR 6 (Western Link – South), Rev C
- General Arrangement Plan – NoR 7 (Sandspit Link Road), Rev C
- General Arrangement Plan – NoR 8 (Wider Western Link – North), Rev C
- Response to Further Information Request dated 23 June 2023
- Response to Further Information Request dated 27 July 2023
- Notice of Requirement Conditions issued 3 August 2023

### *Qualifications and Experience*

1.3 I hold the qualification of a Masters in Civil Engineering with Management from the University of Birmingham in the UK (1993). I am a Chartered Engineer (UK) and a member of the Institution of Civil Engineers, and a member of the Chartered Institution of Highways and Transportation.

1.4 I have 30 years' experience as a traffic engineer. I have worked for several major consultant engineering firms, and as a Team Leader of one of Auckland Transport's

Traffic Operations Teams. I have owned and operated my own traffic engineering consultancy since 2014. In these roles, I have worked in a variety of areas of transportation including traffic engineering, traffic modelling and temporary traffic management. I have provided expert traffic and transportation advice on a range of resource consents and plan changes across the Auckland region.

- 1.5 I am familiar with the Warkworth area having previously provided traffic and transportation advice to Auckland Council on Plan Change 25 (North Warkworth), including appeals, and Plan Change 40 (Clayden Road). I am currently engaged by Auckland Council to provide specialist traffic advice on the proposed private plan change for Warkworth South.

*Involvement with Warkworth NoRs*

- 1.6 I was engaged by Auckland Council in February 2023 to review the eight Warkworth NoRs to determine whether the information provided was sufficiently detailed and accurate to understand the traffic and transportation effects of the proposal. I sought further information on traffic and transportation effects as outlined in the Informal Request for Further Information dated 6 June 2023 and 13 July 2023. These were responded to by the SGA on 23 June 2023 and 27 July 2023, respectively. The information provided generally satisfied my request for further information except in the following matters:

- The feasibility of new road connections into land adjacent to the NoRs for future development has not been demonstrated, particularly for the new roads.
- NoR 7 – Sandspit Link Road: The access arrangements for existing properties which use the existing access way which will form the alignment of the proposed link road at its southern end were not adequately demonstrated.

- 1.7 These matters are addressed further in this memo.

- 1.8 I have the visited the site on 21 February 2023. My latest visit was on 18 July 2023 after the Puhoi to Warkworth Motorway and the Matakana Link Road opened and during school term time.

*Expert Witness Code of Conduct*

- 1.9 I have read the Code of Conduct for Expert Witnesses, contained in the Environment Court Consolidated Practice Note (2014) and I agree to comply with it. I can confirm that the issues addressed in this Memo are within my area of expertise and that in preparing this Memo I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

**2.0 Key Transport Issues**

- 2.1 The key transport issues in relation to the NoRs are summarised in Table 1.

*Table 1 - Summary of Key Transport Issues*

Notice of Requirement	Issue
All NoRs	<ul style="list-style-type: none"> <li>• Effects of construction traffic on the SH1 / Hill Street intersection not addressed in conditions as recommended in the Assessment of Transport Effects.</li> <li>• Access to future development land not demonstrated to show that it can be practically achieved, particularly for new roads.</li> </ul>
NoR 1 - Northern Public Transport Hub and Western Link – North	<ul style="list-style-type: none"> <li>• Analysis of key intersections may be based on incorrect traffic data.</li> <li>• Measures to provide access to the cemetery by SH1 not ensured by conditions.</li> <li>• The timing of the Western Link may be required before the PT Hub.</li> <li>• The indicative road layout is not consistent with the Warkworth North Precinct Plan 2 (I553).</li> </ul>
NoR 2 – Woodcocks Road – West Upgrade	<ul style="list-style-type: none"> <li>• The NoR does not integrate safely into the eastern section of Woodcocks Road.</li> <li>• Construction traffic effects on the proposed new school and existing Mahurangi College are not managed through conditions.</li> <li>• Effects on accesses to proposed school are not appropriately managed through conditions.</li> <li>• Not clear how some property accesses will be reinstated.</li> </ul>
NoR 3 – SH1 – South Upgrade	<ul style="list-style-type: none"> <li>• The traffic modelling does not take into account the likely future layout of the SH1 / Wider Western Link Road roundabout.</li> <li>• The NoR does not integrate safely into SH1 north of Fairwater Road for active modes.</li> <li>• Not clear how some property accesses will be reinstated.</li> <li>• Construction traffic effects on the proposed new school on Woodcocks Road and existing Mahurangi College not managed through conditions.</li> </ul>
NoR 4 – Matakana Road Upgrade	<ul style="list-style-type: none"> <li>• The indicative alignment on the southern approach to Matakana Link Road roundabout is inconsistent with the actual layout of the approach which may affect the extent of designation required.</li> <li>• Not clear how some property access will be reinstated.</li> </ul>

Notice of Requirement	Issue
NoR 5 – Sandspit Road Upgrade	<ul style="list-style-type: none"> <li>• The consented access to 34/36 Sandspit Road could be adversely affected by the NoR.</li> <li>• Construction effects on access to the quarry and the recycling centre.</li> </ul>
NoR 6 – Western Link – South	<ul style="list-style-type: none"> <li>• The NoR does not integrate safely into Evelyn Street for active modes.</li> <li>• Traffic effects on the Woodcocks Road / Evelyn Street / Mansel Drive intersection are not assessed or addressed.</li> <li>• Construction traffic effects on the proposed new school on Woodcocks Road and existing Mahurangi College not managed through conditions.</li> </ul>
NoR 7 – Sandspit Link Road	<ul style="list-style-type: none"> <li>• Construction and operation access to the quarry and recycling centre are not demonstrated.</li> <li>• Construction effects on the quarry and recycling centre are not appropriately addressed in conditions.</li> </ul>
NoR 8 – Wider Western Link - North	<ul style="list-style-type: none"> <li>• The traffic modelling does not take into account the likely future layout of the SH1 / Wider Western Link Road roundabout.</li> <li>• Construction traffic effects on the proposed new school on Woodcocks Road and existing Mahurangi College are not managed through conditions.</li> </ul>

### 3.0 Supporting Growth Alliance Assessment

- 3.1 The Supporting Growth Alliance (**SGA**) assessment of the eight Warkworth Notice of Requirements (**NoRs**) has been undertaken assuming the whole proposed network is in place as a package. The NoRs are required for route protection for new or upgraded road corridors to support future development in Warkworth.
- 3.2 The new roads and upgrades are proposed to be delivered over the next 15 to 25 years as land is rezoned and development occurs within Warkworth. The SGA has assessed the NoRs against a future environment which has the full build out of all development identified within the Warkworth Structure Plan; this is assumed to be by 2048. Therefore, the assessment of the effects of the NoRs is based on the future environment which is expected to be different to what exists today.
- 3.3 The assessment has been undertaken with regards to the operational effects and for the construction effects.

*Assessment of Operational Traffic / Transport Effects – Methodology*

- 3.4 As the NoRs have been lodged for route protection rather than imminent implementation, the extent of the NoRs has been based on generic cross-sections for each road and general design standards to determine an appropriate footprint of each corridor. Further design will be required as each corridor is developed. As such there are uncertainties with this approach and therefore the SGA has proposed to use a suite of management plans and processes to manage the potential effects of each NoR.
- 3.5 As an input into the assessment, the SGA has utilised traffic modelling at a network wide level using the MSM model (which models land use across the Auckland Region), a SATURN traffic model (which models the road network within Warkworth and surrounding area using inputs from the MSM model) and a strategic active modes model (SAMM) that forecasts active modes. These models provide information on traffic volumes along key roads and corridors. In addition, intersection modelling has been undertaken at key intersections using the SIDRA modelling package.
- 3.6 The Auckland Transport Roads and Streets Framework (**RASF**) was used to qualitatively assess the movement and place functions of each corridor which has been used as input into the development of the design of each corridor. It is understood from the applicant's Informal Information Request responses that the RASF has been endorsed by the Auckland Transport RASF Committee. The applicant has acknowledged that this would need to be revisited as the designs for each corridor are developed. I agree that RASF should be reviewed at the time of implementation to confirm the functions of each corridor.
- 3.7 The Assessment of Transport Effects (**ATE**) prepared by SGA has assessed the operational transport effects of the NoRs against the following key elements:
- a) Safety
  - b) Walking and cycling
  - c) Public Transport
  - d) General Traffic
  - e) Property Access
  - f) Wider Network Effects
- 3.8 The SGA has considered the form of key intersections in the design development based on a range of factors as outlined in Section 3.2.4 of the ATE. These intersection forms have been used to inform the design of the corridors and in testing the operation of the intersections. The proposed NoR conditions, in particular the Urban and Landscape Design Management Plan (**ULDMP**) require the intersections to be further considered and confirm the intersection form during subsequent design stages. The SGA has used this approach to provide flexibility in the design to allow for uncertainties in land uses. Furthermore, design standards or philosophies may change over time and the approach allows flexibility in that regard. I consider this approach is generally appropriate.

- 3.9 A set of project objectives has been developed for each NoR (refer to the Assessment of Environmental Effects (**AEE**) Section 3.4) based on the objectives identified in the Detailed Business Case. With the exception of NoR 1 Northern Public Transport HUB and Wester Link – North, each NoR has the same project objectives as follows:
- a) Improves connectivity.
  - b) Is or improves safety.
  - c) Is efficient, resilient and reliable.
  - d) Integrates with and supports planned urban growth.
  - e) Integrates with and supports the existing and future transport network.
  - f) Improves travel choice and contributes to mode shift.
- 3.10 For NoR 1, the objectives are as above, but with the additional objective of “*improves access to the public transport network*”.
- 3.11 The NoRs will need to be designed to accommodate the surrounding land uses that exist at that time within the constraints of the design. As much of the land that each NoR passes through is still to be either rezoned or developed, the transport effects cannot fully be determined at this time. Therefore, the approach to using management plans is generally considered appropriate to manage the traffic and transport effects of the NoR at the time of design and delivery.

*Assessment of Construction Traffic and Transport Effects – Methodology*

- 3.12 The AEE Section 8.4 provides detail of the proposed construction methodology. The methodology is described at a high level and is generic in nature for a range of different construction activities. The areas required for different construction activities are outlined in Table 8.2 of the AEE. These have been used to determine the land required for the NoR for construction purposes in addition to that required for the road itself once construction is complete.
- 3.13 The AEE notes that the construction methodology will need to be further developed during the design phase and will take into account the land uses and constraints at that time.
- 3.14 The AEE states that construction management plans are proposed for each NoR that set out requirements for managing the construction of each NoR and any assessment that would need to be undertaken. This is to provide flexibility to allow for the environment that exists along each corridor at the time of construction. The conditions included with the NoRs do not include a specific construction management plan but do include a Construction Environmental Management Plan (**CEMP**). The applicant should confirm that this is the document that is being referred to in the AEE.
- 3.15 The NoRs are anticipated to take between 2 to 4 years to construct depending on the NoR (refer to AEE Table 8.3). These timeframes are over 24 months and are therefore



Restricted Discretionary activities as set out in the Auckland Unitary Plan (**AUP**) Chapter E40 Table E40.4.1(A24).

- 3.16 The use of management plans as proposed are therefore considered appropriate.
- 3.17 The AEE notes that if works are required for construction outside of the designation areas, then additional authorisations for those works may be required.
- 3.18 With regard to the construction traffic effects, the ATE states that these can be managed via Construction Traffic Management Plans (**CTMP**) and provides a recommended condition in Section 5.2.3.
- 3.19 Traffic and transportation effects related to construction across all the NORs are outlined in Section 5.2.1 of the ATE. This notes that construction works would either be undertaken offline where the NOR is for a new road or within the existing road corridor where the NOR is for a road to be upgraded. Traffic management is likely to be required to allow for safety of workers and the public and to manage construction traffic.
- 3.20 The ATE highlights the uncertainty associated with construction activities at this time in relation to traffic effects. This is in particular regard to locations of quarries or disposal sites and what routes may be available for construction traffic, including the timing of the construction of each NOR. This highlights the need for flexibility in conditions to allow for specific circumstances that exist at the time of construction.
- 3.21 The recommended CTMP condition in the ATE has not been fully adopted in the proposed NoR conditions. In addition, Table 5-3 of the ATE identifies sites that require specific consideration in the CTMP; these sites have not been incorporated into the conditions for the respective NoRs. These matters are discussed further in paragraphs 4.2 to 4.5.

#### *SGA Assessment of Traffic and Transportation Effects – Overall Network*

##### *Positive Network Effects*

- 3.22 Section 5.1.1. of the ATE outlines positive network effects of the NoRs which are consistent with the project objectives. The benefits outlined are in relation to the whole package of network improvements identified in the Detailed Business Case. Therefore, benefits may not be fully realised until the whole network is complete. This is discussed further in paragraphs 4.6 to 4.8.
- 3.23 A key project objective of each NoR is to integrate with and support planned urban growth. This includes providing access to that land through connecting intersections. The topography of many of the new routes that the NoRs will pass through are undulating and result in embankments and cuttings. These may result in constraints that could affect the ability to provide road connections and thus affect the ability to meet this specific project objective. This is discussed further in paragraphs 4.9 to 4.14.

### *Walking and Cycling*

- 3.24 ATE Section 5.1.2 concludes that the NoRs will have significant positive effects on walking and cycling by reducing exposure to potential crashes by providing a safe movement network, improve integration with the future walking and cycling network, lead to health benefits through increased active mode trips and reliance on private vehicle trips.
- 3.25 Table 4-5 of the ATE provides a forecast of the increase in the number of active mode trips with the NoRs in place. This states that with the NoRs there would be a 15% mode share of active modes compared to 10% without the NoR.
- 3.26 In relation to the improved integration with the wider network, it is noted that a number of NoRs connect to existing roads which would have a lower standard of provision for walking and cycling than proposed for the NoR. Whilst it is envisaged that upgrades to the existing roads would occur, these are outside of the NoR and there is no guarantee that they would occur or be in place in a timely manner. This could impact on the forecast mode share and safety for active mode users. This matter is discussed further in paragraphs 4.15 to 4.17.

### *Public Transport*

- 3.27 Incremental improvements to public transport services are envisaged in Warkworth as the population grows. The ATE presents Auckland Transport's anticipated future network of bus routes within Warkworth, which includes higher frequency routes and routes that would link to the Auckland CBD.
- 3.28 Except for NoR 1 there are no specific measures for public transport proposed. NoR 1 is anticipated to provide priority lanes that would feed into the Northern Public Transport Hub.
- 3.29 Whilst NoRs 2 to 8 do not provide specific measures for public transport as they are anticipated to have sufficient link and intersection capacity, it is noted that the ability to provide an efficient network of bus routes will be largely dependent on the completion of the network of roads that Auckland Transport envisage the bus routes will run along. Therefore, the full benefits for public transport may not be realised until the relevant NoRs are constructed.

### *Safety*

- 3.30 The roads are to be designed in accordance with latest safety guidance taking into account Auckland Transport's Vision Zero, Waka Kotahi's Road to Zero and the Safe System.
- 3.31 Crash data is presented in the ATE and within the Informal Information Request responses. The existing crash data (which includes data from pre-COVID and during COVID) does not show that there are significant crash numbers or patterns associated with vulnerable road users. This would be expected given the current environment where there is a lack of provision for walking and cycling and that the current roads are

largely rural and undeveloped. Should development occur and adjacent land be urbanised without the requisite upgrades to the key roads, this would likely result in adverse safety outcomes.

- 3.32 With the NoRs, the ATE expects that there would be positive safety effects. It is concurred that this should be the case taking into account the roading environments that would exist without the NoRs, and the proposed improvements for walking and cycling (including separated facilities along the new roads), and appropriate speed limits for urban environments. These factors should contribute to reductions in conflicts between vehicles and vulnerable road users and reduce the severity of crashes should conflicts occur due to lower speeds.

*SGA Assessment of Traffic and Transport Effects – Individual NoRs*

*NoR 1 – Northern Public Transport Interchange and Western Link Road - North*

- 3.33 The northern Public Transport (PT) Hub is proposed to replace the existing interim park and ride facility to the east of SH1 adjacent to the Warkworth A&P Showgrounds. The hub would provide additional parking spaces (250 compared to the existing 137) and provide for additional bus stops and bus layover facilities (4 bus stops compared to the existing 2 bus stops). Facilities for drivers would also be provided such as restrooms. The existing park and ride facility is not anticipated to provide sufficient capacity to meet future demand for both park and ride users and bus services.
- 3.34 Auckland Transport has developed a future bus network that would be centred around the PT Hub. Bus services would link to the town centre, through the urbanised areas of Warkworth, to towns around Warkworth (including Matakana and Wellsford) and provide commuter services (Route 995) to the wider Auckland region. Bus frequencies are expected to increase over time.
- 3.35 The NoR proposes that the Western Link Road – North would be a four lane road that would provide priority lanes for bus services travelling to and from the PT Hub. Given the concentration of buses and the volume of traffic, it is considered that the priority lanes would assist bus movements and aid reliability of bus services.
- 3.36 The capacity of the park and ride site is anticipated to be 220-250 car parks and it is anticipated that the facility would cater for around 30% of people travelling south to Auckland. This would result in positive effects by reducing longer distance commuter trips by private vehicle.
- 3.37 I agree with the conclusions of the ATE in relation to the overall positive public transport effects. The facility will improve accessibility to public transport due to its location in relation to adjacent development and to the adjacent road corridors. It would improve integration with the future public transport network and enhance attractiveness of public transport, including for vehicles travelling from areas north of Warkworth.
- 3.38 The Western Link Road – North and the intersection with SH1 is anticipated to have sufficient capacity to accommodate forecast traffic volumes, including in the 2048 peak hours.

- 3.39 The Western Link Road – North is anticipated to be a limited access corridor as it would be an arterial road with separated cycle facilities. Vehicle accesses to properties would need to be provided via other roads. There are currently no vehicle accesses or property accesses affected with the NoR, although if adjacent land is developed this may change.
- 3.40 The ATE in Section 6.4.3 identifies an opportunity to improve access to the cemetery site located west of the PT Hub. Existing access is from SH1 and therefore access is comprised due to high traffic volumes and multiple lanes. There are no specific conditions that refer to this opportunity even though this is referenced in the recommendations in ATE Section 6.6. This is discussed further in paragraph 4.18 and 4.19.
- 3.41 The Western Link – North is expected to provide positive effects on the wider transport network by facilitating access to adjacent developing areas in North Warkworth and to provide connectivity to the PT Hub including for walking and cycling. Priority lanes for buses would enhance reliability for buses.
- 3.42 It is noted that the Western Link – North will complete the connection for the Western Link Road that would be constructed to the west through the Warkworth North Precinct. The precinct has restrictions on the quantum of development that can occur prior to the completion of the connection to SH1. Therefore, there may be a requirement for the Western Link – North to be constructed earlier than indicated in the ATE and potentially in advance of the PT Hub. This is discussed further in paragraphs 4.20 to 4.24.
- 3.43 Comparing the NoR layout with Precinct Plan 2 of the Warkworth North precinct shows that there is a difference in the alignment of the proposed local road with that shown on the precinct plan. Whilst it is acknowledged that the design is indicative and could be changed in later stages of the project, activities in the Warkworth North Precinct Table I553.4.1 (A5) for subdivision or development that are not in accordance with Precinct Plan 2 are Discretionary Activities. This is discussed further in paragraphs 4.25 to 4.28.
- 3.44 NoR 1 is to be constructed off-line except at the tie in with SH1. A Construction Traffic Management Plan (**CTMP**) is proposed to manage the effects of construction. It is concurred that the effects of construction can be dealt with through the CTMP with modifications.

*NoR 2 – Woodcocks Road*

- 3.45 Woodcocks Road is proposed to be upgraded to urban standard with separated cycle facilities between Wylie Road and Mansel Drive. It would provide connections to the Western Link at Mansel Drive and the Wider Western Link Road at its western end near Wylie Road.
- 3.46 The corridor would have sufficient capacity for the forecast traffic volumes and the proposed intersection with the Wider Western Link Road is forecast to operate acceptably with a Level of Service (**LOS**) A. It is noted that two different traffic volumes are quoted to be using Woodcocks Road; Section 7.2.1 states that the corridor would have 6,200 vehicles per day, whilst the table in Section 7.3 indicates that the volume would be 7,800 to 8,400 vehicles per day. Whilst there are discrepancies in the figures,

Woodcocks Road would still have sufficient capacity to accommodate the higher volumes.

- 3.47 The road would be a limited access road. The ATE states in Section 7.2.2 that all existing property accesses will be reinstated. It is noted that the AEE stated that 101 Woodcocks Road would be included within the designation as the access could not be reinstated, but Informal Information Request responses have clarified that there is no requirement to include this property in the designation and that the vehicle access can be reconstructed.
- 3.48 The road is anticipated to be a freight route. The existing urban section of Woodcocks Road is a Level 1B freight route, and this is likely to be extended along the upgraded section as this would provide a connection to the Wider Western Link Road and to the Southern Interchange once constructed. There is a new school proposed adjacent to the NoR as well as the existing Mahurangi College to the east. I concur that the proposed footpaths and the separated cycle facilities would minimise the potential conflicts with vulnerable road users and freight along this corridor.
- 3.49 The proposed walking and cycling facilities will connect to other facilities proposed as part of NoR 8 Wider Western Link Road – North, and the Western Link Road. It is concurred that this will provide a connected network within the south western area of Warkworth. However, east of Mansel Drive, there are no dedicated cycle facilities and therefore until the existing urban section of Mansel Drive is upgraded there would not be a continuous facility that would connect to Mahurangi College or onwards to Warkworth Town Centre. The upgrade to the eastern section of Woodcocks Road is outside of the scope of the NoR and thus there is no certainty as to when such an upgrade would occur. This gap in the network would limit the benefits for active modes and for safety. This is discussed further in paragraphs 4.29 to 4.33.
- 3.50 It is agreed that the upgraded corridor will improve access to land adjacent to the corridor and to the strategic motorway network once NoR 8 Wider Western Link road and the southern interchange is constructed.
- 3.51 The ATE notes a proposed school adjacent to the NoR but does not provide any details as to how the NoR would provide for access to the school. This is discussed further in paragraphs 4.34 to 4.36.
- 3.52 NoR 2 is to be constructed on-line. A Construction Traffic Management Plan (**CTMP**) is proposed to manage the effects of construction. It is concurred that the effects of construction can be dealt with through the CTMP with modifications.

*NoR 3 – State Highway 1 – South Upgrade*

- 3.53 This NoR is for the upgrade to urban standard of SH1 to provide two lanes (one in each direction) with separated cycle facilities between Fairwater Road at its northern extent and the southern edge of the Future Urban Zone. Intersections at SH1 / McKinney Road and SH1 / Fairwater Road are to be upgraded, and a new intersection with the Wider Western Link Road – South (NoR 6) at McKinney Road.

- 3.54 The forecast volumes on SH1 in 2048 are forecast to be 15,400 vehicles per day which is less than the traffic volumes recorded in 2019 at 18,700 vehicles per day. Therefore, the upgraded road would have sufficient capacity to accommodate the forecast traffic volumes.
- 3.55 The intersections of McKinney Road and Fairwater Road are forecast to operate at an acceptable LOS B or C.
- 3.56 The SH1 / Wider Western Link Road roundabout has been modelled as a three-arm single lane roundabout. It is forecast to operate at LOS A. However, it is noted that a plan change for Warkworth South has been lodged and that this proposed a four-armed intersection in approximately this location. The fourth arm is to provide a road connection to development east of SH1. No analysis of a four armed intersection has been provided. The intersection is discussed in paragraphs 4.37 to 4.39.
- 3.57 The NoR does not identify any property accesses affects. Notwithstanding, as highlighted in paragraph 3.56, a fourth arm to the SH1 / Wider Western Link Road is proposed to allow for development east of SH1. There appears to be sufficient space within the designation to allow for an additional arm to the intersection. In addition, the Warkworth South plan change envisages an upgrade to the access to Morrisons Orchard. Whilst not specifically identified within the NoR, it would be the responsibility of the developer to ensure that an access could be provided taking into account the designation on SH1. A number of submitters have raised concerns on the effects of access to properties; this is discussed in paragraphs 5.43 and 5.44.
- 3.58 Section 8.2.3 of the ATE notes that the role of SH1 for the movement of freight may be downgraded with the opening of the Puhoi to Warkworth motorway but is likely to have a supplementary role. It notes that the use of SH1 for over-dimension and overweight routes are expected to be reviewed by Waka Kotahi and that this would need to be taken into account in the future design. The reduction in freight on SH1 would be a positive benefit of the motorway.
- 3.59 The ATE notes positive benefits to the movement of active modes with the provision of walking and cycling facilities along SH1 and with connections to the Wider Western Link Road and the Western Link Road – South at McKinney Road. As noted for other NoRs benefits may be constrained for cyclists accessing the Warkworth Town Centre due to the need for upgrades of the existing SH1 north of Fairwater Road to provide a facility to the town centre. This is discussed in paragraphs 4.40 to 4.45.
- 3.60 The upgrade of the SH1 / McKinney Road intersection overlaps with NoR 6 Western Link – South. It is proposed that the vertical alignment of SH1 be altered in the vicinity of the intersection to improve visibility along SH1 where it is currently restricted. This would enhance safety of the future intersection. NoR 3 and NoR 6 overlap in this location to allow flexibility in the timing of delivery of the two NoRs. I agree that this is an appropriate approach to ensure that the NoRs can be delivered independently from each other.

3.61 The Warkworth McKinney Road Precinct (I555) requires an upgrade to the McKinney Road / SH1 intersection. The precinct is not referred to in the ATE. This is discussed further in paragraph 4.46.

3.62 NoR 3 is to be constructed on-line. A Construction Traffic Management Plan (CTMP) is proposed to manage the effects of construction. It is concurred that the effects of construction can be dealt with through the CTMP with amendments.

*NoR 4 – Matakana Road Upgrade*

3.63 The Matakana Road Upgrade is to upgrade Matakana Road to urban design standards with two lanes (one in each direction) with either separated cycle facilities on both sides of the road or a bi-directional cycle facility towards its southern end where there are width constraints. The upgrade is from the Hill Street intersection at Sandspit Road to the northern extent of the Future Urban Zone.

3.64 The ATE notes that whilst the form of the cycle facility changes along the route, the facility meets current Auckland Transport design standards. The change is required due to constraints along the corridor which limits the width without requiring significant earthworks and to tie into proposed facilities at the Hill Street intersection upgrade. Whilst the change in facility is not ideal, it is considered that the proposed arrangement is appropriate.

3.65 The corridor is forecast to carry around 9,700 vehicles per day. This is within the capacity of the proposed corridor. An assessment of the Matakana Road / Matakana Link Road / Sandspit Link Road intersection operation forecasts the intersection would operate at LOS A. The corridor is therefore forecast to operate satisfactorily.

3.66 The corridor will be a limited access road as it would be an arterial road and would have separated cycle facilities. The ATE in Section 9.2.3 states that design has sought to maintain driveway access where practicable whilst minimising impacting on land. The ATE states that no specific access effects have been identified. It is noted that submitters have raised concern about access; this is discussed in paragraph 5.51.

3.67 The NoR will provide walking and cycling connectivity between the developing areas west of Matakana Road (such as within the Clayden Road Precinct) and future urban zone land east of Matakana Road which would be accessed via the Sandspit Link Road. The walking and cycling facilities provide a connection to Warkworth town centre via facilities that would be included within the Hill Street upgrade. The ATE notes that the design for Hill Street is still to be finalised but that there is sufficient flexibility in the proposed designation to allow for any changes necessary.

3.68 The NoR overlaps with NoR 7 – Sandspit Link Road to allow flexibility in the timing of the delivery of NoR 4 and NoR 7. I consider that it is appropriate that there is overlap between the two NoRs for the reason stated.

3.69 It is noted that the design presented in the NoR for Matakana Road on the southern approach to the Matakana Link Road / Sandspit Link Road roundabout does not tie in

with the existing lanes at the roundabout as highlighted in Figure 1. This may affect the width of designation required. This is discussed in paragraphs 4.47 and 4.48.

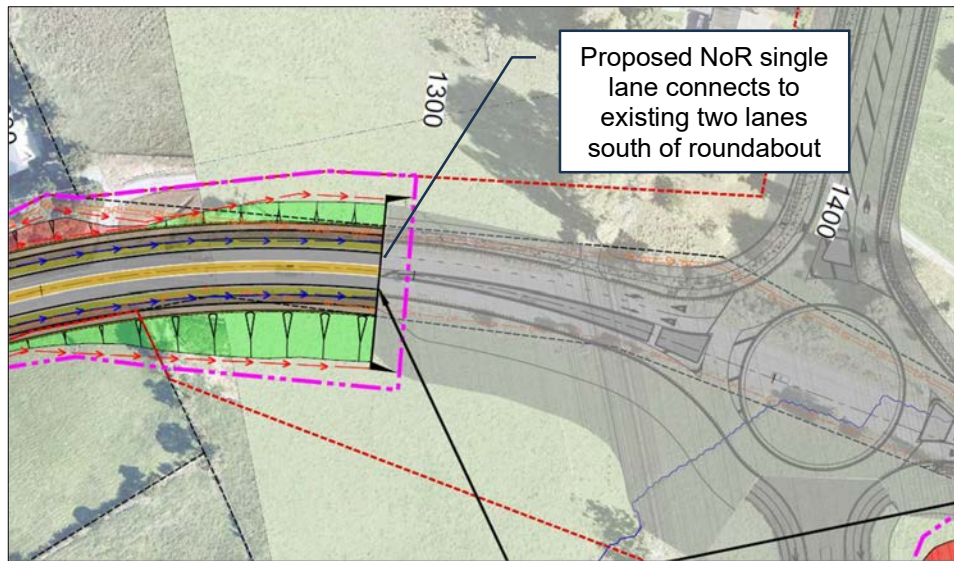


Figure 1 - Extract from NoR 4 Drawing showing tie into Matakana Link Road Roundabout

- 3.70 NoR 4 would be constructed on line and traffic management would be required during construction for the safety of workers and the travelling public. The ATE considers that the construction traffic effects can be managed through the proposed CTMP. I concur with this assessment, subject to my comments on the CTMP condition (paragraph 4.5).

#### *NoR 5 – Sandspit Road Upgrade*

- 3.71 The NoR 5 is for the upgrade of Sandspit Road to urban standards with two lanes (one lane in each direction). Walking and cycling facilities would be provided on both sides of the road except for the western section where facilities would only be provided on the southern side of the road on a boardwalk. The road would be upgraded from the Hill Street intersection to the edge of the Future Urban Zone.
- 3.72 The ATE notes that whilst the form of the cycle facility changes along the route, the facility meets current Auckland Transport design standards. The change is required due to constraints along the corridor which limits the width without requiring significant earthworks and to tie into proposed facilities at the Hill Street intersection upgrade. Whilst the change in facility is not ideal, it is considered that the proposed arrangement is appropriate.
- 3.73 The corridor is forecast to carry around 12,200 vehicles per day. This is within the capacity of the proposed corridor. An assessment of the Sandspit Road / Sandspit Link Road intersection operation forecasts the intersection would operate at LOS A. The corridor is therefore forecast to operate satisfactorily. No assessment of the operation of the Hill Street intersection upgrade has been provided. This is outside of the scope of the NoR and it is the responsibility of the designers of the Hill Street upgrade to consider the intersection capacity.



- 3.74 It is noted that the traffic volume stated above is with NoR 7 – Sandspit Link Road in place. If the NoR 5 upgrade were to occur before NoR 7 is constructed, the traffic volume on Sandspit Road could be higher. Section 12.2.1 of the ATE states Sandspit Link Road would have 3,600 vehicles per day. Assuming these would be assigned to Sandspit Road prior to the construction of NoR 7, this would equate to a volume of 15,800 vehicles per day. This estimate is likely to be in the upper range as the volume of traffic on Sandspit Link Road will include traffic associated with development of adjacent land. The ATE notes in Section 10.3 that Sandspit Road would not need additional capacity if NoR 7 did not proceed although the higher volume could have implications for the operation of the Hill Street intersection upgrade. If that intersection does not have sufficient capacity or is not upgraded, it could result in the need to bring forward the implementation of NoR 7.
- 3.75 The corridor will be a limited access road as it would be an arterial road and would have separated cycle facilities. The ATE in Section 10.2.3 states that design has sought to maintain driveway access where practicable whilst minimising impact on land. The ATE states that no specific access effects have been identified.
- 3.76 The AEE in Table 12.1 makes reference to accesses for 34 and 36 Sandspit Road. In a response to an informal request for further information the applicant has stated that the designation has been reviewed in this location such that access to the properties can be retained. Furthermore, it is stated that the owner of these properties considers access can be gained, if necessary, through the adjacent Part Lot 51 DP 703. The applicant also notes that a resource consent has been granted for the site that would see the removal of the dwellings at 34 and 36 Sandspit Road and an alternative access developed. The applicant has stated that the designation would not preclude this alternative arrangement. After reviewing the resource consent application for the site and the proposed road and boardwalk alignment, it is considered that the NoR could potentially affect the proposed consented access. This is discussed further in paragraphs 4.49 to 4.55.
- 3.77 The AEE Table 12.1 also refers to the access to property 325 Sandspit Road. The applicant has confirmed that the access will need to be redesigned and reinstated in the detailed design and therefore access to this property will be provided.
- 3.78 ATE Section 10.2.4 notes that freight movements associated with the quarry access along Sandspit Link Road could use the upgraded Sandspit Road. However, they do not expect the number of movements to warrant specific provision. The proposed separated cycle facilities and footpaths would provide protection for active modes along the corridor from freight. However, it is noted that a cycle / pedestrian crossing will be required partly along the route to enable cyclists and pedestrians to cross the road to reach the boardwalk at the western end of the road.
- 3.79 The NoR will provide walking and cycling connectivity between the future urban zoned land along Sandspit Road and accessed via the Sandspit Link Road. The walking and cycling facilities provide a connection to the Warkworth town centre via facilities that would be included within the Hill Street upgrade. The ATE notes that the design for Hill

Street is still to be finalised but that there is sufficient flexibility in the proposed designation to allow for any changes necessary.

- 3.80 NoR 5 would be constructed on line and traffic management would be required during construction for the safety of workers and the travelling public. The ATE considers that the construction traffic effects can be managed through the proposed CTMP. I concur with this assessment, subject to my comments on the CTMP condition in paragraph 4.5, and subject to ensuring access is provided to the quarry and the Warkworth Recovery Re:Sort site (refer to paragraphs 4.55 and 4.56).

*NoR 6 – Western Link - South*

- 3.81 NoR 6 is for a new two lane urban arterial road that would provide a connection between the southern end of Evelyn Street and SH1 at McKinney Road. Walking and cycling facilities would be provided along both sides of the road.
- 3.82 As described for NoR 3, the designation for this NoR overlaps with NoR 3 at the McKinney Road intersection to allow for the construction of the new intersection, should NoR 6 be constructed before NoR 3. This is considered appropriate.
- 3.83 A number of options for the alignment of this road have been examined and are described in the Assessment of Alternatives appended to the AEE. The alignment has been chosen to follow the southern boundary of the industrial area off Morrison Drive. The alignment of the link road and the potential for a connection to Morrison Drive has been raised by submitters; this is discussed in paragraphs 5.71 and 5.72.
- 3.84 The corridor is forecast to carry around 9,400 vehicles per day. This is within the capacity of the proposed corridor. An assessment of the SH1 / Western Link -South intersection forecasts the intersection would operate at LOS C. The corridor and intersection are therefore forecast to operate satisfactorily.
- 3.85 The introduction of this road will increase the volume of traffic along Evelyn Street and at the Woodcocks Road / Evelyn Street / Mansel Drive intersection. This intersection is a priority controlled cross-roads intersection with the priority along Woodcocks Road. Priority controlled cross-roads are generally considered less safe than other forms of intersection (such as roundabouts or traffic signal controlled intersections) with higher volumes of traffic. Whilst this intersection is outside of the NoR the construction of the road is likely to affect the safe and efficient operation of the intersection. No assessment of the effects on this intersection has been provided. This is discussed further in paragraphs 4.60 to 4.64.
- 3.86 The ATE states that there are no specific properties that are included in the designation and that all existing driveways are expected to be reinstated.
- 3.87 The corridor is not expected to be a freight route and no specific facilities are proposed. It is generally agreed that this road is unlikely to be a primary route for freight although it may be used by some trucks should Morrison Drive from the industrial estate be connected to the Western Link – South. However, it is concurred that no specific provision for freight would be required.

3.88 ATE Section 11.2.4 considers that the route will connect to the wider network for active modes. It is concurred that the route would connect with SH1 which will have upgraded facilities for active modes through NoR 3. However, as previously noted, onward connections beyond NoR 3 towards Warkworth Town Centre will be dependent on upgrades to SH1 outside of the NoR. I also note that there would be no specific provision for cyclists along Evelyn Street between the western end of the Western Link Road and Woodcocks Road. This would limit connectivity to Woodcocks Road for cyclists; footpaths are provided on both sides of Evelyn Street. This is discussed in paragraphs 4.57 to 4.59.

3.89 NoR 6 is to be constructed off-line except at the tie in with SH1. A CTMP is proposed to manage the effects of construction. It is concurred that the effects of construction can be dealt with through the CTMP with amendments.

*NoR 7 – Sandspit Link Road*

3.90 The Sandspit Link Road is a new two lane urban arterial road that extends from Sandspit Road to Matakana Road. Separated cycle facilities would be provided along the road together with footpaths. The road connects with Matakana Road at the existing roundabout between Matakana Road and the Matakana Link Road. The corridor would provide access to development east of Matakana Road and north of Sandspit Road.

3.91 The corridor is forecast to carry around 3,600 vehicles per day. This is within the capacity of the proposed corridor. An assessment of the Sandspit Link Road / Sandspit Road, and the Sandspit Link Road / Matakana Road roundabout forecasts the intersections would operate at LOS A. The corridor and intersections are therefore forecast to operate satisfactorily.

3.92 The corridor is anticipated to be primarily used by residential traffic although a small amount of freight is likely to use it to reach the settlements to the south such as Sandspit, Snells Beach and Algies Bay.

3.93 The proposed road is to be routed along the existing driveway / access for residential properties, the quarry and the Warkworth Recovery Re:Store recycling plant. The ATE in Section 12.2.3 states that alternative accesses can be provided during construction and during the operation of the proposed road. The ATE states that there is sufficient width within the designation to provide an access but does not demonstrate this to be the case. The applicant is reliant on the ULDMP condition that would require details as to how the design would provide access, and the CTMP condition for access arrangements during construction. An additional condition (“*Existing property access*”) has been proposed in the 27 July 2023 Informal Information Request response and in the revised conditions issued on 3 August 2023, that would require the requiring authority to consult with directly affected landowners regarding changes and to demonstrate how safe access would be provided. In relation to the reinstatement of accesses, I am concerned that there is insufficient detail on the possible access arrangements to the existing properties, in particular the quarry and the recycling plant, to be confident that there is an appropriate solution, particularly during operation. This is further discussed in paragraphs 4.65 to 4.69.

- 3.94 Sandspit Link Road would be connected to the wider network for active modes through its connections along the Matakana Link Road, along NoR 4 - Matakana Road Upgrade, and NoR 5 Sandspit Road Upgrade (once implemented). This would provide connectivity to Warkworth Town Centre, and to surrounding urban areas.
- 3.95 The provision of the Sandspit Link Road would reduce traffic on Sandspit Road (NoR 5) and the Hill Street intersection, as traffic from the Sandspit areas would be able to use this road to travel towards the Puhoi to Warkworth motorway or to Matakana.
- 3.96 NoR 7 is to be constructed off-line except at the tie in with Matakana Road and Sandspit Road. A CTMP is proposed to manage the effects of construction. It is concurred that the effects of construction can generally be dealt with through the CTMP, although as highlighted above there is concern on the provision of access to properties that currently use the access way from Sandspit Road that will be used for part of the southern alignment of the NoR. The ATE recommends that the CTMP specifically consider access to the quarry and the recycling plant; however, there is no specific reference to this in the proposed CTMP condition. This is discussed in paragraphs 4.70 to 4.73.

*NoR 8 – Wider Western Link Road - North*

- 3.97 The Wider Western Link Road is proposed to be a two lane urban arterial. It would connect to Woodcocks Road towards the western end of NoR 2 – Woodcocks Road Upgrade and would run to the east to connect to the western boundary of the area of land that is currently subject to the proposed Warkworth South plan change. The road would provide a connection to the future Southern Interchange with the Puhoi to Warkworth motorway once constructed.
- 3.98 In addition, to the main alignment, the NoR also includes the intersection of the Wider Western Link Road with SH1. This has been included in NoR 8 as this intersection would be required if this road is constructed prior to the NoR 3 upgrade. It is concurred that it is appropriate that this intersection is included in NoR 8.
- 3.99 The corridor is forecast to carry around 6,100 vehicles per day. This is within the capacity of the proposed corridor. An assessment of the Wider Western Link Road / Woodcocks Road roundabout and the Wider Western Link Road / SH1 roundabout forecasts the intersections would operate at LOS A. The corridor and intersections are therefore forecast to operate satisfactorily. However, as noted in paragraph 3.56, this intersection is proposed to have a fourth leg with the Warkworth South plan change. Further discussion on this is included within my comments for NoR 3 in paragraphs 4.37 to 4.39.
- 3.100 The ATE states in Section 13.2.1 that all existing properties will have their accesses reinstated.
- 3.101 The designation has allowed for the connection of Wylie Road to the Wider Western Link Road as this is necessary as the new road partly follows the existing Wylie Road alignment and this road has already been turned into a cul-de-sac by the Puhoi to Warkworth motorway.

- 3.102 The ATE anticipates that the northern section of this NoR would be a designated freight route as it would provide connections between the motorway (once the southern interchange is constructed) and the industrial areas on Woodcocks Road. Land in the vicinity of the northern section of the road was also anticipated in the Warkworth Structure Plan to be industrial in this area. No specific freight measures are proposed; the separated cycle facilities and footpaths would minimise conflicts between freight and vulnerable road users.
- 3.103 The NoR does not include the southern section of the Wider Western Link Road as this is expected to be developed by others. The NoR does include a bridge crossing over the Mahurangi River to enable developers to connect into the Wider Western Link Road. As noted, there is a plan change lodged for Warkworth South which includes the construction of the southern section of the Wider Western Link Road to collector road standard and includes an intersection with SH1 in approximately the location shown for NoR 3. However, it is noted that the developer has sought to shift the intersection further to the north. This is raised in the submission received from the developer and is discussed further in paragraph 5.47.
- 3.104 NoR 8 is to be constructed off-line except for the tie in with Woodcocks Road or the SH1 intersection. A CTMP is proposed to manage the effects of construction. It is concurred that the effects of construction can be dealt with through the CTMP with amendments.

#### *Summary*

- 3.105 The general assessment methodology of the transport effects and the proposed approach to managing effects by way of management plans is accepted and is considered appropriate. This is because the NoRs are not proposed for immediate implementation and there are uncertainties as to the land uses that would exist at the time of implementation and constraints that may result due to development occurring. Furthermore, design development will be required, and design standards may change over time. Therefore, the proposed management plans provide flexibility in ensuring that effects are appropriately managed at the time of implementation.
- 3.106 Notwithstanding, I have identified areas of detail in relation to the overall effects and the effects of the individual NoRs as highlighted above; these are summarised below:

#### *Overall Effects*

- a) Construction Traffic Management Plan condition is inconsistent with the recommendations of the ATE.
- b) Overall benefits of the Warkworth Package may not be realised until the whole package is complete (including upgrades outside of the NoRs).
- c) How access to surrounding land development will be provided is uncertain.
- d) Full benefits of the NoRs are reliant on upgrades outside of the NoRs, particularly in relation to active modes.

#### *NoR 1 – Public Transport Interchange and Western Link Road – North*

- e) Opportunity for providing a connection to the cemetery is not included in conditions.

- f) Requirement for the Western Link Road – North being delivered earlier than anticipated and ahead of the public transport interchange to allow development in Warkworth North precinct.
- g) Alignment of the local road illustrated on the plans is inconsistent with the Warkworth North Precinct Plan 2.

*NoR 2 – Woodcocks Road Upgrade*

- h) Full benefits of the NoRs are reliant on upgrades outside of the NoRs, particularly in relation to active modes.
- i) The management plans do not provide details as to how access to the proposed school north of Woodcocks Road will be managed or protected.

*NoR 3 – SH1 - South Upgrade*

- j) Design of SH1 / Wider Western Link Road roundabout does not take into account Warkworth South plan change and fourth arm.
- k) Full benefits of the NoRs are reliant on upgrades outside of the NoRs, particularly in relation to active modes.

*NoR 4 – Matakana Road Upgrade*

- l) Indicative design of proposed road south of the Matakana Link Road does not tie in correctly with the Matakana Link Road roundabout which could affect the designation boundary.

*NoR 5 – Sandspit Road Upgrade*

- m) The proposed NoR alignment and boardwalk may affect access to consented development at 34 and 36 Sandspit Road.

*NoR 6 – Western Link Road – South*

- n) Full benefits of the NoRs are reliant on upgrades outside of the NoRs, particularly in relation to active modes.
- o) Effects of the new road on Evelyn Street for vulnerable road users and the safe and efficient operation of Woodcocks Road / Evelyn Road / Mansel Drive intersection not assessed or addressed.

*NoR 7 – Sandspit Link Road*

- p) Insufficient details have been provided to demonstrate how access is to be achieved to the quarry, recycling centre and other properties currently accessed from the access way from Sandspit Road to be used for the alignment of the Sandspit Link Road.
- q) Recommendations in the ATE for specific consideration of the quarry and the recycling centre have not been included in the proposed CTMP condition.

*NoR 8 – Wider Western Link Road – North*

- r) As noted for NoR 3, design of the SH1 / Wider Western Link Road roundabout does not take into account Warkworth South plan change and fourth arm.

#### **4.0 Assessment of Traffic and Transport Effects and Management Methods**

- 4.1 The following provides an assessment of traffic and transport effects and proposed management methods for the issues summarised in paragraph 3.106.

##### *Overall Effects*

##### *Consistency of Construction Traffic Management Plan (CTMP) condition with ATE Recommendations*

- 4.2 The ATE recommends in Section 5.2.3 a condition which includes reference to a requirement to provide consideration to the Hill Street intersection. In addition Table 5-3 also identifies specific sites that should be considered for each NoR. However, the lodged conditions include a generic Construction Traffic Management Plan (**CTMP**) condition for each of the NoRs with no specific reference to the sites identified in the ATE.
- 4.3 The Hill Street intersection is a critical intersection in the Warkworth road network. Whilst the opening of the Puhoi to Warkworth Motorway and the Matakana Link Road will have relieved some traffic from this intersection, this intersection is still likely to require attention to avoid adverse traffic effects during construction of NoRs that may directly impact on its operation, due to construction traffic (e.g. trucks travelling to and from the quarry) that may use the intersection or traffic that may be diverted due through it due to construction activities.
- 4.4 To ensure adverse effects on the intersection are appropriately managed it is considered that the ATE recommended condition with regards to the Hill Street intersection should be incorporated into the conditions for each NoR. The CTMP wording in the ATE is supported and is replicated below:

c. Particular consideration is to be given to the Hill Street intersection (being the intersection of State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place);

- 4.5 Furthermore, the list of sites in Table 5-3 identified in the ATE should be referenced into the appropriate CTMP condition for each NoR. It is acknowledged that the CTMP has been developed to be wide ranging to allow for future conditions. However, these should be included to assist future users of the conditions given that it may be up to 25 years before each NoR is developed. Including reference to specific sites does not preclude other sites being considered in the CTMP.

##### *Realisation of overall benefits of the Warkworth Package*

- 4.6 The eight NoRs have been assessed as a package with all NoRs in place.
- 4.7 The NoRs once complete will provide a network of roads that provide route and travel choice through the creation of a network of footpaths, cycle paths and facilitate a network of public transport routes. These will help to reduce emissions and reduce travel by private vehicle. Therefore, as a package they would achieve the project objectives and form an integrated network of strategic roads and connections to surrounding land uses and development.
- 4.8 However, the NoRs will be delivered in stages depending on the need to support surrounding development or to provide for key traffic facilities or movements through the

network. Therefore, the full network wide benefits of the NoR package is unlikely to be realised until all NoR are complete.

*Access to Development Land*

- 4.9 The NoRs, and the proposed new roads in particular, are intended to integrate with and support planned urban growth. They will provide the main transport routes through the FUZ land. Intersections to provide access to the land will be required along each of the NoRs.
- 4.10 The indicative designs shown on each of the NoR drawings do not show any intersections into the adjacent development land. Whilst it is appreciated that this may not be possible until such time as developers are ready to develop the land and master planning for how the land will be developed has been complete, it is important that there are possible options to create intersections with each NoR.
- 4.11 Due to the topography of the new routes, specifically NoR 6 (Western Link Road South) and NoR 7 (Sandspit Link Road), there are significant batters and embankments shown along the routes, and in the case of NoR 7 a number of bridges. These features may significantly affect the ability to provide future intersections without significant earthworks or structures in the surrounding land. These features may impact on the feasibility to develop the FUZ land due to the ability to form intersections or due to the extent of earthworks required to provide roading connections to the NoRs.
- 4.12 In response to further information requests, the applicant has stated that the designs do not preclude the provision of intersections and that the NoR conditions require the designs to respond to take into account the surrounding land use.
- 4.13 The layout of future development is likely to be somewhat dependent on access arrangements, which for land adjacent to NoR 6 and 7, access will be highly dependent on how intersections can be formed with the new roads. Therefore, the adjacent development is likely to be guided by where intersections can be formed with the new roads rather than the NoR roads being designed around that development.
- 4.14 It is recommended that the applicant either in evidence or at the hearing, demonstrate how intersections could be formed on each of the new roads to be constructed (NoR 1, 6, 7 and 8).

*Full benefits of the NoRs are reliant on upgrades outside of the NoRs*

- 4.15 Some of the key benefits for the NoRs, particularly for active modes, are dependent on upgrades to the existing road network outside of the NoRs to provide a fully connected network. This is particularly the case for:
- a) NoR 2 – Woodcocks Road which would require upgrades to the existing road east of Mansel Drive for cycling to provide connections to Mahurangi College and to SH1.
  - b) NoR 3 – SH1 South Upgrade, facilities will need to be provided north of Fairwater Road for pedestrians and cyclists to connect with the Warkworth town centre where there are currently limited pedestrian facilities and no dedicated separated cycle facilities.



- c) NoR 6 – Western Link Road – South, facilities will be required along Evelyn Street to Woodcocks Road and upgrades to the Woodcocks Road / Evelyn Street / Mansel Drive intersection.

- 4.16 It is accepted that the sections of roads outside of the NoRs may be able to be upgraded within the existing road reserve, and therefore do not need to be included in the NoR. However, it is considered that the adjacent roads should be upgraded simultaneously or within a timely manner with the appropriate NoR to provide the anticipated safe connected network. Without the upgrades to the existing roads outside of the NoRs, it is likely that travelling by active mode would be less attractive and may result in safety issues for some users. If the existing roads outside of the NoRs are not upgraded in a timely manner or appropriate interface treatments are not provided, this could result in safety risks and uptake of active modes.
- 4.17 It is considered that the Urban and Landscape Design Management Plan (ULDMP) should ensure that due consideration is given to the safe interfaces between the NoR and the surrounding environment to provide safe connected facilities to the adjacent road network, including, how and when those adjacent sections would be upgraded. This is discussed for each applicable NoR in the following sections, with suggested amended wording to NoR conditions.

*NoR 1 – Public Transport Interchange and Western Link Road – North*

*Opportunity for Connection to the Cemetery*

- 4.18 The ATE Section 6.4.3 has identified that there is an opportunity to provide access to the historical cemetery site west of the Public Transport Hub. The cemetery is currently accessed from SH1. With the recent upgrades to SH1 adjacent to the cemetery including additional traffic lanes and increased traffic volumes travelling to and from the new motorway, access to the cemetery would be more difficult.
- 4.19 The recommendations in the ATE Section 6.6 identify the significant opportunity to provide access to the cemetery through the Public Transport Hub. To ensure that this opportunity is not overlooked in the design of the facility, it is considered that the ULDMP condition should include a specific requirement to investigate and provide access to the cemetery. The following wording is suggested:

*9. (d) (ii) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses (including the cemetery adjacent to SH1), public transport infrastructure and walking and cycling connections;*

*Timing of Western Link Road – North Compared to Public Transport Hub*

- 4.20 The timing for construction of NoR 1 is anticipated to be between 2028 and 2033<sup>1</sup>. This is on the basis that the requirement for the Public Transport Hub is determined by an appropriate level of population growth within Warkworth. The assessment of timing, however, does not appear to have taken into account that the NoR provides the northern part of the Western Link Road that will provide a connection to the Warkworth North Precinct which is currently being developed.

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<sup>1</sup> Assessment of Environmental Effects, SGA, Table 8.3

- 4.21 The Warkworth North Precinct has limitations on the amount of development<sup>2</sup> that can occur based on a sole access via the Falls Road / Mansel Drive intersection. The connection of the Western Link Road at its northern end to SH1 removes that limitation on development.
- 4.22 Therefore it is likely that there will be pressure for the construction of the northern section of the Western Link Road in the near future, and the road section of NoR 1 may be one of the first parts of all the NoRs to be progressed.
- 4.23 It is considered that the Public Transport Hub could be delivered at a later date than the road, but any design would need to future proof for the PT Hub.
- 4.24 It is considered that the conditions should allow for the staged development of NoR 1 and ensure that the design allows for the future proofing for the Public Transport Hub. The following condition is suggested:

9.(d)(v) If the project is to be delivered in stages, details shall be provided of how the design will future proof for the delivery of subsequent project stages.

*Alignment of Proposed Local Road with the Warkworth North Precinct Plan 2*

- 4.25 The alignment of the proposed local road south of the Public Transport Hub differs to the alignment shown on the Warkworth North Precinct Plan 2. This is illustrated in Figure 2.

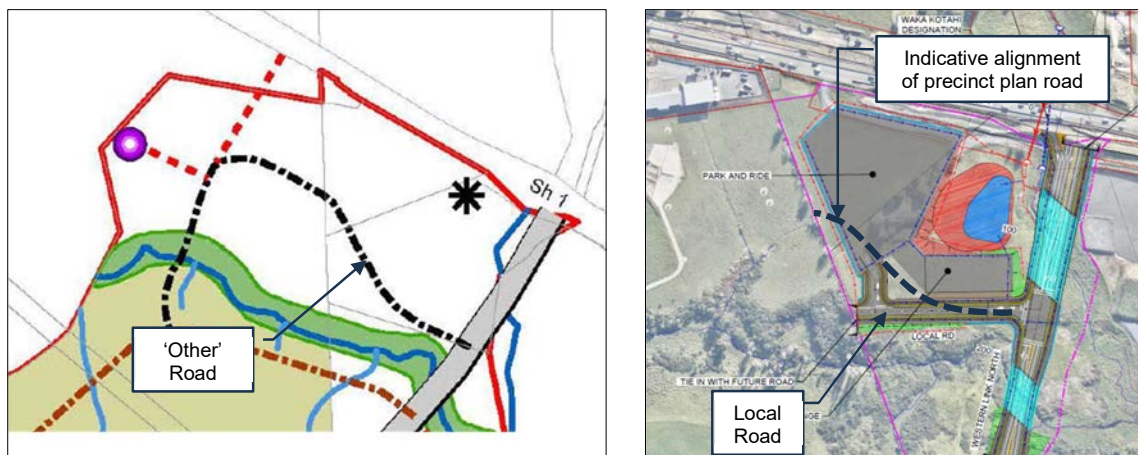


Figure 2 - Road alignment for Warkworth North Precinct (left) and NoR (right)

- 4.26 As can be seen in the figure, the precinct plan shows the 'other' road having an alignment that curves to the north, whereas the NoR proposes a straight alignment up to the boundary of the NoR where it would then tie in with a future road. Where the transport infrastructure is not consistent with the Warkworth North Precinct Plan 2, such activities are Discretionary Activities<sup>3</sup>.
- 4.27 Whilst the 'other' roads on the precinct plan are shown indicatively, deviation from the plan would require assessment. For instance, the NoR proposed alignment shows that the road would be extend into an area with trees and a stream, whereas this is avoided on the precinct plan. Therefore, it would be necessary for the NoR to be assessed as a Discretionary Activity due to its non-compliance with the precinct plan.

<sup>2</sup> AUP Warkworth North Precinct Table I553.6.5.1 – Threshold for Development - Transport

<sup>3</sup> AUP Warkworth North Precinct Table I553.4.1 (A5)

- 4.28 It is acknowledged that the layouts shown on the drawings included with the NoR lodged documentation are subject to detailed design and may change and therefore this matter could be addressed in future iterations of the design. To assist future users of the conditions and to ensure that the NoR takes into account the requirements of the Warkworth North Precinct, it is recommended that the NoR ULDMP conditions include specific reference to the precinct. The following amendment to condition 9(c) is suggested:

9(c) (vi) Auckland Unitary Plan, 1553 Warkworth North Precinct

*NoR 2 – Woodcocks Road Upgrade*

*Full benefits of the NoRs Reliant on Upgrades Outside of the NoRs*

- 4.29 As discussed in paragraphs 4.6 to 4.17 the full benefits of the NoR will be dependent upon roading improvements for active mode users on Woodcocks Road to the east of Mansel Road, and to some degree, on improvements for active modes on Evelyn Street to provide a connection to the Western Link Road South (NoR 6).
- 4.30 The section of Woodcocks Road east of Mansel Drive does not have any specific cycle facilities other than a short eastbound on-road cycle lane adjacent to car parking in the vicinity of the Mahurangi College. Therefore, for future residents (including school students) along the western section of Woodcocks Road would be required to transition from separated cycle facilities to on-road at Mansel Drive to access the college. This is likely to deter cycling and could result in safety issues.
- 4.31 Evelyn Street is not currently defined as an arterial road in the AUP. Once NoR 6 Western Link South is constructed to an arterial standard, this will provide a connection to the northern sections of the Western Link Road on Mansel Drive and through Warkworth North precinct to SH1. This will result in Evelyn Street being of a different standard to the adjacent roads, including for active mode users. NoR 6 will result in an increase in vehicles using Evelyn Street, including the potential for heavy vehicles accessing the industrial area at the eastern end of Woodcocks Road. Unless upgraded, the lack of a cycle facility will affect the safety of cyclists and be a deterrent to cycling.
- 4.32 Whilst it is acknowledged that the upgrade to the existing roads are outside of the NoR, it is considered that the NoR 2 ULDMP condition should ensure that due consideration is given to the safe interface between the NoR and the surrounding environment to provide safe connected facilities to the adjacent road network, including, how and when those adjacent sections would be upgraded
- 4.33 The following amendment to the ULDMP condition is suggested:
- 9.(d)(ii) Provides appropriate *safe walking and cycling connectivity and facilities to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections (including but not limited to walking and cycling facilities along Woodcocks Road east of Mansel Drive and Evelyn Street);*

*Management of Construction Traffic Effects on Mahurangi College and New School at 100-138 Woodcocks Road*

- 4.34 The ATE Table 5.3 identifies that the Mahurangi College and the new Ministry of Education (MOE) School at 100-138 Woodcocks Road require specific consideration

within the CTMP. It is concurred that these will need particular attention to ensure that construction traffic is managed to avoid adverse effects on both the existing and proposed new school. This will be required specifically at school start and finish times where high pedestrian, cycle and traffic movements associated with the school could conflict with construction vehicles travelling along Woodcocks Road.

- 4.35 Whilst the ATE highlights the schools require particular attention, the NoR conditions do not make specific reference to these facilities. It is considered that the CTMP condition should be amended to refer to the new school at 100-138 Woodcocks Road which is adjacent to the NoR and to Mahurangi College outside of the NoR. This would assist users of the conditions. Including specific references to these sites would not limit the scope of the CTMP. The following amendment to condition 16 (iii) is suggested:

*16.(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools (including but not limited to the proposed new school at 100-138 Woodcocks Road and Mahurangi College) or to manage traffic congestion;*

- 4.36 In addition to managing the construction traffic effects, it will be important that the of the Woodcocks Road Upgrade is designed with consideration to the operational of the proposed new school including access arrangements for vehicles, pedestrians, and cyclists and for the management of traffic during school start and finish times. The ULDM condition does not specifically require consideration of such factors. Therefore, to ensure that the NoR manages the effects on the proposed school and that the upgrade is designed so that it operates efficiently and safely, it is considered that the ULDM condition should include a condition in relation to the new school. The following amendment to condition 9(e)(iii) is suggested:

*9(e)(iii) j. Treatment of the access to the proposed new school at 100-138 Woodcocks Road for vehicles, pedestrians and cyclists, and measures to manage the safe and efficient operation of Woodcocks Road at school start and finish times.*

#### *NoR 3 – SH1 - South Upgrade*

##### *Design of SH1 / Wider Western Link Road Roundabout*

- 4.37 The NoR indicative design shows a three armed roundabout at the SH1 / Western Link Road intersection. The Warkworth South plan change proposes that this intersection would have a fourth arm to the roundabout to provide access to development east of SH1. The ATE does not assess whether the fourth arm could be added to the intersection. A submission received from the applicant of the Warkworth South plan change (NoR 3 Submitter 10) shows a potential design of the roundabout with a fourth arm within the proposed designation.
- 4.38 The assessment provided in the ATE<sup>4</sup> provides modelling results of a roundabout for the three arm layout only. Given that the land east of SH1 is proposed to be accessed from this intersection the operation of the intersection for a four-armed roundabout should be demonstrated taking into account traffic associated with the development east of SH1.

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<sup>4</sup> Assessment of Transport Effects, SGA, Section 8.2.1 and Table 8.1

- 4.39 The applicant should provide an assessment of the operation of the roundabout as a four-armed intersection prior to or at the hearing to demonstrate its acceptable operation in 2048.

*Full Benefits of the NoRs Reliant on Upgrades Outside of the NoRs*

- 4.40 As discussed in paragraphs 4.6 to 4.17 the full benefits of the NoR will be dependent upon roading improvements for active mode users on SH1 north of Fairwater Road.
- 4.41 The section of SH1 north of Fairwater Road has pedestrian facilities only on its eastern side between Fairwater Road and Woodcocks Road and cycle facilities are provided by way of narrow on road cycle lanes along SH1. North of Woodcocks Road there is a shared footpath / cycle path on the western side of the road. The footpath on the eastern side of the road provides a connection to Hauti Drive but does not continue along SH1. The connection between SH1 and Hauti Road has a very steep gradient at its eastern end and is not an accessible route or suitable for cyclists.
- 4.42 It is understood that SH1 will be downgraded from a state highway with the opening of the Puhoi to Warkworth Motorway and that the road would revert to being controlled by Auckland Transport. Auckland Transport standards do not currently favour shared cycle paths.
- 4.43 Whilst there are limited facilities north of Fairwater Road for active modes, these are not ideal and do not meet current design standards. Therefore, cyclists are likely to be deterred from cycling north of Fairwater Road. Pedestrians also do not have a continuous accessible route to walk to and from Warkworth town centre without having to cross roads. As a result, the full benefits of the upgrades for active mode users for the NoR would not be achieved and this may result in safety issues for users.
- 4.44 Whilst it is acknowledged that the upgrade to the existing SH1 is outside of the NoR, it is considered that the NoR 3 ULDMP condition should ensure that due consideration is given to the safe interface between the NoR and the surrounding environment to provide safe connected facilities to the adjacent road network, including, how and when those adjacent sections would be upgraded
- 4.45 The following amendment to the ULDMP condition is suggested:

*9.(d)(ii) Provides appropriate safe walking and cycling connectivity and facilities to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections (including but not limited to walking and cycling facilities along SH1 north of Fairwater Road):*

*I555 Warkworth McKinney Road Precinct*

- 4.46 The Warkworth McKinney Road Precinct (I555) requires an upgrade to the McKinney Road / SH1 intersection. Having reviewed the precinct standards and special information requirements<sup>5</sup>, I do not consider that the NoR will conflict with the precinct requirements. Should the NoR progress in advance of the McKinney Road precinct, this is likely to address the upgrades required for the precinct. Should the precinct intersection upgrade occur before the proposed NoR works, it is likely that some of the

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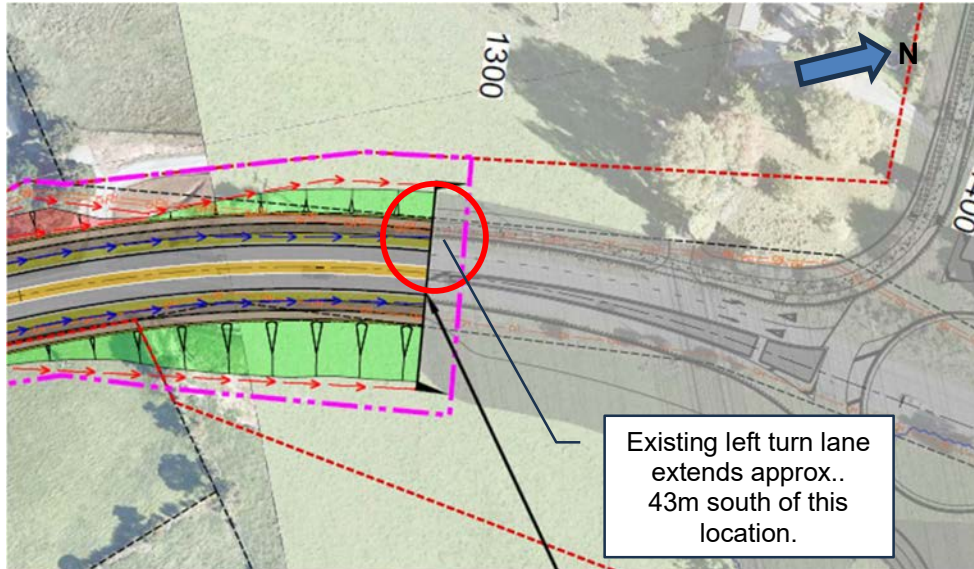
<sup>5</sup> I555 Warkworth McKinney Road Precinct, Standard I555.6.2 Transport Connections, and I555.9(2) Special Information Requirements

upgrades would be abortive. I do not consider any specific NoR conditions are required for the intersection with respect to the I555 Warkworth McKinney Road Precinct.

#### NoR 4 – Matakana Road Upgrade

##### *Indicative NoR design Tie in with Matakana Link Road*

- 4.47 The indicative NoR design of the northbound lane for the Matakana Road Upgrade does not tie in correctly to the southern approach to the Matakana Link Road roundabout as highlighted by the red circle in Figure 3. The existing layout of Matakana Road flares from a single lane approach to two lanes, with the additional lane extending approximately 43m further south of the nose of the median island shown in the figure.



*Figure 3 - Tie in between indicative NoR design and existing Matakana Link Road roundabout*

- 4.48 The proposed alignment should flare out to tie in with the two existing lanes. This would require the western side of the upgraded road to be moved further west. Whilst the designation is shown to be wider than the area required for the batter at this location, the applicant should demonstrate in evidence or at the hearing that if the proposed alignment does need to be adjusted, that this can be accommodated within the proposed designation boundary.

#### NoR 5 – Sandspit Road Upgrade

##### *Access to 34 and 36 Sandspit Road*

- 4.49 A resource consent has been approved for a residential development at 34 and 36 Sandspit Road<sup>6</sup>. The consent includes the access to the site being provided by way of a new road with road widening of Sandspit Road on the western side of the road to facilitate a right turning bay into the site. Retaining structures are proposed either side of the new road intersection on Sandspit Road to enable the existing embankment to be cut back to provide adequate visibility at the intersection, particularly, to the north of the site. The layout is illustrated in Figure 4.

<sup>6</sup> Auckland Council consent BUN60400973



Figure 4 - Approved Access Arrangement (Extract from consent drawing 340 Rev C)

- 4.50 The NoR at the location of the new road proposes a boardwalk on the western side of the Sandspit Road with a retaining structure immediately behind it due to the embankment. This is illustrated in Figure 5.

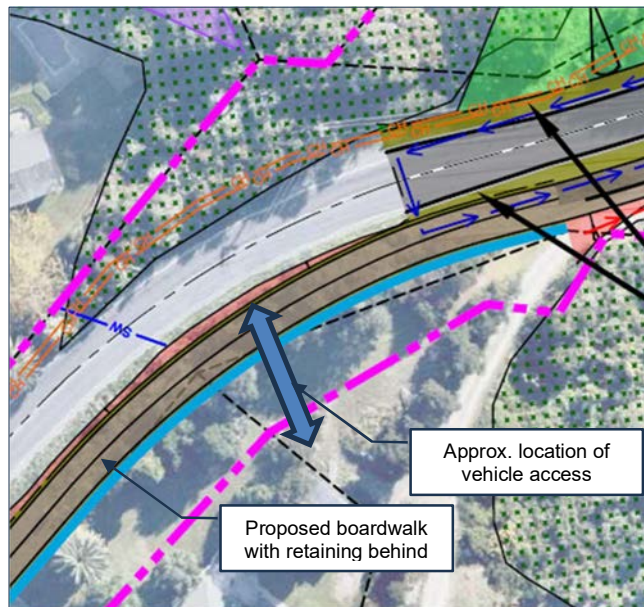


Figure 5 - Extract from NoR drawing SGA-DRG-WKW-300-GE-5000 C

- 4.51 The proposed road widening to create the new road intersection will result in the boardwalk being moved westwards. Whilst the NoR drawing shows a buffer between the proposed retaining wall and the designation boundary it is not clear how the NoR would affect the approved resource consent design and the visibility along Sandspit Road. The access is on the inside of the horizontal curve and the height of the land either side of the access could adversely affect visibility and thus the safe operation of the vehicle access.

- 4.52 If the retaining walls proposed by SGA need to be adjusted to be further west to allow for visibility, this could impact on the proposed dwellings within 34 and 36 Sandspit Road immediately behind the retaining wall (which are partially within the proposed designation boundary).
- 4.53 The proposed new road for the approved development has a downhill grade on the approach to the intersection with Sandspit Road with a gradient of 8%. The NoR proposals for the boardwalk may require an amendment to the design of the road to accommodate the boardwalk safely.
- 4.54 The applicant should demonstrate, in evidence or at the hearing, that a safe vehicle access can be achieved with no reduction in visibility from the access compared to that achieved in the approved resource consent.

*Effects on Quarry and Recycling Centre Access*

- 4.55 The NoR will include the upgrade of the access to the quarry and the Warkworth Recovery Re:Store recycling centre to a roundabout. During construction this will likely affect the movement of trucks as well as the general public into and out of the access way, and along Sandspit Road to the wider road network. Whilst the CTMP condition is generic in nature and should capture the requirements of these users, the ATE notes in Table 5.3 that specific consideration should be given to the quarry.
- 4.56 It is considered that to assist future users of the NoR conditions, and to ensure traffic related effects on major operators are addressed, the CTMP condition should make specific reference to the quarry and to the recycling centre. The following wording is suggested:

*16. (vi) methods to maintain vehicle access to property and/or private roads (including the quarry, recycling centre and to other properties with an existing access from Sandspit Road at the proposed Sandspit Link Road intersection) where practicable, or to provide alternative access arrangements when it will not be;*

*NoR 6 – Western Link Road – South*

*Full Benefits of the NoRs Reliant on Upgrades Outside of the NoRs*

- 4.57 As discussed in paragraphs 4.6 to 4.17 the full benefits of the NoR will be dependent upon roading improvements outside of the NoR. For NoR 6, upgrades to Evelyn Street are relevant as outlined in paragraph 4.31. Without upgrades to Evelyn Street, there will be a gap in the network for active mode users which would impact on safety particularly for cyclists, would result in a gap in the cycling network and could deter cycling.
- 4.58 Whilst it is acknowledged that the upgrade to the existing roads are outside of the NoR, it is considered that the NoR 6 ULDMP condition should ensure that due consideration is given to the safe interface between the NoR and the surrounding environment to provide safe connected facilities to the adjacent road network, including, how and when those adjacent sections would be upgraded
- 4.59 The following amendment to the ULDMP condition is suggested:

*9.(d)(ii) Provides appropriate safe walking and cycling connectivity and facilities to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections (including but not limited to*



walking and cycling facilities along Evelyn Street between the western end of the Western Link South and Woodcocks Road);

*Effects on Evelyn Street*

- 4.60 The Western Link is forecast to have traffic volumes of 9,400 vehicles per day. This traffic will utilise Evelyn Street which, based on observation and surrounding land uses, currently has low traffic volumes as it currently provides access to a small number of residential properties and adjacent residential streets with low traffic volumes. It is noted that the Mobileroad.org website estimates that Evelyn Street has 7,505 vehicles per day, but this is considered an error based on observations, land uses and that the website identifies the road as an arterial road (when it is actually a local road). The introduction of the Western Link Road will affect the operation of Evelyn Street, particularly for cyclists.
- 4.61 It is generally not considered appropriate for cyclists to share the road where the volume of traffic is above 3,000 vehicles per day. Separated cycle facilities are provided along the Western Link Road, but no specific measures have been identified for Evelyn Street. Should cyclists have to transition from the separated facilities to on-road this would increase safety risks and is likely to be a deterrent to cycling.
- 4.62 Furthermore, the additional traffic associated with the Western Link Road will increase traffic volumes at the Woodcocks Road / Evelyn Street / Mansel Drive intersection. This intersection is currently priority controlled (STOP and give way). The ATE does not make an assessment of the effects on this intersection.
- 4.63 Priority controlled intersections are generally considered less safe than other forms of intersection such as roundabouts or traffic signals where there are higher turning traffic volumes. Whilst the intersection is outside of NoR 6, measures required for the safe and efficient operation of the intersection are likely to be necessary to address the effects of increased traffic volumes from the Western Link Road.
- 4.64 I consider that the NoR conditions do not adequately address the effects of the Western Link Road – South on Evelyn Street for cyclists or the effect on the safe and efficient operation of the Woodcocks Road / Evelyn Street / Mansel Drive intersection. I, therefore, recommend that the NoR ULDM condition should be updated to address traffic effects on Evelyn Street and the Woodcocks Road intersection. The following amendment is suggested:

9(d)(v) Provides for the safety of cyclists along Evelyn Street, and for the safe and efficient operation of the Woodcocks Road / Evelyn Street / Mansel Drive intersection for all modes.

9(e) j. Upgrades to Evelyn Street and to Woodcocks Road / Evelyn Street / Mansel Drive intersection for their safe and efficient operation for all modes.

*NoR 7 – Sandspit Link Road*

*Access to Quarry and Recycling Centre*

- 4.65 The alignment of NoR 7 at its southern end utilises an existing vehicle access way that provides access to a quarry, the recycling centre and to a number of other properties. The indicative NoR design shows a series of significant batters and embankments along

the length of the NoR. It is not clear how access would be provided to the properties accessed from the southern end of the Sandspit Link Road.

- 4.66 In response to informal information requests, the applicant has responded that there is sufficient width available within the designation to provide access, including via a parallel access way. However, no drawings have been provided that demonstrate how it would be achieved. The applicant has additionally proposed a new NoR condition in their 27 July 2023 Informal Information Request response and revised conditions issued 3 August 2023 to specifically address the issue of the quarry and recycling centre, but it is understood that this would apply to all of the NoRs. This is replicated below:

*11. Existing property access*

*Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the requiring authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner.*

- 4.67 The quarry and the recycling centre will have high numbers of truck movements associated with their operation. These vehicle movements may require additional space for trucks to turn into or out of an access, and a turning bay on the Sandspit Link Road may also be required. This could affect the extent of the designation required to provide a safe practical access.

- 4.68 It is appreciated that further development of the design will be undertaken at a later date and that the proposed condition would require consultation with landowners over access, however, the condition does not ensure that access can be provided. I therefore consider that the applicant should demonstrate, either in evidence or at the hearing, that access is feasible within the proposed designation boundary and taking into account the topography and constraints of the landscape.

- 4.69 In addition to access during operation, access during construction will need to be maintained. This is discussed in paragraphs 4.70 to 4.73.

*Construction Effects on Quarry and the Recycling Centre*

- 4.70 The ATE Table 5.3 identifies the quarry and the recycling centre as being specific sites that would need to be considered in the CTMP. These sites are significant operations that would be affected by the works.

- 4.71 Both facilities have truck movements associated with them and therefore these would need to be managed carefully for the safety of the truck drivers, construction workers and for the general public.

- 4.72 In response to informal further information requests, the applicant has advised that access during construction can be achieved via haul roads or via providing access from the northern end of the Sandspit Link Road.

- 4.73 Without specific detail on the construction methodology and staging it is not possible to comment on the possible effects of access during construction. However, the management of access via the CTMP is considered an appropriate method to manage the effects as this will enable the access arrangements to be developed at a time when more information is known about the alignment of the Sandspit Link Road and the

construction methodology. It is considered, that the CTMP should refer to both the quarry and the recycling centre as these are major operators that require specific consideration for access to be maintained to allow continued operation. The following amendment to the CTMP condition is suggested:

16. (vi) *methods to maintain vehicle access to property and/or private roads (including the quarry, recycling centre and to other properties with an existing access from Sandspit Road) where practicable, or to provide alternative access arrangements when it will not be;*

#### *NoR 8 – Wider Western Link Road – North*

##### *Design of SH1 / Wider Western Link Road roundabout*

- 4.74 NoR 8 includes the intersection of SH1 / Wider Western Link Road South. This is to provide flexibility if the Wider Western Link Road is delivered in advance of NoR 3 (SH1 Upgrade South). The roundabout was discussed in paragraphs 4.37 to 4.39 in relation to its design to accommodate a fourth-arm to the roundabout.
- 4.75 My recommendations for NoR 3 apply to NoR 8 to ensure that the design of the roundabout will operate satisfactorily with the planned full build out of development within Warkworth.

#### *NoR Conditions*

- 4.76 The conditions for each NoR have been reviewed. The proposed conditions are generic in nature and similar across all NoRs. It is understood that this approach is deliberate to provide consistency for the Warkworth NoRs and for NoRs proposed for other SGA projects across the Auckland Region. The conditions are intended to be sufficiently broad to allow for flexibility in design, particularly with regards to surrounding land uses.
- 4.77 Whilst the approach is acknowledged, it is considered, as outlined in the above paragraphs, that the conditions do not necessarily ensure that the traffic and transport effects of proposals are sufficiently addressed. Therefore, amendments to conditions for specific NoRs have been recommended. To avoid repetition, these are not repeated here, but are summarised in the conclusion in Section 6.0.

## **5.0 Submissions**

- 5.1 Submissions have been made in relation to the NoRs overall or with respect to specific NoRs. In some instances submitters have made both overall transport comments and specific NoR transport comments. I have reviewed the submissions in relation to transport matters and provide my comments and recommendations below.

#### *Overall Comments*

One Mahurangi Business Association and Warkworth Liaison Group

- 5.2 This submitter has provided general comments that apply to all NoRs as well as specific comments on each NoR. For ease of reference, the traffic submission points that relate to all NoRs from this submitter have been taken from the submission on NoR 1.
- 5.3 The submitter in submission point 4.6 has expressed concern that the construction effects have disregarded the disruption during construction, for instance in the construction of new or replacement bridges. It is agreed that the assessment undertaken is based on a generic construction methodology. This methodology does consider the

method for constructing bridges<sup>7</sup>. It is understood from the information provided that the general approach would be to construct part of bridges off line whilst keeping the existing structure in place. Other methods may also be available such as the construction of a temporary bridge adjacent to the permanent bridge. The NoRs provide additional width for construction purposes adjacent to the bridges.

- 5.4 It is considered that there is sufficient flexibility within the designation to allow for different construction methods to minimise disruption to traffic movements during construction. The proposed CTMP condition sets out requirements to avoid remedy or mitigate the effects of construction where practicable. It is noted that there may be instances where lane or road closures may be required for specific activities, however, these would be managed through the CTMP and any Site Specific Temporary Traffic Management Plan.
- 5.5 It is considered that the CTMP condition is sufficient to manage the effects of construction, subject to recommendations elsewhere in this report.

#### *Traffic Modelling*

- 5.6 Several submitters have raised concerns with regards to the appropriateness of traffic modelling undertaken in the assessment. Some of these comments have been made as an overall comment whilst other submissions have made the comments in relation to specific NoRs. To minimise repetition, the concerns raised on the traffic modelling (except in relation to NoR 1) are discussed in the following paragraphs.
- 5.7 Each of the eight submissions made by the One Mahurangi Business Association and Warkworth Area Liaison Group<sup>8</sup> raised concerns that the traffic modelling volumes used in the SGA assessment are lower than those that have previously been presented to the submitter in 2019. The reviewer has not had sight of the 2019 volumes referred to so is unable to specifically comment on how these volumes compare to those used by the applicant in their assessment. However, I understand from discussions with the applicant that the traffic modelling has been updated over time including for changes to land use assumptions and that this has resulted in the changes to the traffic volumes. The applicant will need to respond to this submission either in their evidence or at the hearing.
- 5.8 Submissions from multiple submitters have raised concern that the NoRs have been assessed utilising traffic data based on SATURN traffic model output that is out of date for current policy settings and is flawed<sup>9</sup>.
- 5.9 The overall Warkworth strategic road network was developed as part of the Warkworth Structure Plan (**WSP**) and associated transport assessments. The network is required to support the anticipated land uses including existing land zoning and the anticipated WSP zoning of land which is currently designated as FUZ. I understand from the applicant that modelling has been updated through the Indicative and Detailed Business Cases using updates to the wider strategic modelling and land use assumptions. Whilst it is acknowledged that some policy settings may have changed such as the National Policy Statement of Urban Development 2020 and the Medium Density Residential

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<sup>7</sup> Assessment of Environmental Effects, SGA, May 2023, Section 8.4.2, Table 8.2

<sup>8</sup> Submissions NoR 1: 4.10, NoR 2: 7.9, NoR 3: 5.6, NoR 4: 8.7, NoR 5: 6.7, NoR 6: 4.9, NoR 7: 3.6, NoR 8: 2.6

<sup>9</sup> Submission points NoR 3 16.5 and 17.5, NoR 4: 17.5, 18.5, 19.3 and 20.3, NoR 5: 7.6, 8.5 and 11.5, NoR 7: 5.8 and 7.6

Standards, these settings are unlikely to change the requirements for the identified strategic roads for Warkworth which are required to support strategic traffic movements, public transport, active modes and enable access to future development.

- 5.10 I note that it is not practical or efficient to continuously update traffic modelling for every individual change in policy setting. So whilst it is acknowledged that the SATURN traffic modelling utilised in the assessment may not fully reflect current policy settings, it is considered that there has been sufficient analysis to confirm the requirement for new or upgraded roads in the proposed NoR locations as part of the WSP and through subsequent business cases.
- 5.11 Updates to traffic modelling may result in changes to forecast traffic volumes along each NoR road, however, it is considered that it is highly unlikely that the modelling will result in changes to the number of lanes required on each road (i.e. changing from a two lane road with a lane in each direction to a four lane road with two lanes in each direction).
- 5.12 I acknowledge that traffic volumes from the SATURN models have been utilised for modelling individual intersections. Having reviewed the intersection traffic modelling results, the intersections assessed have been shown, on the whole, to operate well within capacity. This provides confidence that even if traffic volumes were to increase there would still be sufficient capacity. Furthermore, the intersections will be subject to detailed design in the future, and this will include traffic modelling to confirm their operation. Adjustments to the intersection designs can be made at that stage if required.
- 5.13 Therefore, whilst I acknowledge that the traffic modelling utilised has not been updated for the current policy settings and legislation, I consider that it is unlikely that the traffic effects would be substantially different should the modelling be updated. Further assessment of intersections will be required during detailed design to confirm operation and intersection form and layout.

#### *NoR Specific Submissions*

##### *NoR 1 – Public Transport Hub and Western Link Road North*

- 5.14 A number of submitters have submitted in support of the proposed NoR for a variety of reasons including that the NoR is a critical asset that provides for public transport for Warkworth (Submitter 1) and that the Western Link Road – North will enable access to land for development that may otherwise be difficult to access (Submitter 2). The latter submitter (Middle Hill) seeks to work with Auckland Transport to confirm the alignment and for optimisation of earthworks for cost savings for both parties.

##### *Location of Public Transport Hub (Submission Points 3.1, 4.1)*

- 5.15 Several submitters (submission points 3.1 and 4.1) have indicated a preference for the location of the Public Transport (PT) Hub being in the location identified as Option 4a in the Assessment of Alternatives appended to the AEE. It is considered that from a transport perspective the SGA preferred location for the PT Hub (Option 2a in the Assessment of Alternatives) and Option 4a are similar in outcomes. The Assessment of Alternatives shows that there are non-transport reasons why Option 4a was not preferred.
- 5.16 Submission point 4.4 suggested that for Option 4a a bus only road could be provided between the PT Hub and Hudson Road. However, examination of the location of this

option shows challenges due to topography, vegetation, and streams. It is also considered that the road would provide little additional benefit for buses as it would only serve a limited number of the proposed bus routes.

*Submitter 4 - One Mahurangi Business Association and Warkworth Liaison Group*

- 5.17 Submission point 4.2 considers that it is not acceptable that the Western Link Road is constructed progressively.
- 5.18 The NoR is for the northern section of the Western Link Road. This section will provide a connection between SH1 and the northern extent of the land that has been rezoned within the Warkworth North precinct. The Western Link Road south of NoR 1 to Falls Road is being constructed by developers and therefore will be constructed in stages as development proceeds. This is common practice for roads of this nature as the road is being constructed for development access. Whilst the road is currently being constructed to Collector Road standard, the road will be upgraded to an Arterial road at a later date by Auckland Transport. The Warkworth North precinct ensures that the road is designed in such way that it can be upgraded and that the necessary land is available without affecting new buildings. The road west of the NoR is outside of the scope of the NoR.
- 5.19 Submission point 4.5 considers that the NoR should take into account bus routes, in particular the Warkworth internal shuttle bus, as well as links to the CBD and integrating services with retail facilities. The ATE in Section 4.2.3.1 sets out the anticipated future public transport network. The future public transport environment for NoR 1 is discussed in ATE Section 6.3. This shows that the PT Hub and the Western Link Road being key component of services within Warkworth, including providing facilities from the north. I consider that the proposed PT Hub to be appropriately located for the planned bus services.

*Traffic Modelling (Submitter 5 and 6)*

- 5.20 Submitters 5 - P2W Services Limited (submission point 5.1) and 6 – Northern Express Group (submission point 6.1) have opposed the NoR on the grounds of the traffic modelling. The submitters consider that the traffic volumes used in the analysis of the operation of the SH1 / Western Link Road / Matakana Link Road intersection are incorrect. Submitter 6 states that the traffic volumes for 2048 used in the SGA analysis are lower than the volumes that were used in the original assessment of the performance of the intersection for the future year of 2038. They are also concerned as to whether traffic volumes from nearby developments, such as Pak'n'Save have been taken into account. The submitters are responsible for the longer term operation of the intersection including contractual performance obligations. They are concerned that the discrepancies may not provide a true assessment of the operation of the intersection and thus the ability for the submitters to meet the performance obligations.
- 5.21 The reviewer has not had sight of the data used in analysing the performance of the SH1 / Western Link Road / Matakana Link Road intersection referred to by the submitter. I understand from discussions with the applicant on this matter that the traffic volumes used in the assessment of the intersections for the NoR have been derived based on updated strategic models and land use assumptions including the Park and Ride site and the commercial development (Pak'n'Save) to the south of the NoR. I understand from the applicant that further assessment work will be being undertaken. The applicant

will need to provide details of the analysis either in evidence or at the hearing to demonstrate that the traffic data and intersection assessment is appropriate .

*Submitter 8 – Foodstuffs North Island Limited*

- 5.22 Submission points 8.1 and 8.2 request a direct connection allowing all movements between the Western Link Road and the submitters site at 12 Hudson Road. This site is the Pak'n'Save which has recently opened. The designation traverses 12 Hudson Road and thus the applicant could provide land to allow such a connection.
- 5.23 There is insufficient distance (135m) between SH1 and the proposed PT Hub intersection to provide a dedicated all movements access to the Pak'n'Save site. Therefore, the most appropriate location would be to incorporate a fourth arm into the Western Link Road / PT Hub intersection. The effects of including the additional arm in the intersection would need to be assessed to ensure that the intersection would continue to operate efficiently and safely.
- 5.24 Without having the assessment of the operation of the intersection I am unable to confirm whether the additional access to Pak'n'Save would impact on the efficient operation of the intersection and the Western Link Road, including bus operations. However, I note that the access would reduce traffic on SH1 and through the SH1 / Western Link Road / Matakana Link Road intersection as traffic from the southern end of the Western Link Road would not need to travel onto SH1 or Hudson Road to access Pak'n'Save.
- 5.25 The submitter requests that they be consulted with regards to construction effects. The CTMP manages the effects of construction traffic and the Stakeholder and Communication and Engagement Management Plan (**SCEMP**) management condition requires consultation with key stakeholders. I would consider that Pak'n'Save is a key stakeholder as they are directly affected by the NoR. I consider that the proposed CTMP condition is sufficient to ensure that the construction traffic effects in relation to the Pak'n'Save site are appropriately managed and that the SCEMP condition would ensure that they are consulted.

*NoR 2 – Woodcocks Road Upgrade*

- 5.26 Submission 2.1 requests that an alternative alignment be considered to provide a road between Woodcocks Road and the new motorway directly to the future southern interchange. The submitter does not provide a plan of the alignment, but it is understood from the description that the route suggested would be equivalent to NoR 8. Should the NoR 2 upgrade to Woodcocks Road not proceed in favour of the alignment suggested, this would mean that development along Woodcocks Road would not be appropriately supported to provide access to active modes or public transport and it would adversely affect integration of development into the wider transport network.
- 5.27 Submission 3.1 seeks that the Woodcocks Road / Evelyn Street / Mansel Drive intersection is upgraded to include pedestrian crossing facilities. Submission 5.1 raises concerns on how the NoR would tie in with the eastern end of Woodcocks Road particularly in relation to pedestrians and cyclists. Submission 9.3 raises concerns with regards to how the NoR would form an integrated network.
- 5.28 I note that the Woodcocks Road / Evelyn Street / Mansel Drive intersection is outside of the NoR, therefore any upgrades would be required as part of a separate project. However, NoR 2 and NoR 6 – Western Link Road – South, will result in increased

pedestrian and cycle activity, and in the case of NoR 6 additional traffic volumes travelling through the intersection. Therefore, as a result of the NoRs the intersection is likely to need upgrading for capacity and safety, and to accommodate active modes with the increased traffic.

- 5.29 It is understood that an upgrade of the eastern end of Woodcocks Road is able to be undertaken within the existing road reserve. This would need to be developed by Auckland Transport as a separate project. It is concurred that the upgrade to the west would increase pedestrian and cycle demand along to the east and ideally the whole length of Woodcocks Road should be upgraded simultaneously.
- 5.30 In addition, I consider that the NoR conditions should acknowledge the need for the upgrade of the eastern end of Woodcocks Road when NoR 2 is implemented and ensure that as a minimum consideration is given to the safe movement for active modes between NoR 2 and Woodcocks Road east of Mansel Drive. This is required to form an integrated transport network.
- 5.31 Recommendations to amend the NoR conditions are provided in paragraph 4.33 for NoR 2 and in paragraphs 4.59 and 4.64 for NoR 6.
- 5.32 Submission point 5.2 is concerned that the effects of NoR 2 on the operation of the Woodcocks Road / Morrison Drive have not been assessed. This intersection is beyond the extent of the NoR. However, NoR 2 itself will not result in increased traffic volumes at this intersection, it is the development that will be supported by the upgrade that would result in increased traffic. Therefore, I consider that the intersection would need assessment for future development rather than for the NoR. The intersection would have increased traffic volumes due to NoR 6 and this is addressed in my recommendations outlined in paragraph 4.64 for NoR 6.
- 5.33 Submission 7.1 suggests an alternative alignment to the upgrade to Woodcocks Road via a new road to the south of Woodcocks Road that would connect between NoR 8 – Wider Western Link Road – North to just west of 2 Mason Heights. This is to avoid the reconstruction of the one-lane bridge within NoR 2 and so that it can be constructed on an entirely separate route. In my view this alternative route would not meet the project objectives and it would not support development along Woodcocks Road, including proposed new schools at 100-138 Woodcocks Road. The existing Woodcocks Road would require upgrading to an appropriate urban standard including for pedestrians and cyclists to facilitate development and the schools. I note that the NoR would not necessarily preclude the road suggested in the submission being constructed as a collector road as part of development of the land south of Woodcocks Road in the future. The road would need to take into account physical and environmental constraints as well as how it would accommodate adjacent development. I do not support the alternative alignment as this would not meet the project objectives.
- 5.34 Submission 7.4 suggests the closure of Falls Road to traffic. Consideration would need to be given to effects on property access. The option to close Falls Road at Woodcocks Road has not been consulted on as part of the NoR process and therefore it would not be appropriate to include such a change in the NoR conditions. The decision to close Falls Road at its intersection with Woodcocks Road is not precluded by the NoR but would need to have a separate consultation and assessment process.



- 5.35 Submission points 10.3 and 11.3 raise concerns about access to land which only has frontage to Woodcocks Road (and to NoR 8 – Wider Western Link Road) as these roads would be limited access roads. I acknowledge the concern and note that where a property only has access from a road with limited access restrictions, this does not prevent access being provided. Any access would need to be designed in a safe manner.
- 5.36 Submitter 15 (Ministry of Education) raises a number of points, and these are addressed below.
- 5.37 Submission point 15.2 requests that a pedestrian crossing be installed outside the proposed school site and requests an amendment to NoR 2 Condition 3 for the crossing. This is a matter of detail that can be addressed during the detailed design of the project, and I do not consider a condition is required.
- 5.38 Submission point 15.4 requests that the speed limit on Woodcocks Road be reduced to 30km/h either permanently or during school start and finish times. This is a matter of detail that can be dealt with in the detailed design.
- 5.39 Submission point 15.3 and 15.6 seeks an alternative alignment of the road where the one lane bridge is to be reconstructed. The submitter has stated that they would be willing to work with the Auckland Transport in developing an alternative alignment. The aim of the amendment is to reduce the amount of land within the submitters site affected by the proposal and to improve visibility at site access points. The submitter’s suggested alignment could affect a proposed stormwater retention pond. Subject to the effects on the stormwater, it is concurred that a straighter alignment would likely improve visibility at site accesses on the northern side of Woodcocks Road east of the bridge. The NoR does not preclude amendments to the alignment during the detailed design phase. I consider that the NoR conditions should acknowledge the need for consultation with the Ministry of Education in the development of the design. The following amended condition is suggested:
- 9.(d)(v) Provides a road alignment that enhances the safe and efficient operation of school access on the northern side of Woodcocks Road and reduces road construction within 100 to 138 Woodcocks Road.*
- 5.40 Submission points 15.1 and 15.8 request amendments to NoR 2 SCEMP condition with regards to communication with the Ministry of Education and CTMP condition for managing traffic effects on the future schools and the Mahurangi College. The intent of the amendments are supported, but I will leave the wording to the reporting planner.
- 5.41 Submission points 18.1 to 18.3 raises concern about the effects of the NoR on the access to the Mason Heights Gospel Church at 10 Mason Heights. The site has an access directly from Woodcocks Road and the submitter is concerned that the proposals will adversely affect the safety of the access and affect gradients of the access into the property due to the height differences between the site and Woodcocks Road. This access is likely to have high vehicle use during events at the church. The ATE has stated that all accesses will be reinstated along Woodcocks Road, however, the applicant has not specifically identified the church in the ATE particularly in relation to the access having high utilisation. The NoR could result in works being required within the property to provide appropriate gradients compliant with the AUP Standard

E27.6.4.4. I consider that the applicant should demonstrate how access would be provided for 10 Mason Heights at the access from Woodcocks Road.

- 5.42 Submitter 18 has raised a concern that the NoR boundary extends to the property boundary and that this could imply works may be undertaken up to that boundary. I note the NoR coincides with the extent of the road reserve along the Woodcocks Road frontage of 10 Mason Heights Road.

*NoR 3 – SH1 Upgrade – South*

- 5.43 Submission points 2.1, 3.1 and 7.1 raise concern with regards to access to their properties. The applicant has stated in their assessment that all property accesses will be reinstated. Actual details would be developed at detailed design, but it would be beneficial for the applicant to demonstrate how the accesses could be provided to address the submitters' concerns.
- 5.44 Submissions 5.1, 16.2 and 17.2 raise concern with regards to the access to the Golf Driving range as a proposed bridge is located partly along the site frontage and could affect access arrangements. The applicant should demonstrate how access to this property would be reinstated.
- 5.45 Submission point 5.1 is concerned with how an intersection between SH1 / Toovey Road would be formed. The indicative NoR plans include a median along SH1 at the location of the intersection. This can be used to provide a turning bay for the intersection and there is sufficient flexibility in the width of the designation to provide for the intersection. I do not consider that any specific conditions are required to address the concern as this can be dealt with in detailed design.
- 5.46 Submission point 5.1 also raises concern about pedestrian and cycle access to the Grange. The indicative plans show a signalised intersection with Fairwater Road. This intersection includes crosswalks which would provide pedestrian (and cycle) access. Therefore, the NoR provides appropriate active mode access to the Grange and no specific conditions are required to address the concern.
- 5.47 Submitter 10 (points 10.1 and 10.3) is the applicant for the proposed Warkworth South Private Plan Change. The submitter whilst supportive of the general improvements is opposed to the location of the intersection between SH1 / Wider Western Link Road – South. The NoR shows the intersection set back south of the Morrison Orchard to provide a 10m set back from an existing stream at 1711 State Highway 1, whilst the submitter is seeking a location slightly further to the north. The more northerly location is requested to reduce the effects on the proposed local centre and potentially the future public transport interchange located within the plan change area. The positioning of the intersection is due to non-transport related reasons, and I note that I do not have any concerns with either location. The proposed designation boundary appears to be sufficiently wide at this location to accommodate either the SGA proposed location or the submitter's location.
- 5.48 Submission point 11.1 requested further information on traffic volumes past the Grange due to concerns on the effects that the new Puhoi to Warkworth motorway has had on

sales. The applicant has provided forecast traffic volumes along SH1 north of the Wider Western Link Road of around 15,400 vehicles per day in 2048<sup>10</sup>.

- 5.49 The Ministry of Education in submission point 13.4 has stated that they would have a preference that the intersection between SH1 / Wider Western Link Road – South would be a traffic signal controlled intersection rather than a roundabout. This is on the grounds that it would be safer for students to cross SH1 compared to a roundabout which is more difficult to manage safe crossing movements. The indicative NoR plans show a roundabout but this does not preclude a signalised intersection; the NoR conditions will require the intersection form to be confirmed during subsequent design stages. A roundabout is considered safer than traffic signals when considering the Safe System. However, roundabouts do present challenges for pedestrians and cyclists compared to signal controlled intersections and crossings. As the NoR does not preclude a signalised intersection I do not consider that a specific condition is required to address this submission point. However, I do note that should the proposed Warkworth South plan change be approved, the intersection could be constructed by the developer in advance of the NoR 3 being implemented. The form of intersection of the Warkworth South plan change has not been confirmed.
- 5.50 Submission point 13.6 proposes amendments to conditions with regards to traffic effects during construction (as discussed in paragraph 5.40). I agree with the intent of these conditions but will leave the wording to the reporting planner to confirm.

#### *NoR 4 – Matakana Road Upgrade*

- 5.51 Several submitters (submission points 1.1, 4.1, 8.1 and 9.3) have raised concerns about the effects on access to properties. The applicant has stated that all accesses within the NoR will be able to be reinstated. The applicant should demonstrate how this would be achieved to address the concerns of these submitters.
- 5.52 Submission point 3.1 is concerned about the extent of widening proposed and suggests that the cycle / walkway should be provided on one side only as it has been on the Matakana Link Road. Submission point 12.1 queries the need for two bike lanes and two footpaths.
- 5.53 The widening works for the road provides standard facilities including carriageway width (with kerb and channel), separated cycle facilities (where this is able to be provided) and footpaths on both sides of the road. Berms are provided to provide separation to vehicle traffic and for services. It is standard practice to provide facilities on both sides of new roads unless there are constraints that would prevent them from being provided. In this instance, towards the southern end of the Matakana Road Upgrade the cycle and pedestrian facilities are provided only on the western side of the road due to site constraints. This reduces the extent of widening. It is preferable to have pedestrian and cycle facilities on both sides of the road as this improves accessibility to those facilities for both existing and future residents. The extent of designation beyond the actual road corridor will be dependent on the need for batters, cuts or retaining walls etc. It is considered that the level of provision along the corridor is appropriate to cater for future needs of all transport users.

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<sup>10</sup> Assessment of Transport Effects, SGA, May 2023, Section 8.2.1

- 5.54 Submission 8.2 suggests that a combined walkway / cycle way could be provided for the full length of the upgrade on the western side of Matakana Road, with a minimal width footpath on the eastern side for existing residents. As outlined above, it is preferable to provide facilities on both sides of the road for accessibility. In the case of Matakana Road, constraints have resulted in provision of a shared path only on the western side at its southern end.
- 5.55 Submission point 8.2 also suggested the use of timber piles and decks to support the walk ways and cycle ways. The NoR would not preclude their use and this could be considered in subsequent design phases.
- 5.56 Submissions 9.5 and 18.4 raise concern as to how the NoR will tie into the Hill Street intersection upgrade. The indicative NoR plans are consistent with the layout drawing provided on the Auckland Transport website for the Single Stage Business Case which has a footpath and cycle path on only the western side of Matakana Road. The Hill Street intersection design is currently being further developed and has yet to be finalised. The NoR designation provides flexibility such that the NoR design can be adjusted to tie into the Hill Street upgrade. The NoR Condition 9(d) is considered appropriate in this regard.
- 5.57 Submission point 11.1 requests that the speed limit be reduced to 50km/h. The ATE states that the posted speed limit will be 50km/h<sup>11</sup>.
- 5.58 Submission 13.1 is concerned that the requirement for the upgrades has not been justified by population and transport growth. The Warkworth Structure Plan (**WSP**) provides details of the future growth anticipated for Warkworth including residential, industrial and employment. The Structure Plan also provided a detailed traffic assessment, including for new road networks to support that development. The AUP has zoned a significant area of land around Warkworth as Future Urban Zone. The NoR is one of the roads identified within the structure plan that would require upgrading to provide for the additional growth including provision for all transport modes (including walking and cycling). The WSP together with subsequent business cases and assessments have provided the justification for the upgrade to Matakana Road.
- 5.59 Submission point 17.6 is concerned that the NoR does not provide for future connections to development in adjacent land. As land to the east is yet to be rezoned, future connections will be determined when that land is live zoned and developed. The NoR does not preclude these connections occurring and the NoR condition 9(d) requires the design to take into account the land uses at the time of detailed design.
- 5.60 Submission point 17.8 queries the adequacy of safe multi-modal facilities to connect to Warkworth town centre. The proposals include walking and cycling facilities on both sides of the road before moving to the western side at its southern end. A crossing would be provided where cyclists and pedestrians would need to cross the road. These facilities would integrate with facilities on Matakana Link Road and with Sandspit Link Road. They would assist active modes for development along Matakana Road and those developments would be able to connect into those facilities. The Hill Street upgrade includes pedestrian crossing facilities which provides access to Warkworth town centre. Therefore, the facilities provided are considered to be appropriate.

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<sup>11</sup> Assessment of Transport Effects, SGA, May 2023, Section 5.1.4

5.61 Submission 18.4 opposes the NoR as no connection is provided between Sandspit Road and Matakana Road. The Sandspit Link Road (NoR 7) will provide a connection between the two roads for wider more strategic traffic movements. The Hill Street intersection and its proposed upgrade provides a connection for local movements at the southern end of Matakana Road. A new or separate road connection in the vicinity of the Hill Street intersection is not considered necessary.

*NoR 5 – Sandspit Road*

5.62 Submission 1.1 requests that the Sandspit Link Road (NoR 7) should be prioritised over NoR 5 as this reduces the travel distance to the motorway.

5.63 The timing of the NoRs is indicative and is likely to be driven by the development of the land. The area bounded by NoR 7 (Sandspit Link Road) is anticipated in the Future Urban Land Supply Strategy (**FULSS**) to be one of the last areas of land to be developed in Warkworth. The draft Future Development Strategy (**FDS**) recommends that areas within Warkworth, including Warkworth North-east are proposed for further investigation as to whether they should be retained as Future Urban Zones or extent of zone modified; the FDS also proposes alternative timeframes for when development may occur within Warkworth. The FDS is to be approved by Auckland Council prior to the hearing. Therefore, the timing of the different roading improvements may be subject to change. NOR 5 - Sandspit Road provides benefits for access to the town centre as land along Sandspit Road is developed whereas NoR 7 has a function in providing for more strategic traffic movements towards the motorway and Matakana as well as providing access to the adjacent land. It is noted that the ATE provides analysis that shows the importance of NoR 7 to relieving congestion at the Hill Street intersection. The timing of NoR 5 and 7 relative to each other will be determined primarily by development of the land.

5.64 Submission 6.2 suggests that the combined walkway / cycleway could be extended through the 'Kilns' development to avoid being at the base of the retaining structures. It is not clear from the submission what route is being suggested. It is understood that a pedestrian / cycle facility would be provided from near the Hill Street intersection through the Kilns site as part of the approved consent for the site. However, I understand that this route has steep gradients and has implications for accessibility. The proposed boardwalk will be provided so that the gradients are accessible. The boardwalk limits the effects on the eastern side of Sandspit Road.

5.65 Submission 6.2 also suggests that the Sandspit Road be realigned to the north in the vicinity of the culvert by Park Lane. The Assessment of Alternatives considered a route to the eastern side, and this was discounted for a number of non-traffic related reasons.

5.66 Submission 7.1 and 7.2 are concerned about the effects of the NoR on the approved consent, particularly development that fronts Sandspit Road. This concern was discussed above in paragraphs 4.49 to 4.54 in relation to the proposed intersection into the development. It is recommended that the applicant demonstrates that a safe vehicle access can be achieved with no reduction in visibility from the access compared to that achieved in the approved resource consent.

5.67 Submission 8.3 requests that the Warkworth Recovery Re:Sort should be added to the list of sites affected by the proposed NoRs and that access will need to be maintained during construction. It is concurred that, in addition to the quarry, the recycling facility

should be referenced as a key stakeholder and access will be required at all times as the facility is used by the general public as well as the operator of the site.

- 5.68 Submission 8.4 raises concern about the operation of the Sandspit Road / Sandspit Link Road roundabout prior to the Sandspit Link Road (NoR 7) being completed. The operation of the roundabout has been assessed with the link road in place in the ATE<sup>12</sup> and has been shown to operate satisfactorily. It is therefore considered that the roundabout would continue to operate satisfactorily with lower traffic flows without NoR 7 and would improve safety by reducing vehicle conflicts and speeds.
- 5.69 Submission point 8.7 is concerned that the operation of the Hill Street intersection has not been assessed if the Hill Street upgrade does not occur. The ATE has assumed the intersection upgrade will be implemented. Notwithstanding, observations of the operation of the Hill Street intersection since the Puhoi to Warkworth Motorway and the Matakana Link Road have opened indicate significant improvements to the operation of the intersection, although development in the area will likely increase traffic volumes over time. It is noted that the upgrade for the intersection is currently being progressed through detailed design and it is the responsibility of the Hill Street design team to design the intersection with appropriate capacity.
- 5.70 Submission point 11.4 opposed the NoR as the NoR does not demonstrate how it would tie into the Hill Street / SH1 intersection upgrade or the Matakana Road upgrade (NoR 4). The Hill Street upgrade is currently being progressed and has not been finalised. However, it is noted that the main works proposed on Sandspit Road in the vicinity of the Hill Street intersection are related to cycle and footpath upgrades; the alignment of the existing road is not proposed to be modified at this stage. The NoR designation is sufficiently wide to provide flexibility in the alignment of the walking and cycling facilities to allow for adjustments to Sandspit Road as part of the upgrade. It is considered that there is sufficient flexibility within the designation boundary to allow an appropriate tie in between Sandspit Road works and the Hill Street intersection upgrade.

#### *NoR 6 – Western Link Road – South*

- 5.71 Submitter 3 (Health New Zealand) in submission point 3.2 has requested a two-way connection to Morrison Drive from the Western Link Road. This is on the basis that the submitter is seeking to develop a Health Care Clinic and the connection would improve accessibility from the south Warkworth area. Similar submissions for a connection were received as submission points 4.4, 5.1 and 5.2.
- 5.72 Morrison Drive is a cul-de-sac with no turning head. A connection between Morrison Drive and the Western Link Road is considered logical as this would provide a connection to the industrial area from south Warkworth and would avoid traffic from the south using Woodcocks Road to access that area. Furthermore the connection would assist in providing connectivity between the existing industrial area and the anticipated industrial area south of Morrison Drive. There is only a short gap between the proposed designation boundary and Morrison Drive. I consider that the SGA should consider the inclusion of a connection to Morrison Drive either by way of adjustment to the designation to connect to Morrison Drive, or via conditions that require consideration of the connection. It is noted that the link is not specifically excluded by the NoR but

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<sup>12</sup> Assessment of Transport Effects, SGA, May 2023, Section 10.2.2

development of the section between the NoR and the end of Morrison Drive could preclude the link from being provided.

- 5.73 Submission point 4.2 requests that the Woodcocks Road / Evelyn Street / Mansel Drive intersection be signalised. This is discussed in paragraphs 4.60 to 4.64 with recommended conditions in paragraph 4.64.
- 5.74 Submission point 4.3 considers that Mansel Drive may need to be four laned to match the Western Link Road through to SH1. The need to four lane this section of road would be determined by future traffic volumes. Whilst the submission point is noted, the applicant has not included for any upgrades of Mansel Drive.
- 5.75 Submission point 4.4 requests that an access to the Maxwell property be included within the designation. It is understood the reason for this request is that Campbell Drive exits opposite the college and additional traffic onto Woodcocks Road is not desirable. If a connection is formed, this may actually increase traffic volumes travelling along Campbell Drive and the road could be used as a through route. As this is largely a residential area, this may not be desirable. I do not consider that a link to Campbell Road should be provided as part of the NoR as this could impact on the potential for development on the land north of the Western Link Road. A connection could be provided as part of development of the surrounding land.
- 5.76 A number of submitters have requested adjustments to the alignment of the Western Link Road<sup>13</sup>. The requests are in conflict with each other. I understand that there are various environmental and engineering considerations that have resulted in the chosen alignment. I therefore will leave it to others to respond on these submission points as these matters are outside of my area of expertise. From a transportation perspective whatever alignment is chosen, it will effectively achieve the same outcome provided that road connections to the Western Link Road can be created into the surrounding land for future development.
- 5.77 Submission 6.1 has raised questions as to how future road connections would be provided onto the Western Link Road. I have discussed this in paragraphs 4.9 to 4.14 and request in paragraph 4.14 that the applicant demonstrate how intersections could be formed onto NoR 6 (as well as other NoRs).
- 5.78 Submission point 13.4 from the Ministry of Education is a submission on NoRs 2, 3 6 and 8. This submission requests amendments to the conditions to address effects of construction traffic on Mahurangi College and future new schools on Woodcocks Road. I support the intent of the amendments to the conditions as these would address the traffic effects associated with construction traffic, but I will leave the reporting planner to confirm the actual wording.

#### *NoR 7 – Sandspit Link Road*

- 5.79 A number of submitters<sup>14</sup> have opposed the proposed alignment and favour an alternative alignment that was included in the Assessment of Alternatives. The suggested alternative (Option 4 in the Assessment of Alternatives) is an alignment that follows a route north of the quarry rather than proposed NoR route (Option 5) south of the quarry. From a transport perspective, Option 5 allows better connectivity to the FUZ

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<sup>13</sup> Submission points 4.4, 5.1, 7.1

<sup>14</sup> Submission points 1.1, 3.1, 4.1 and 4.3

land once rezoned and is able to use existing roading / access way alignment from Sandspit Road at its southern end. It would better integrate with the future surrounding land uses from a transport perspective and therefore the alignment is considered preferable to the suggested Option 4 alternative.

- 5.80 Submission point 4.1 states that the alternative alignment north of the quarry would better reduce congestion on Sandspit Road. The travel distance between the most easterly point of the suggested alternative and the / Matakana Road / Matakana Link Road roundabout is approximately the same distance. Therefore, as travel times are likely to be similar, one option compared to the other is unlikely to change travel behaviour. Both options provide the opportunity for motorists to re-route from Sandspit Road to reach the Matakana Link Road and would allow motorists to avoid any congestion on Sandspit Road / Hill Street intersection.
- 5.81 From a transport perspective I consider that the proposed NoR alignment should be retained in preference to the alternative suggested by submitters.
- 5.82 Submission point 5.5 (Northland Waste Limited), states that access to their site (at 183 Sandspit Road) will be required during both construction and operation. It is concurred that the NoR should take this into account and I discussed this in paragraphs 4.65 to 4.73. Recommendations for amendments to NoR conditions are included in paragraph 4.68 to ensure access is provided in the final design and operation and paragraph 4.73 with regard to access during construction (which addresses submission point 5.9).
- 5.83 Submission point 5.6 identifies that an intersection will be required between the Sandspit Link Road and Sandspit Road if NoR 7 is implemented prior to NoR 5. It is concurred that an intersection will be required. As for other NoRs, the overlap between NoR 5 and 7 should be included in both NoRs so that the appropriate intersection treatment can be applied at the Sandspit Road / Sandspit Link Road intersection. The designation does extend to cover the intersection, but an indicative intersection is not actually shown. I consider that the NoR indicative plans should be updated to show an intersection between Sandspit Link Road and Sandspit Road rather than stop the Sandspit Link Road short of the Sandspit Road. This would provide clarity that an intersection should be provided; this would be required for safety and operation if NoR 7 is constructed prior to NoR 5. If the indicative plans are not updated, I consider that the NoR condition 9 should be amended to require the intersection to be provided if NoR 7 is constructed prior to NoR 5. In the absence of an updated plan, I suggest the following condition:

9(d)(v) In the event of the Sandspit Link Road progressing before upgrades to Sandspit Road, provides an appropriate safe and efficient between the Sandspit Link Road and Sandspit Road that minimises abortive works for any future upgrade to Sandspit Road.

- 5.84 Submission point 5.7 queries whether an assessment has been undertaken of the effects on Sandspit Road if NoR 7 is implemented before NoR 5. NoR 7 will reduce traffic volumes on Sandspit Road by providing a direct route to the Matakana Link Road. With regard to the operation of Sandspit Road, the limiting factor for capacity is the Hill Street intersection rather than Sandspit Road itself. The implementation of NoR 7 will provide relief to Sandspit Road thereby reducing some pressure at the Hill Street intersection. This is illustrated in the analysis presented in the ATE at Section 12.3. I do not consider further analysis is required for the relative staging of NoR 5 and 7.



- 5.85 Submission point 5.8 states that intersection modelling is required if the Hill Street intersection is not upgraded. Intersection modelling has not been provided by the applicant without the Hill Street upgrade. NoR 7 will relieve traffic from the intersection and would improve its operation (as is indicated by the improvements to the operation of the upgraded intersection in ATE Section 12.3). This assessment shows that NoR 7 is an important road in the operation of the network as a whole. I do not consider analysis of the Hill Street intersection without the intersection upgrade is necessary for the assessment of NoR 7.
- 5.86 Submission 7.3 requests amended NoR conditions to provide for future connections to the future local road network and for active mode connections. I consider that the applicant should demonstrate that local road connections can be made as discussed in paragraphs 4.9 to 4.14. However, the actual location of these will be dependent on how the land is developed and master planned. Similarly for active modes, the actual network will be determined by the local road network. Whilst subject to detail of where connections will be made, the NoR will provide for active modes and connect into adjacent development and to the wider road network.

#### *NoR 8 – Wider Western Link Road - North*

- 5.87 Submitter 2.1 recommended an alternative alignment to Woodcocks Road upgrade that would connect to the Wider Western Link Road. For the reasons outlined in paragraph 5.33 on this submitter's submission for NoR 2, I do not support this alternative alignment.
- 5.88 Submission 3.5 and 4.5 raise concerns about access to property when the only access will be from roads which would be limited access roads. This was discussed in paragraph 5.35 in relation to the submitters' submissions on NoR 2. Where the only access available is from a limited access road, access is able to be provided from that road.
- 5.89 Submission 7.3 raises concerns on the location of the intersection between the Wider Western Link Road and SH1. This concern is addressed in paragraph 5.47 in relation to NoR 3. I consider that the proposed designation provides sufficient flexibility for the location of the intersection to be adjusted as sought by the submitter, if necessary.
- 5.90 Submission point 8.1 and 8.2 from the Ministry of Education is a submission on NoRs 2, 3, 6 and 8. The submission requests amendments to the conditions to address effects of construction traffic on Mahurangi College and future new schools on Woodcocks Road. I support the intent of the amendments to the conditions as these would address the traffic effects associated with construction traffic, but I will leave the reporting planner to confirm the actual wording.

## **6.0 Conclusions and Recommendations**

- 6.1 The following conclusions and recommendations are made with respect to traffic and transportation issues. I have provided overall conclusions and recommendations where these relate to the NoRs as a whole and for each individual NoR.
- 6.2 In overall summary, there are gaps in the assessment where additional information or analysis is required to either address matters raised by submitters or to enable me to confirm my opinion on whether the effects have been adequately assessed or effects can be sufficiently avoided, remedied, or mitigated.

### *General Conclusions and Recommendations*

- 6.3 The NoRs are required to integrate with and support planned growth, and to integrate with and support the existing and future transport networks. Overall, I am satisfied that each NoR will support the planned growth that each corridor will serve, provided that it can be demonstrated that road connections to the NoRs (particularly NoR 1, 6, 7 and 8) can be practically provided to serve that development in a manner that does not compromise the development of adjacent land.
- 6.4 I consider that the NoRs will integrate with and support the existing and future transport networks subject to modifications to the proposed NoR conditions. Conditions are required to ensure that the NoRs integrate with the adjacent parts of the transport network to provide for the safety of road users and for the efficient operation of the network. In some instances upgrades to adjacent sections of existing roads are required to allow the full benefits of the NoR to be achieved and to ensure that safety and operational effects of the NoR are addressed.
- 6.5 I make the following overall recommendations that apply to all NoRs.
- a) The CTMP condition for each NoR should include the ATE recommended wording:
    - c. *Particular consideration is to be given to the Hill Street intersection (being the intersection of State Highway 1, Hill Street, Elizabeth Street, Matakana Road, Sandspit Road and Millstream Place);*
  - b) The list of sites in Table 5-3 of the Assessment of Transport Effects (ATE) should be referenced into the appropriate CTMP condition for each NoR. It is acknowledged that the CTMP has been developed to be wide ranging to allow for future conditions. However, these should be included to assist future users of the conditions given that it may be up to 25 years before each NoR is developed. Including reference to specific sites does not preclude other sites being considered in the CTMP.

### *NoR 1 – Public Transport Hub and Western Link Road – North*

- 6.6 Submitters have raised concerns regarding the traffic modelling undertaken for the SH1 / Western Link Road / Matakana Link Road intersection. Further information is required from the applicant to demonstrate the analysis undertaken has used appropriate traffic volumes in the assessment. Subject to confirmation of the analysis, I am satisfied that the effects of the NoR can be appropriately managed with modifications to the proposed NoR 1 conditions as outlined below.
- a) To ensure the opportunity to provide access to the cemetery by SH1 is not overlooked in the design, the ULDMP condition should include a specific requirement to investigate and provide access to the cemetery. The following wording is suggested:
    - 9. (d) (ii) *Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses (including the cemetery adjacent to SH1), public transport infrastructure and walking and cycling connections;*
  - b) The NoR condition should allow for the staged implementation of the Western Link Road – North and the Public Transport Hub as the Western Link Road is likely to be required before the PT Hub. The following wording is suggested:

9.(d)(v) If the project is to be delivered in stages, details shall be provided of how the design will future proof for the delivery of subsequent project stages.

- c) The NoR should take into account the requirements of the Warkworth North Precinct (1553), including the alignment of new roads. The following addition is suggested to condition 9(c):

9(c) (vi) Auckland Unitary Plan, 1553 Warkworth North Precinct

- d) To enable me to confirm my assessment, the applicant either in evidence or at the hearing, should demonstrate that the traffic volumes used in the analysis of the SH1 / Western Link Road / Matakana Link Road are correct and appropriate for the future year assessment, taking into account surrounding known developments.

#### *NoR 2 – Woodcocks Road Upgrade*

6.7 The NoR is for the upgrade of the western end of Woodcocks Road. To integrate with the surrounding transport network, upgrades outside of the NoR will be required, notably along the eastern end of Woodcocks Road and at the Woodcocks Road / Evelyn Street / Mansel Drive intersection. I consider that if the NoR is progressed without consideration as to how the NoR will safely integrate with the eastern end of Woodcocks Road this will lead to safety issues for active modes and will limit the potential benefits of the NoR to encourage a shift to active modes from private vehicles.

6.8 I consider that modifications to the NoR 2 conditions are required to ensure that the NoR appropriately integrates with the adjacent transport network. To address traffic and transport matters raised by submitters I have recommended additional modifications to conditions. Modifications are outlined below.

- a) The NoR should provide consideration as to how safe interfaces between the NoR 2 and the adjacent existing road environment on Woodcocks Road will be provided, particularly for connections for active modes. The following amendment to the ULDMP condition is suggested:

9.(d)(ii) Provides appropriate *safe walking and cycling connectivity and facilities* to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections (including but not limited to walking and cycling facilities along Woodcocks Road east of Mansel Drive and Evelyn Street);

- b) Modifications to straighten the alignment of Woodcocks Road in the vicinity of the one-lane bridge would enhance safety for future accesses to the schools at 100-138 Woodcocks Road. To address specific concerns raised by the Ministry of Education the following amendment to the ULDMP Condition 9 is suggested:

9.(d)(v) Provides a road alignment that enhances the safe and efficient operation of school access on the northern side of Woodcocks Road and reduces road construction within 100 to 138 Woodcocks Road.

- c) The CTMP condition should make specific reference to addressing effects associated with the new school at 100-138 Woodcocks Road and to Mahurangi College. An amendment to the CTMP condition is suggested below. I note the Ministry of Education have proposed an amendment to the condition in their

submissions with more specific wording. I support the intent of the amendments proposed but will leave the reporting planner to finalise the wording.

*16.(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools (including but not limited to the proposed new school at 100-138 Woodcocks Road and Mahurangi College) or to manage traffic congestion;*

- d) The NoR should respond to the proposed new school at 100-138 Woodcocks Road with respect to access and vulnerable road users. The following addition to condition 9(e)(iii) is suggested:

9(e)(iii) j. Treatment of the access(es) to the proposed new school at 100-138 Woodcocks Road for vehicles, pedestrians and cyclists, and measures to manage the safe and efficient operation of Woodcocks Road at school start and finish times.

- c) I support the intent of amendments proposed by the Ministry of Education in their submission (Submission 15) to Condition 13 – Stakeholder Communications and Engagement Management Plan and Condition 16 – Construction Traffic Management Plan. I will leave the reporting planner to confirm the exact wording.
- d) The applicant should demonstrate how an appropriate safe design can be provided to 10 Mason Heights Road from Woodcocks Road taking into consideration the gradients on the southern side of Woodcocks Road.

#### *NoR 3 – SH1 Upgrade – South*

- 6.9 The NoR is for the upgrade of SH1 south of Fairwater Road. To integrate with the surrounding transport network, upgrades outside of the NoR along SH1 north of Fairwater Road are required. I consider that if the NoR is progressed without consideration as to how the NoR will safely integrate with SH1 north of Fairwater Road, this will lead to safety issues for active modes and will limit the potential benefits of the NoR to encourage a shift in mode from private vehicles.
- 6.10 I consider that modifications to the NoR 3 conditions are required to ensure that the NoR appropriately integrates with the adjacent network. In addition, additional information is required to confirm the traffic and transport effects of the NoR can be appropriately managed.
- 6.11 Modifications to conditions or further information required are outlined below:
- a) The applicant, either in evidence or at the hearing, should demonstrate how access will be provided for properties identified in submissions 2, 3, 5 and 7.
- b) The applicant should provide an assessment of the operation of the SH1 / Wider Western Link Road roundabout as a four-armed intersection to demonstrate its acceptable operation in 2048.
- c) The NoR should provide consideration as to how safe interfaces between NoR 3 and the adjacent existing road environment on SH1 north of Fairwater Road will be provided, particularly for connections for active modes. The following amendment to the ULDM condition is suggested:

9.(d)(ii) Provides appropriate *safe walking and cycling connectivity and facilities* to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections (including but not limited to walking and cycling facilities along SH1 north of Fairwater Road);

- d) I support the intent of amendments proposed by the Ministry of Education in their submission (Submission 13) to Condition 13 – Stakeholder Communications and Engagement Management Plan and Condition 16 – Construction Traffic Management Plan. I will leave the reporting planner to confirm the exact wording.

*NoR 4 – Matakana Road Upgrade*

6.12 Subject to additional information required on property access and to confirm that the designation boundary in the vicinity of the southern approach to the Matakana Link Road roundabout is appropriate, I am satisfied that the traffic and transport effects of the NoR can be appropriately managed with modifications to the proposed NoR 4 conditions as outlined below.

- a) The applicant, either in evidence or at the hearing, should demonstrate how access will be provided for properties identified in submissions 1, 4, 8 and 9.
- b) The applicant should demonstrate in evidence or at the hearing that if the alignment on the southern approach to the Matakana Link Road roundabout needs to be adjusted to take into account the existing left turning lane, that this can be accommodated within the proposed designation boundary.

*NoR 5 – Sandspit Road Upgrade*

6.13 Subject to additional information to be provided around the effects on the consented access to 34/36 Sandspit Road and with modifications to the NoR conditions, as outlined below, I am satisfied that the traffic and transport effects of the NoR can be appropriately managed.

- a) The applicant should demonstrate, in evidence or at the hearing, that a safe vehicle access to the consented development at 34/36 Sandspit Road can be achieved with no reduction in visibility from the access compared to that achieved in the approved resource consent.
- b) To assist future users of the CTMP condition and to ensure the traffic effects on major operators are addressed during construction, the condition should make specific reference to the quarry and to the recycling centre. The following wording is suggested:

16. (vi) methods to maintain vehicle access to property and/or private roads (including the quarry, recycling centre and to other properties with an existing access from Sandspit Road at the proposed Sandspit Link Road intersection) where practicable, or to provide alternative access arrangements when it will not be;

*NoR 6 – Western Link Road – South*

6.14 The NoR provides a link between SH1 and Evelyn Street. The NoR will result in a significant increase in traffic onto Evelyn Street (currently a local road) and through the Woodcocks Road / Evelyn Street / Mansel Drive intersection. The effects of this increase

in traffic due to the NoR has not been addressed by the NoR. Measures to mitigate those effects will be required for active mode users on Evelyn Street and the operation of the Woodcocks Road / Evelyn Street / Mansel Drive intersection.

6.15 I consider that if the NoR is progressed without consideration as to how the NoR will safely manage effects on Evelyn Street and at the Woodcocks Road / Evelyn Street / Mansel Drive intersection this will lead to safety and operational issues, and I consider that the NoR will not meet the project objectives.

6.16 I consider that the NoR has not fully considered connectivity to the industrial area to the north of the NoR, or how road connections can be provided into the adjacent FUZ land.

6.17 I consider that modifications to the NoR 6 conditions are required to ensure that the NoR appropriately integrates with the adjacent network and manages traffic and transport effects on the adjacent road network. Recommended modifications to conditions to address this issue and to address traffic and transport matters raised by submitters are outlined below.

a) The NoR should provide consideration as to how safe interfaces between NoR 6 and the adjacent existing road environment on Evelyn Street and Woodcocks Road will be provided, particularly for connections for active modes. The following amendment to the ULDMP condition is suggested:

*9.(d)(ii) Provides appropriate safe walking and cycling connectivity and facilities to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections (including but not limited to walking and cycling facilities along Evelyn Street between the western end of the Western Link South and Woodcocks Road);*

b) The NoR should address the effects on active modes on Evelyn Street and the safe and efficient operation of the Woodcocks Road / Evelyn Street / Mansel Drive intersection due to increased traffic volumes. The following amendments are suggested:

*9(d)(v) Provides for the safety of cyclists along Evelyn Street, and for the safe and efficient operation of the Woodcocks Road / Evelyn Street / Mansel Drive intersection.*

*9(e) j. Upgrades to Evelyn Street and to Woodcocks Road / Evelyn Street / Mansel Drive intersection for the safe and efficient operation for all modes.*

c) The applicant should consider the inclusion of a connection to Morrison Drive either by way of adjustment to the designation to connect to Morrison Drive, or via conditions that require consideration of the connection.

d) The applicant should demonstrate how intersections could be formed into the adjacent FUZ land without compromising adjacent development land.

e) I support the intent of amendments proposed by the Ministry of Education in their submission (Submission 13) to Condition 13 – Stakeholder Communications and Engagement Management Plan and Condition 16 – Construction Traffic Management Plan. I will leave the reporting planner to confirm the exact wording.

*NoR 7 – Sandspit Link Road*

6.18 The Sandspit Link Road is proposed to provide access to the FUZ land north of Sandspit Road and east of Matakana Road. I am concerned how road connections into the FUZ land from the proposed road would be practically formed given the size and extent of the batters and embankments along the route, and how access will be provided to the quarry and the recycling centre within the designation. I consider that the applicant should provide further information in this regard.

6.19 Subject to confirmation of how road connections and access to the quarry / recycling centre could be provided, I am satisfied, subject to the recommended amendments to the NoR 7 Conditions, that the traffic and transport effects of the NoR can be appropriately managed.

6.20 The additional information required and recommended amendments to conditions are outlined below.

- a) The applicant should demonstrate how intersections could be formed into the adjacent FUZ land without compromising adjacent development land.
- b) The applicant should demonstrate, in evidence or at the hearing, that access to the quarry and the recycling centre is feasible in the final design within the proposed designation boundary and taking into account the topography and constraints of the landscape.
- c) The CTMP should refer to both the quarry and the Warkworth Recovery Re:Store recycling centre as these are major operators that require access to be maintained to allow continued operation. The following amendment to the CTMP condition is suggested:

*16. (vi) methods to maintain vehicle access to property and/or private roads (including the quarry, recycling centre and to other properties with an existing access from Sandspit Road) where practicable, or to provide alternative access arrangements when it will not be;*

- d) The NoR indicative plans should be updated to show an intersection between Sandspit Link Road and Sandspit Road rather than stop the Sandspit Link Road short of the Sandspit Road. This would provide clarity that an intersection is required for safety and operation if NoR 7 is constructed prior to NoR 5. If the indicative plans are not updated, I consider that the NoR Condition 9 should be amended to require the intersection to be provided if NoR 7 is constructed prior to NoR 5. The following wording is suggested:

*9(d)(v) In the event of the Sandspit Link Road progressing before upgrades to Sandspit Road, provides an appropriate safe and efficient between the Sandspit Link Road and Sandspit Road that minimises abortive works for any future upgrade to Sandspit Road.*

*NoR 8 – Wider Western Link Road*

6.21 Subject to further information on the operation of the proposed SH1 / Wider Western Link Road roundabout and modifications to the NoR conditions, I am satisfied that the traffic and transport effects of the NoR can be appropriately managed.

6.22 The following outlines further information required and modifications to the conditions.

- a) The applicant should provide an assessment of the operation of the SH1 / Wider Western Link Road roundabout as a four-armed intersection to demonstrate its acceptable operation in 2048.
- b) The applicant should demonstrate how intersections could be formed into the adjacent FUZ land without compromising adjacent development land.
- c) I support the intent of amendments proposed by the Ministry of Education in their submission (Submission 8) to Condition 13 – Stakeholder Communications and Engagement Management Plan and Condition 16 – Construction Traffic Management Plan. I will leave the reporting planner to confirm the exact wording.

Martin Peake

22 August 2023



## **URBAN DESIGN SPECIALIST REPORT**

**To:** Vanessa Wilkinson

**From:** John Stenberg, Principal Urban Designer

**Date:** 1<sup>st</sup> September 2023

**Subject:** Request for Expert Advice - Urban Design

**NOR:** Auckland Transport NORs 1-8 Warkworth

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Dear Vanessa,

Thank you for the opportunity to review Auckland Transport's notice of requirement for eight new designations related to the Warkworth Transport Network.

### **1.0 INTRODUCTION**

Auckland Transport (AT) as a requiring authority has lodged a package of NoRs, comprising land for future Bus Rapid Transit (BRT) station and park and ride facility and the designation of land for future transport corridor upgrades and route protection as part of the Te Tupu Ngātahi Supporting Growth Programme to enable the future construction, operation, and maintenance of transport infrastructure in Warkworth.

The following information has been reviewed in relation to my assessment:

- Assessment of Effects on the Environment prepared by Te Tupu Ngātahi Supporting Growth dated May 2023,
- Assessment of Alternatives prepared by Te Tupu Ngātahi Supporting Growth dated May 2023,
- Statutory Assessment prepared by Te Tupu Ngātahi Supporting Growth dated May 2023,
- Urban Design Evaluation prepared by Ben Frost for Te Tupu Ngātahi Supporting Growth dated May 2023,
- Notice of requirement and General Arrangement Plans relating to all NoR's, and associated conditions.
- Urban Street and Road Design Guide, Auckland Transport,
- Aotearoa Urban Street Planning and Design Guide, He whenua, he tangata, Waka Kotahi NZ Transport Agency, December 2022,
- New Zealand Urban Design Protocol, Ministry for the Environment Manatu- Mo- Te Taiao, and
- National Policy Statement - Urban Development 2020, dated May 2022.

The Warkworth Transport Network package comprises the following Notices of Requirements.

1. Northern Public Transport Hub and Western Link North.
2. Woodcocks Road - West Upgrade
3. State Highway 1 – South Upgrade
4. Matakana Road Upgrade
5. Sandspit Road Upgrade
6. Western link - South
7. Sandspit Link
8. Wider Western Link – North

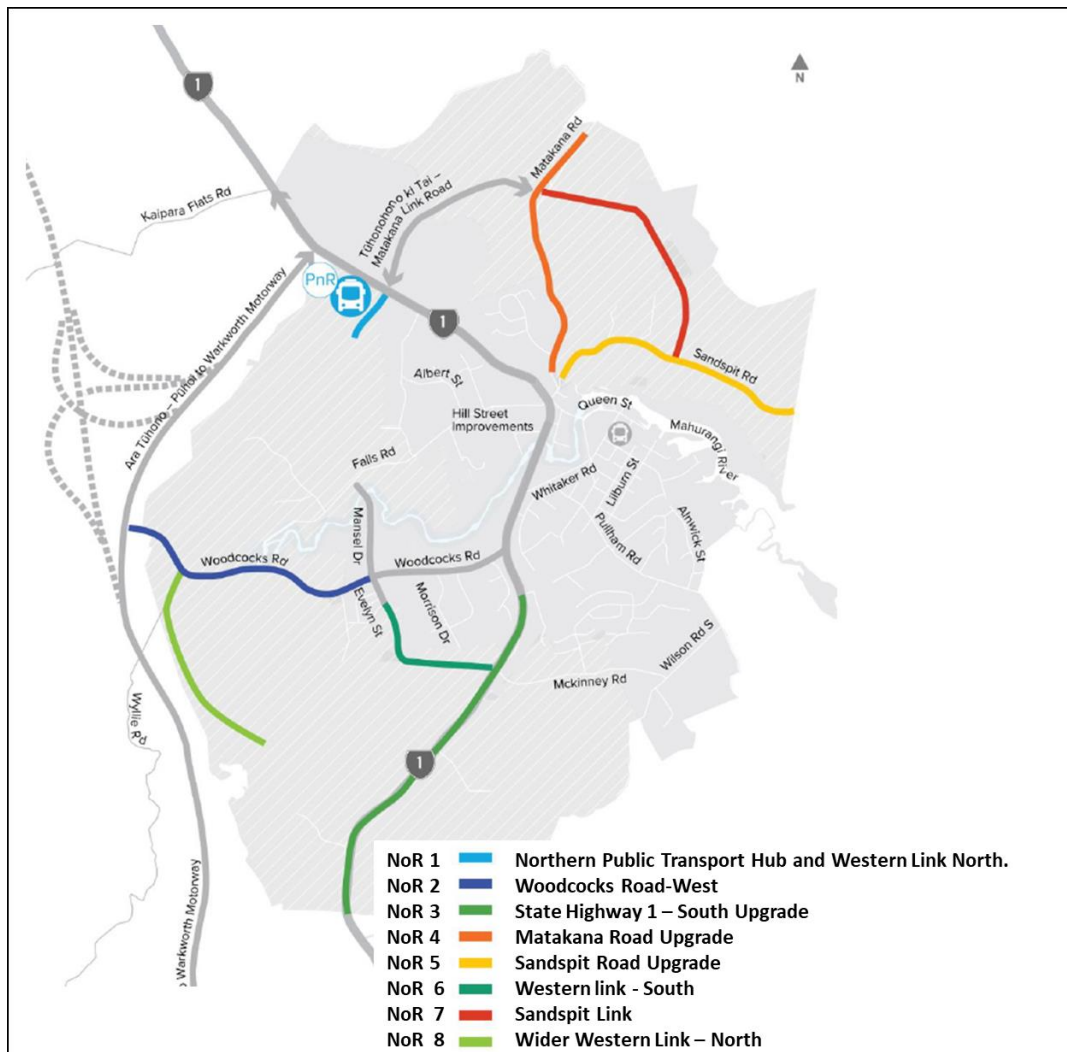


Figure 1: Map outlining the proposed locations of NoRs for the Warkworth Transport Network.

## 2.0 URBAN DESIGN ASSESSMENT

The following section provides an assessment of the urban design considerations and any effects associated with the package of NoRs.

### 2.1 Context

Significant residential and employment growth is expected over the next 30 years in Warkworth with around 1100 hectares earmarked as future urban land. This can accommodate approximately 7,500 additional dwellings which equates to an additional 20,000 people.

The Warkworth Structure Plan was adopted by the Council on 4 June 2019, and it remains the current non-statutory advisory document for the urban planning of Warkworth. This has

provided a framework for recent Plan changes 25 (Warkworth North Precinct 43ha) and 40 (Claydon Road Precinct 75ha) and proposals for a plan change seeking to rezone approximately 159 ha of Future Urban, Open Space – Conservation and Rural – Rural Production zoned land on either side of the current State Highway One (“SH1”), south of Warkworth to operative urban zonings. Collectively these changes could accommodate approximately 2400 to 2600 residential lots and apartment units.

The key driver for recent development interest is the construction and opening of the Ara Tūhono – Pūhoi to Warkworth Motorway. With the opening of the Ara Tūhono – Pūhoi to Warkworth Motorway, the current SH1 will see a drop in traffic volumes and revert to an Urban Arterial road under the control of Auckland Transport. This provides an opportunity to re-purpose the road, to enable the integration of the areas either side rather than its current role in creating an edge and barrier to meaningful integration.

The current investment and scale of road infrastructure, with the on/off ramp, Matakana Link Road, the proposed Sandspit link and the positioning of large format retailing adjacent to the proposed park and ride facility is largely designed to accommodate private vehicle movements coming from more remote living locations not served well by public transport. The use of off carriageway cycle lanes and street tree plantings to match the scale of the roading will assist in supporting cycling and pedestrian amenity.

## **2.2 Designation for Route Protection**

It is understood that the designation footprint seeks to protect the route, and includes space for ancillary components including construction areas, stormwater infrastructure, batter slopes and there will be opportunities to reduce the designation (‘Shrink Wrap’) to reflect a new post construction Road Boundary.

## **2.3 Identity and Place Making**

The NoR’s final road boundaries and its interfaces with private property is particularly important for the wider sense of place, taking account of Warkworth’s rural positioning in the Auckland region, and the relationship with a wealth of escarpments, streams and ecological corridors that strongly define the approaches to Warkworth. This may be important to Warkworth’s identity for the residents and will be readily recognised as a point of difference as people pass through or visit the town. However, there are locations where the urban place making context will become important at the local level and for a well-functioning urban environment passive surveillance, activation, and street interest will remain important to pedestrian amenity needs, which not only is required to be enabled, but planned for.

## **2.3 Roading Network and Subdivision Trends**

Arterial roads designed with limited access have resulted in relatively poor, uninteresting somewhat isolated pedestrian environments, often used only if needs must and which are disheartening for many portions of the population using them in evening hours.

Were limited access is sought, the normal subdivision response has been for residential development to front streets behind the arterial and to have them back onto the arterial. Where those sites lie close to the road boundary fencing, to manage noise and privacy is the normal response, and devoid of entrances and gates. That type of condition is shown in the series of photos relating to Oteha Valley Road, Albany Highway and Greville Road below.



*Figure 2: Illustrates the typical response to new arterial designs, Greville Road and Albany Highway do incorporate off carriageway pedestrian and cycle footpaths. And perhaps the reason on the sunny day why no pedestrians or cyclists are in sight.*

Equally, large separation distances between the carriageway and paths don't help as it leaves pedestrians and cyclists isolated from residential overlook and the activity that such uses can provide to the street. Pedestrian paths from subdivided residential areas adjacent to the arterial road will be required, especially if the arterial road serves as a bus route.

There are some concerns arising from the implementation of the NPS for Freshwater Management and NPS Urban Development which seek development of 'well-functioning' urban environments and good accessibility for all. In relation to the proposed NoRs these are as follows:

- The introduction of off carriageway cycle paths along arterials, is somewhat a 'Trojan horse' which effectively lubricates the movement of vehicles by protecting cyclists from vehicle crossings and limiting road crossings. It reaffirms the environment as fundamentally being for vehicle movement, with no edge activation, no friction, no interest, and no thinking required. The reduction of friction has been shown to increase traffic speeds, and land-uses that turn their backs to arterials generally create uninteresting cycle and pedestrian routes with no interaction and relationship with the adjoining land uses.
- The avoidance of street connections over streams and ecological areas results in pods of connected streets being separated from adjoining pods of streets and limited on street pedestrian routes being provided. This reinforces the need for private vehicle use, which is not the intended outcome for a well-functioning urban environment.

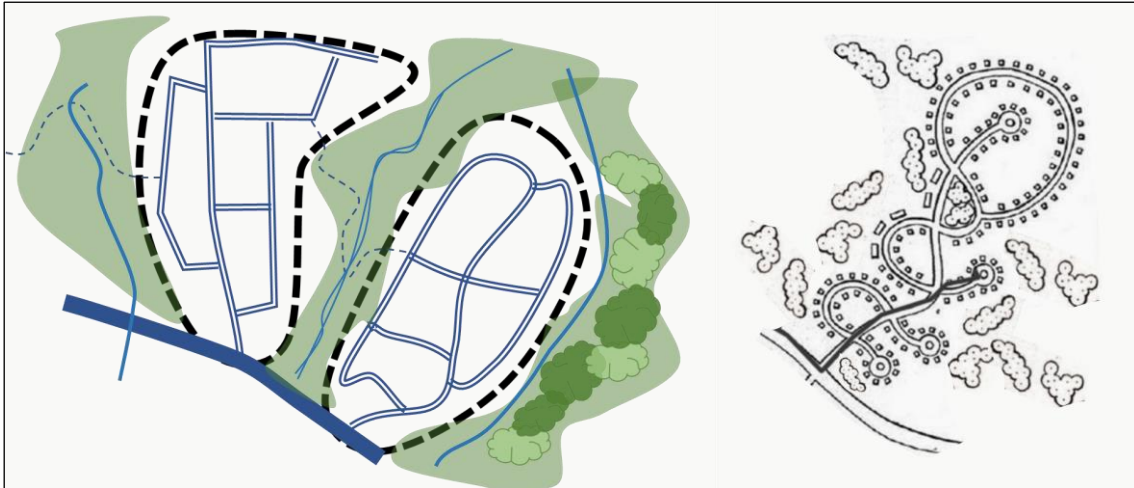


Figure 3: Illustrates the type of subdivision being proposed where streams and ridge lines prevent street based connections, becoming cul-de-sac pods of connected streets in similar style to the 1950s as illustrated in the classic diagram shown left.

## 2.4 Te Tupu Ngātahi Urban Design Evaluation (UDE)

The UDE contains an evaluation for each NoR assessed against the guidance and principles established in the Te Tupu Ngātahi Design Framework, relating to environment, social, built form, movement and land use and provides an urban design commentary in *“relation to the current design detail and recommends the framework for how and where any urban design opportunities should be considered in future design stages. These recommendations should form the basis of an urban design specific designation condition”* (p7). The UDE is clear that not all opportunities contained within the recommendations are required to mitigate the anticipated urban design effects of the projects.

Generally, I consider that the methodology and design commentary will provide a good basis for assessment of each NoR and generally agree with the recommendations. The UDE recommends a condition for an Urban and Landscape Design Management Plan (ULDMP) in future delivery stages *“for all NORs to further develop the urban design outcomes recommended as summarised under each NOR evaluation”* (page 8).

The NoRs sought are currently for route protection and ensuring sufficient land is provided to accommodate the foreseeable functions of the route, with the detailed design matters being considered at a later stage when further consultation and design work is to take place.

## 2.5 Urban and Landscape Design Management Plan (ULDMP)

The adoption of a ULDMP will, to some extent, ensure that consideration is given to urban design matters at a detailed design stage and is provided in a generic way by Condition 9 in each NoR. Importantly part (c) of the condition requires that the ULDMP is prepared in ‘general’ accordance with Auckland Transport’s Urban Roads and Streets Design Guide and Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) which both define a set of principles that should if correctly applied and weighted, result in addressing urban design matters and avoiding the adverse effects on a well-function urban environment.

The application and weighting of these principles will determine the effectiveness of the detailed design in addressing urban design matters. There remains scope to pick and mix within these documents. Additional comfort is provided by part (d) which defines the means to achieve the objective of the ULDMP and includes integrative, contextual, landscape, connectivity, interface, and inclusive access matters, and personal safety and CPTED outcomes.

However, the Te Tupu Ngātahi Urban Design Evaluation (UDE) should be acknowledged as a reference document within Condition 9, that enables a review of its recommendations and opportunities to inform their relevancy and their role in the further development of more detailed design work. Particularly useful are the outcomes and opportunities plan which provide for urban design matters that should be elevated in certain locations and are unlikely to change, for example intersection outcomes relating to NoR 1 outcome '5' relating to active mode legibility and priority.

This reference to the UDE should be included within condition 9 after part (b).

*(c) The ULDMP will address the outcomes and relevancy of opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation's Outcomes and Opportunities Plan in developing the detailed design response.*

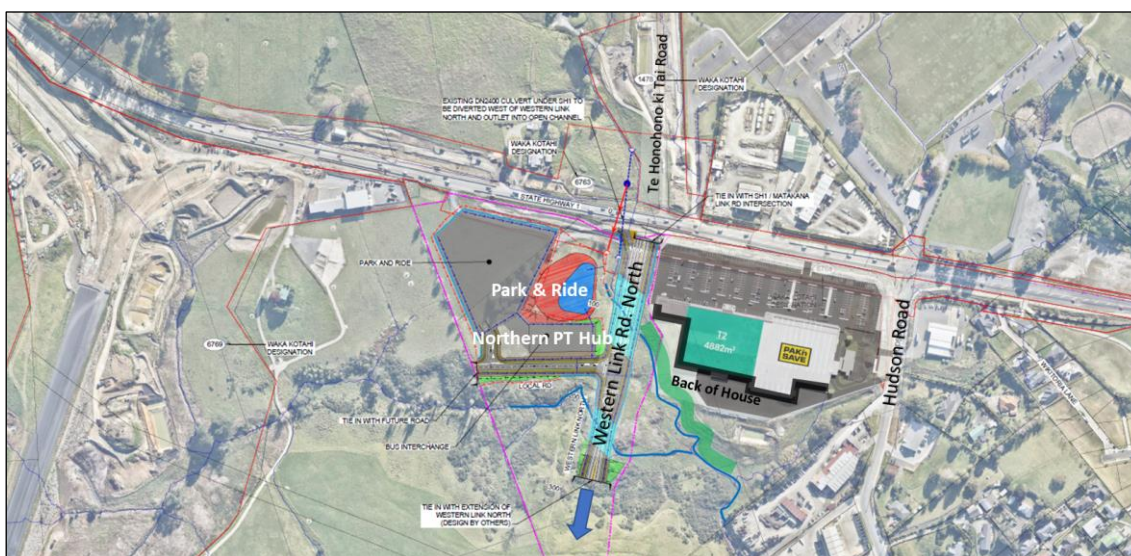
This amendment would result in the need to re-number/letter the following parts of the condition (d) through (g).

### 3.0 URBAN DESIGN REVIEW NoRs 1 - 8

Overall, I accept the assessment provided in the Assessment of Alternatives as to the choice of the route alignments and northern public transport hub site. From an urban design perspective, I make the following comments in relation to each NoR below.

#### 3.1 NoR 1: Northern Public Transport Hub and Park and Ride

The assessment of site choice is made in section 5.9.3.3 Park and Ride of Appendix A - Assessment of Alternatives, and the site is better suited than the existing 'interim facility' which is confined by the Mahurangi River limiting expansion and located on open space zoned land taking away recreational opportunities. Its use for recreational activities would avoid compounding the impact of vehicle trips generated at certain times of the day in this location, and evening trip chaining which could conflict with pedestrians and cyclists traveling to the showgrounds for sporting practices and activities.



**Figure 4: Shows the location of Park & Ride and Northern PT Hub, Bulk retail, motorway interchange to the left under construction and Te Honohono ki Tai Rd connecting to the eastern villages of Matakana, Sandspit, Snells Beach and Algies Bay.**

The location provides good access to the motorway system and is located at the confluence of key arterial connections including the Matakana Link Road (Te Honohono ki Tai Rd.) and Sandspit Link (NoR 7) that connect to the surrounding villages of Matakana, Sandspit, Snells Beach and Algies Bay. In addition, vehicle oriented bulk retail outlets, including Pak'n Save are also envisaged for the site opposite between Western Link Rd – North and Hudson Road as shown in Figure 4 above.

The location, and generally in common with the alternative sites considered, has a poor walk-up catchment (less than 20% of a 600m circular catchment area), but it does have the following urban design advantages.

- The opportunity to efficiently intercept and redirect car-based trips on to public transport – for those travelling beyond Warkworth.
- It places the 'park & ride' with other vehicle orientated land-uses, motorway access and park and ride facility on the northern edge of Warkworth, avoiding bringing traffic into the centre and through the town's street network.
- It enables trip chaining with the nearby bulk retail centre, Pak'n Save and future local centre 350m further south accessed via the Western Link Rd – North.

The general layout indicated in the UDE responds to the constraints relating to water management, positions the main bus stops closest to the future local centre to the south and the large parking area is positioned on the north-west of the site limiting any severance impacts on pedestrian and cycle connections. However, as stated already in the context section of this assessment, the public realm is dominated by expansive road carriageways, intersections and needs for vehicle movement that undermine the pedestrian and cycling experience in this location. This places a significant onus on the detail design and landscape plantings to support amenity, legibility and priority for pedestrian and cycling at key intersections.

I recommend the following inclusion within Condition 9 which would pick up on the key outcomes identified in the UDE numbered 3 through to 5 on the Outcomes and Opportunities Plan Sheet 1/1.

*(c) The ULDMP will address the outcomes and relevancy of opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation's Outcomes and Opportunities Plan in developing the detailed design response.*

This amendment would result in the need to re-number/letter the following parts of the condition (d) through (g).

Submissions.

One submission raised matters relating to urban design. The One Mahurangi Business Association & Warkworth Area Liaison Group (Submission NoR1\_04) consider that option 4a is better located to retail in association with a bus link road from Hudson Road. I assume the reference to retail relates to bulk retail and Pak'n Save.

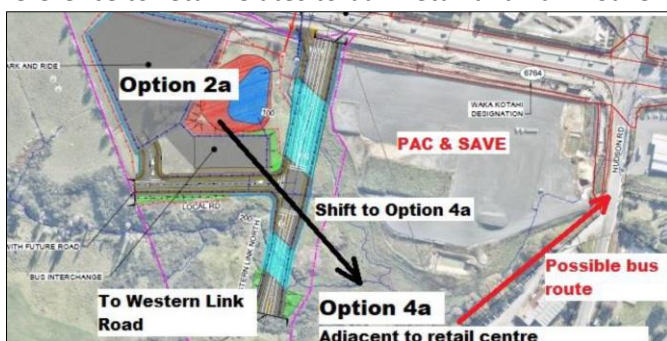


Figure 5: Submitters preferred location Option 4a.

The integration of public transport with retail and employment destinations better supports public transport use and offers PT users easy access to a range of goods and services. However, this only holds true if the destination has significant employment and where there is a significant range of goods and services.

The purpose of the park & ride facility is to provide PT options to a wider population from surrounding rural areas and villages. The park and ride facility will enable trip chaining, that is the sequencing of trips to work and back home and may include drop off and pick up of children from day care, and household errands such as picking up groceries.

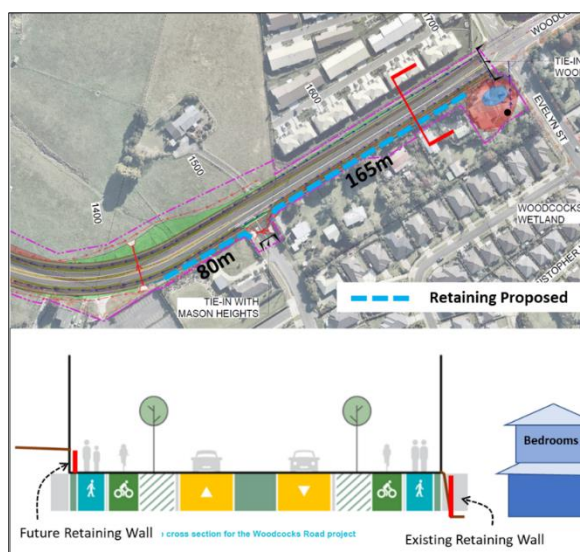
The positioning of the park and ride facility in location 4a offers no advantage to pedestrians choosing to walk to the Pak'n Save, and it remains unlikely that those parking in the facility would consider walking the distances to/from the shops when trip chaining. For pedestrians and cyclists moving between the station and residential areas in the walk-up/cycling catchments, they will not be disadvantaged, as traveling east-south will take them past Pak'n Save, and those travelling to the south-west along the Western Link Rd. would pass the anticipated Local centre.

The significant matters that separate these two options relate the proposed NoR site having efficient access, greater visibility and will avoid constraints related to managing stormwater and land stability. For these reasons I can support the proposed NoR 1 location

### 3.2 NoR 2: Woodcocks Road - West Upgrade

This is a new designation to provide for the upgrade of the existing arterial corridor from the Te Ara Tuhano (motorway) to Mansel Drive to an urban arterial with active mode facilities supporting urbanisation of the future urban zoned land north and south of the arterial. I generally agree with the assessment of the receiving environments and future environments provided in section 9.4 of the AEE and the observations and recommendations contained within the UDE.

From an urban design perspective, the proposed works to upgrade the corridor with walking and cycling facilities on both sides, the provision of localised widening around existing intersections and adoption of batter slopes, rather than retaining walls which affect pedestrian amenity and interfere with sight lines and overlook from dwellings/future dwellings aligned along the Road, will support modal shift, and improved amenity and safety for those adopting active modes of transport, while integrating movement for all modes into a wider network.



One feature that will be present in any design is the construction of intermittent retaining walls along the southern edge of Woodcocks Road from close to the corner with Evelyn Street extending approximately 165m to Mason Heights and then a further 80m. This will be a detail of design, however there is potential for retaining wall heights to impact on both pedestrian amenity and passive surveillance from adjoining properties.

**Figure 6:** Illustrates the location of future retaining and the relatively poor surveillance provided to the street by the existing retirement village due to common rooms being located significantly below street level.



The objective of the ULDM is to contribute to a quality urban environment, and to achieve that Condition 9 (d) (iv) states the project will need to promote a sense of personal safety...including reference to CPTED principles. This provides scope to ensure retaining walls are of an appropriate height and do not reduce or obstruct surveillance opportunities from adjoining land. It is also understood that access to these properties by all modes is maintained.

The inclusion within Condition 9 of the following would suffice as it would pick up on the key outcomes identified in the UDE Outcomes and Opportunities Plan sheet 1/1 for NOR 2 Woodcocks Road – West Upgrade.

*(c) The ULDM will address the outcomes and relevancy of opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation's Outcomes and Opportunities Plan in developing the detailed design response.*

This amendment would result in the need to re-number/letter the following parts of the condition (d) through (g).

### Submissions

Most submission points focused on traffic design and access matters, extents of designation, timing, construction effects, consultation requests and landscape related matters.

There are 4 submissions (Submissions 3, 9, 10, and 11) which raise matters associated with urban design.

- *That the design of the NoR 2 designation at the intersection of Mansel Drive and Woodcocks Road allows for suitable pedestrian movement across Woodcocks Road in all directions (north-south, east west and vice versa) **Submission points 3.1 and 3.2, *Summerset Villages*, Support the NoR.***

Generally urban design outcomes would incorporate pedestrian permeability at key intersections. The exact provision will be a matter of detailed design and would take into account the outcomes covered by the introduction of a new part (c) which references on the Plan UDE outcome 5. *“Active mode legibility and priority – Legibility, connectivity demands, safety, and modal priority for active modes should be addressed at intersections...”*

- *Reposition the stormwater wetland from the submitters land at 93 and 95 Woodcocks Road and blights the land which is located within a prime location to deliver additional housing supply enabled through PC78. **Submission point 9.1, *J & T Molloy*, Oppose.***

It is not intended to ‘trump’ the infrastructure needs of the expanded function of the road upgrade proposed or the constraints and requirements to manage stormwater efficiently and effectively from an urban design perspective. Notwithstanding the stormwater rational for positioning the stormwater retention ponds in this location, the urban design merits are:

- Provision of a north facing open space provides opportunities for more intensive forms of development to address and overlook the space.
- If appropriately landscaped, the space can provide amenity to the street and offer passive recreational opportunities for the neighbourhood.
- Two frontages to the open space provide opportunity for overlook from the adjoining streets supporting its safe use.
- Depending on its design it can support legibility for the network, being easily identifiable and associated with the Evelyn Street/Mansel Road intersection with Woodcocks Road.

While urban designers would normally favour built form addressing the corner, providing activity and surveillance to the street and intersection, the additional benefits and balancing stormwater needs may not be compelling, and corner reserves can and often do form part of well-functioning urban environments.

- *The designation layout does not propose to integrate the transport network and supporting infrastructure into the existing urban environment in a manner that achieves good urban design outcomes and an efficient use of land. **Submission points 9.6, J & T Molloy, 10.5, John Wynyard and 11.5, Wynyard Family, Oppose NoR 2.***

The intention of Condition 9 Urban and Landscape Design Management Plan (ULDMP), particularly parts (c) and (d) provide useful principles and guidance to support integration. However, there is significant scope to pick and choose principles and guidance to suit a range of design drivers. For this reason, and that from my experience project managers can influence project drivers and supporting professionals can often rationalise almost any position, the key outcomes identified in the UDE and plan sheet 1/1 for NOR 2 Woodcocks Road – West Upgrade should be incorporated into the conditions which help clarify what principles and guidance needs to be considered early in the design phase.

- *That the extent of the proposed designation be considered in further detail and potentially reduced; including consideration of alternatives to the cut and fill batters proposed. **Submission points 10.2, John Wynyard and 11.2, Wynyard Family, Support in part.***

While there may be scope to consider alternatives to the cut and fill batters, urban design outcomes would generally consider retaining walls above 1.2m as potentially being detrimental to street amenity and passive surveillance from adjoining properties and dwellings. The use of batters normally offers better sight lines to and from properties abutting the road street, however in relation to Lot 1 DP437211 the depth of batters shown will result in significant distances between properties and dwellings, offering poor passive surveillance opportunities and the scale of berm and roading will not make for a comfortable walking environment. I agree that further consideration be given to the extent of the designation and the implications on pedestrian amenity once the road has been constructed.

The objective of the ULDMP is to contribute to a quality urban environment, and to achieve that condition 9 (d) (iv) states the project will need to promote a sense of personal safety...including reference to CPTED principles. This provides scope to ensure cut, fill and distances between development and street are managed to promote pedestrian safety and amenity. It is also understood that access to Lot 1 DP437211 by all modes is maintained is considered.

The inclusion within Condition 9 of the following would suffice as it would pick up on the key outcomes identified in the UDE and plan sheet 1/1 for NOR 2 Woodcocks Road West.

*(c) The ULDMP will address the outcomes and relevancy of opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation's Outcomes & Opportunities Plan in developing the detailed design response.*

The amendment would result in the need to re-number/letter the following parts of the condition (d) through (g).

### **3.3 NoR 3: State Highway 1 Upgrade - South**

The completion of the Ara Tūhono (motorway) will allow much of the existing traffic through Warkworth to shift to the Motorway allowing SH1 to transition to an arterial road. SH1 bisects Warkworth and will continue to act as a transport spine providing access to the old town centre

and associated residential areas, show grounds and access to villages to the east and college, newer housing subdivisions, industrial development, and bulk retail to the west.

The new designation relates to the southern portion from Valerie Close in the south to Fairwater Road, the northern portion being reconfigured within the existing road reserve. The changes being considered seek to provide for multimodal facilities to promote a shift from private vehicles to walking, cycling and public transport.

The key features, include cycle lanes and footpaths, and battered berms for associated cut and fill necessary to accommodate a widened movement corridor. Overtime residential activity, including THAB, and MHU zones will abut the arterial and in the lower southern portion a Local Centre zone is to be provided at the junction with the proposed Wider Western Link Road.

I generally agree with the UDE assessment, which defines some key outcomes and tensions which need to be managed to deliver a well-functioning arterial, including dealing with land-use and development interfaces.

The difficulty with the significant berm widths, to accommodate batters, and level changes requiring retained edges over 350m in length on the eastern side opposite Fairwater Road is the fundamental lack of engaging edge activity and will result in a relatively isolated pedestrian experience, albeit landscape planting could provide some amenity. I have experienced some boring walks along other arterials with wide berms, such as East Coast Road, and Oteha Valley Road with the only reason to walk is for exercise or a forced march having no alternative – always take a friend. For cyclists it is slightly better as the time between points of interest becomes more bearable and the destination is reached more quickly.

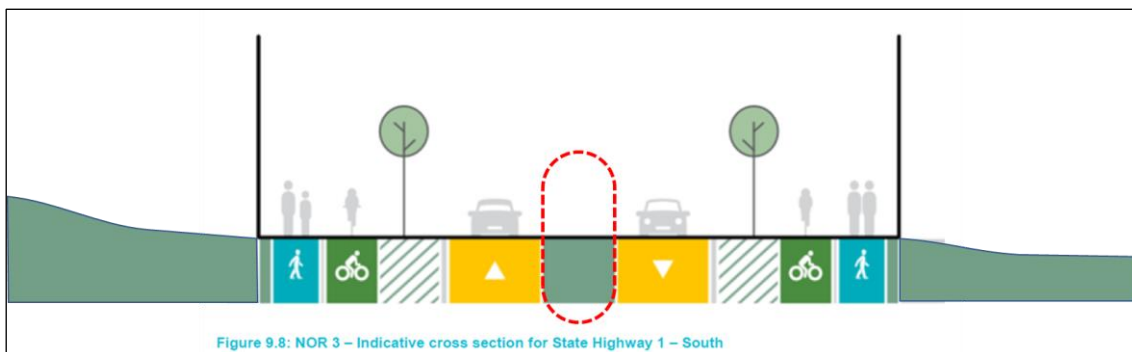


Figure 7: Illustrates the addition of cut and fill batters and the extent of removing development from the pavement areas.

For the reasons outlined above the inclusion within Condition 9 of the following would suffice as it would pick up on the key outcomes identified in the UDE and plan sheet 1/1 for NOR 3 State Highway 1 – South.

*(c) The ULDMP will address the outcomes and relevancy of opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation’s Outcomes & Opportunities Plan in developing the detailed design response.*

The amendment would result in the need to re-number/letter the following parts of the condition (d) through (g).

### Submissions

Most submission points focused on traffic design and access matters, extents of designation, timing, construction effects, consultation requests and landscape related matters.

There are 2 submissions (Submissions 14 and 15) which support the NoR because it will support the reduction in greenhouse gases and respond positively to climate change.

- *Submission 3 by Ash Hames and Fiona Rayner make two points which raise matters associated with urban design.*
  - *The urban design assessment provided seeks to minimize land disturbance.*
  - *Visual landscape buffer at the entrance to Warkworth requires special design consideration.*

From an urban design perspective, the 'principle' of minimizing land disturbance is normally a good thing, however the need for land disturbance will largely be defined by the needs for a generally level corridor (carriageway and paths) and the consideration of impacts relating to stormwater management and the costs associated with works.

Providing a landscape planted entrance to the southern entrance and use of berm batters would be supported and would be a matter which is covered through proposed condition 9.

Submission 8 by Kyle Stephen and Heather Deans states that:

- *The cut/batter shown in relation to 3 McKinney Road, and designation boundary cut into the site adversely affecting the outdoor living space and privacy and amenity provided by the vegetation screening in this area. Option of taking land on the other side to accommodate the designation needs as it is vacant and can easily accommodate a widened arterial corridor.*

The extent of the designation is a matter for the roading engineer; however, it appears that either a batter or retaining wall near or along the designation boundary would be required for sightlines to this future four-way intersection. From an urban design perspective, I offer the following comments. A batter would provide opportunity for plantings at the back of the batter/berm and enhance the overall on site amenity and outlook and offer some overlook opportunities to the street. The outdoor living area, while reduced, would still meet the AUP-OP outdoor living area requirement, and have good solar access.

### **3.4 NoR 4: Matakana Road**

The AEE outlines the reasons for the designation, and the need for flexibility to provide for the intended cycle and pedestrian paths, improvements to existing intersections, batters, and slopes to enable corridor widening. From an urban design perspective, the inclusion of new pedestrian and cycle paths will enable and encourage active modes of transport, in particular for children travelling to and from schools and social destinations from the residential developments in the Mixed Housing Urban Zone and in the future from the likely residential development Future Urban Zone to the east.

I generally agree with the UDE evaluation and recommendations that need to be part of the ULDM to ensure the design of the corridor responds to the principles and project specific urban design outcomes sought to avoid, mitigate, and remedy any adverse effects on a well-functioning urban environment. In particular, the importance of the interface between existing and future residential development, balancing the urban qualities of medium residential development land uses adjacent areas of native vegetation, role these interfaces play in supporting personal safety and interest.

For these reasons outline above the inclusion within Condition 9 of the following would pick up on the key outcomes identified in the UDE and plan sheet 1/1 for NOR 4 State Highway 1 – South.

*(c) The ULDMP will address the outcomes and relevancy of opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation's Outcomes and Opportunities Plan in developing the detailed design response.*

This amendment would result in the need to re-number/letter the following parts of the condition (d) through (g).

#### Submissions

No submissions are directly related to urban design matters.

### **3.5 NoR 5: Sandspit Road**

The existing corridor provides access between the future Warkworth growth area and the villages of the Mahurangi Peninsula. The upgrade to the road is to include walking and cycling paths, facilitating, and encouraging shift to active modes, and improve safety outcomes along the corridor which I support.

I generally agree with the UDE's design evaluation and recommendations in section 34. However, I consider that the designation extents and retaining has the potential to isolate pedestrians and cyclists away from land-use activities on the northern side between Withers Lane and the tie-in with the proposed Sandspit Link. The southern edge between these intersections will offer little but landscape amenity associated with the small tributary of the Mahurangi River or a considerable 23m berm which prevents development contributing to pedestrian amenity and surveillance. Over the balance of the designation from the proposed Sandspit Link to the edge of the Future Urban Zone (FUZ) berms of 8-13m may provide a sweet spot for encouraging development to overlook the street and offer interest.

The UDE recommendations need to be part of the ULDMP, to ensure affects can be mitigate, remedied, or avoided. I very much support the importance of CPTED related principles and active mode permeability related to the interface between the finalised road boundary and the adjoining land-uses. For these reasons

The inclusion within Condition 9 of the following would pick up on the key outcomes identified in the UDE and plan sheet 1/1 for NOR 4 Matakana Road.

*(c) The ULDMP will address the outcomes and relevancy of opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation's Outcomes and Opportunities Plan in developing the detailed design response.*

The amendment would result in the need to re-number/letter the following parts of the condition (d) through (g).

#### Submissions

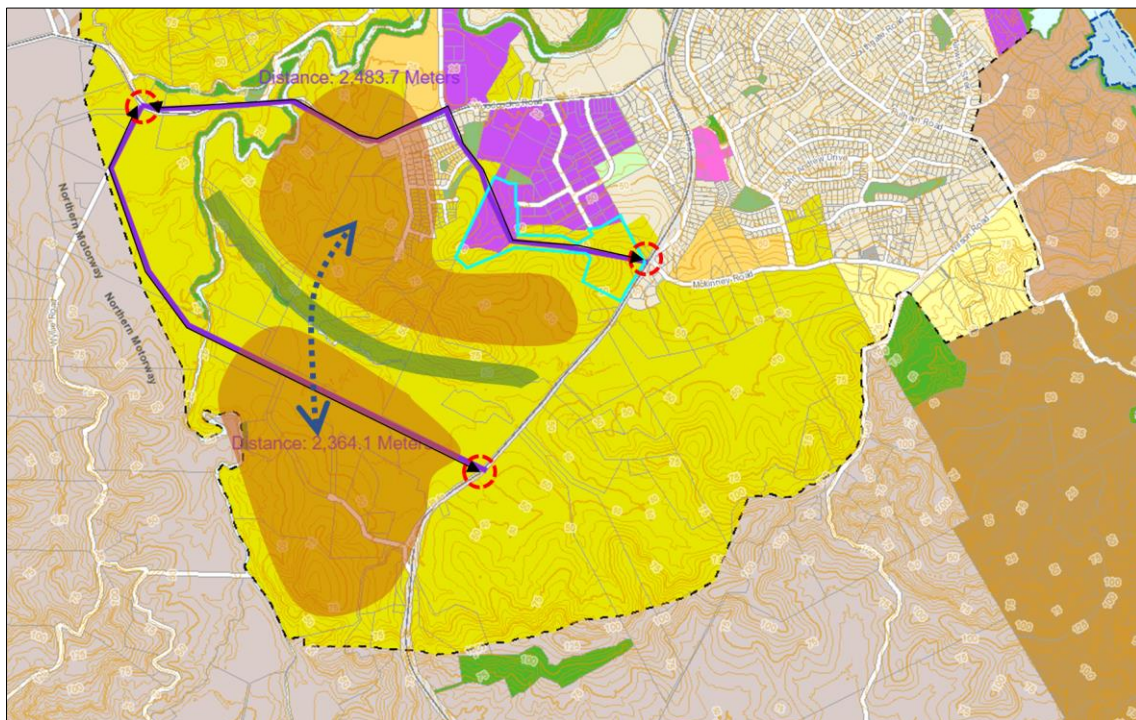
No submissions are directly related to urban design matters.

### **3.6 NoR 6: Western Link Road - South**

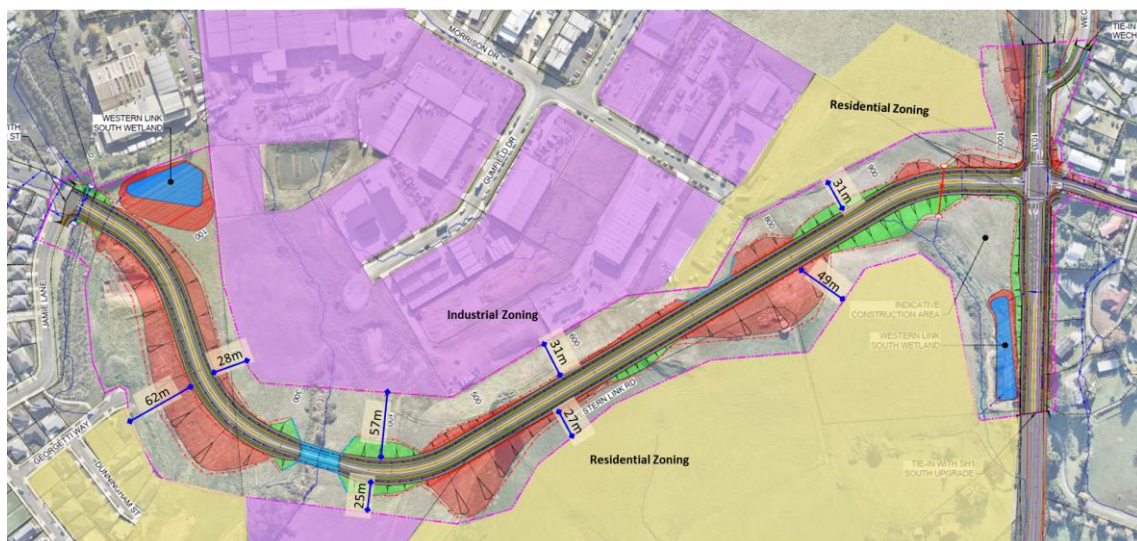
The purpose of this corridor is to improve access and connection between the southern and northern Warkworth growth areas, or more precisely access into and along the employment zones aligned along the north-south axis comprising western link Road, Evelyn Street, Mansel Drive, Falls Road, and the final stitch of the western link road – North. However, it does not

address the circuitous route (up to 2.5km) between adjacent residential areas. While reserve and stream based pedestrian paths /cycle routes can be provided, they do not offer the safety and overlook associated with street based options during all hours and to a wider population.

This so called new 'urban arterial' will incorporate cycle and pedestrian paths, which will link with those proposed for SH1 south and Woodcocks Road. The focus is the efficient movement of vehicles and traffic and a safe pedestrian and cycle environment, but an environment which will not be engaging either for the motorist, cyclist, or pedestrian. The key issue is the extent of the designation, and while it does provide a useful level of flexibility in defining the exact carriageway and path alignments in the future, the resolution of the significant distances between pedestrian/cycle paths and the likely land use and development response either side relate to the street become important in creating an environment conducive to walking and cycling.



**Figure 8:** Illustrates the significant vehicle and street based cycling and pedestrian connections between two neighbouring residential areas, requiring distances 4 x greater than the distance between them.



**Figure 9:** Illustrates the significant distances required for batters, and the corridor creating a rather remote experience for pedestrians and cyclists whose closest relationship is the vehicle carriageway and its use, and Warkworth Structure Plan zonings either side of the road alignment.

I concur with the UDE's recommendations that the ULDMP address specific outcomes for

- The equitable local connectivity and cross corridor access between future residential (FUZ) to the south, employment land to the north, and further development of crossing points at intersections and potential midblock crossings.
- Place specific response to integrating land uses and street functions.
- Corridor interface that supports permeable pedestrian access and responds to the changing built form and interface character.
- How any **residual land portions following the construction of the Project are redefined and integrated with the expected future land use function**, in particular areas: On both sides of the Western Link within NOR 6, particularly where large cut/fill batters are indicated and residual land adjacent the intersection with Western Link and proposed wetlands.

I agree that the number of access points to industrial land to the northern side of the street should be managed, to ensure conflict between pedestrian and movements are safely managed.

The assumption the FUZ zoned land to the south should automatically be considered for residential activity, as indicated in the Warkworth Structure Plan is not a good outcome from an urban design perspective. Having the same land-uses (zones) on both sides of any street to provide for either an industrial street environment or residential street environment resolves conflicting amenity outcomes for the street. Placing the zone boundary Mid-block is more effective in managing these environments and resolving conflicts of uses at the boundary and will simplify place making opportunities.

At this stage I do not consider there has been sufficient testing of the way future development and **street connections** may relate to this route and have no confidence that the designation in its current form and extents and ultimately constructed form will incorporate appropriate street based connections for both vehicles and safe pedestrian access between employment areas and residential areas as expected of a well-functioning urban environment.

### Submissions

No submissions are directly related to urban design matters.

### **3.7 NoR 7: Sandspit Link Road**

The Sandspit Link Road is part of an extension of roads offering an alternative ring road type connection from the residential zones and FUZ zones west of Hudson Road, and in the vicinity of Falls Road, the large box retail area of Great North Road (SH1) and residential areas to the north and east of Matakana Road. The link also offers an alternative routing for those traveling from/to the Motorway (Ara Tūhono) to the eastern villages of Matakana, Sandspit, Snells Beach and Algies Bay taking the load off the Hill Street/Sandspit Road intersection with Great North Road (SH1).

The link will attract vehicle movements, and potentially enable more vehicle trips to be made in future, given the reduction in present congestion at certain times. It will provide some local connectivity for cyclists to the show grounds and sports facilities there and back to Sandspit Road to Warkworth centre and the Schools. The road currently runs through the FUZ zone and would offer potential opportunities for further neighbourhood centres to be located along the link, taking advantage of the movement economy.

I am supportive of the alignment, and the inclusion of cycle and pedestrian paths either side will help facilitate modal choice, particularly if the quality of the interface between future development and the street offers good amenity, interest, and some level of activation within reasonable proximity of the paths.

Generally, I support the UDE's recommendations that the ULDMP address specific outcomes for

- The spatial character of proposed centre environments and supports quality public realm infrastructure, ample pedestrian footpath width, frequent pedestrian crossing points and street trees for shade and amenity.
- Modal connections, modal hierarchy, built form interfaces and arrangements along the corridor.
- Permeable pedestrian access and responds to the changing built form interface and spatial character of adjacent future development.
- The interface between the Residential – Mixed Housing Urban / Suburban Zones adjacent large cut/fill batters and the road corridor.
- How residual land portions following the construction of the Project are redefined and integrated with the expected future land use function, in particular areas:
  - On both sides of Sandspit Link within NOR 7, particularly where large cut/fill batters are indicated.
  - Any residual land adjacent the intersection with Sandpit Road and the three proposed wetlands.

The designation and work done so far appears driven by movement, mainly vehicle movement, rather than place making and defining the wider role of the street in this future urban environment. The ability to 'shrink wrap' the designation and dispose of residual land will be important for land uses and development's ability to be located and oriented to provide passive surveillance opportunities that support pedestrian activity and safety perceptions of the street/road.



Figure 10: Identifies the extent of the designation, appropriate at this stage but the opportunities for reducing the final width of the road reserve to ensure appropriate interface with land-uses and development will be needed.

### Submissions

No submissions are directly related to urban design matters.

### 3.8 NoR 8: Wider Western Link Road (WWLR)

This proposal is to provide a new arterial with pedestrian and cycle paths either side to allow movement between Woodcocks Road and the Mahurangi River where the southern portion of the Wider Western Link Road to SH1 and the Southern Public Transport Interchange which is not designated and will be delivered by the landowner via a proposed plan change - Waimanawa (Warkworth South) currently being processed. Also included in this NoR is the corridors tie-in intersection with the existing SH1 to anchor the alignment.

The WWL will bisect the proposed residential zones being considered in the Waimanawa Plan Change, providing an arterial with pedestrian and cycle paths ether side, which from an urban



design perspective will support modal choice, particularly access to the future heavy industrial employment areas aligned adjacent the motorway and the Local Centre positioned at the intersection with SH1.

The UDE recommendations are supported, and I recommend the inclusion within Condition 9 of the following to pick up on the key outcome principles identified in the UDE and plan sheet 1/1 for NOR 8 Wider Western Link Road.

*(c) The ULDMP will address the outcomes and relevancy of opportunities contained in the Te Tupu Ngātahi Urban Design Evaluation's Outcomes and Opportunities Plan in developing the detailed design response.*

This amendment would result in the need to re-number/letter the following parts of the condition (d) through (g).

### Submissions

The submission (Submission 7) by KA Waimanawa Limited Partnership, Christine and Willian Edean, and Stepping Towards Far Limited, considers that the eastern portion of the designation relating to the intersection imposes a reduction on the land available for the Local Centre and creation of a narrow strip of potentially residential zoned land. (Although technically the plan change if approved in its current form, would apply a local centre zoning to the strip).

This does raise some urban design matters, in particular the effect of the proposed designation on the way the proposed centre presents itself to SH1 and the site formation and layout for the centre.

- The alignment and extent of designation does take the opportunity away for a corner development of reasonable stature to warrant the cost of a vehicle bridge crossing the stream and provide a landmark and visibility for the centre. A service station would not be considered a landmark building appropriate to announcing the centre.
- Landscape planting in support of what would be a stream corridor/open space within the designation could have the potential to reduce commercial visibility of the centre. The northern orientation of the Local Centre Zone relative to the small stream tributary would still enable a frontage to engage with the stream edge.
- The positioning of the PT Hub should the proposed designation be provided would need to be moved further west to ensure street access and a viable retail frontage to the Street (WWL Road) as the cumulative effects of stream protection, extent of designation and Southern PT Hub effectively squeeze commercial visibility of the centre to the WWL Road.
- Further reconsideration of the centre zones size and shape can be considered within the plan change process.
- Testing of any future disposal of land should be co-ordinated to ensure that a viable site and development solution can be enabled for the centre.

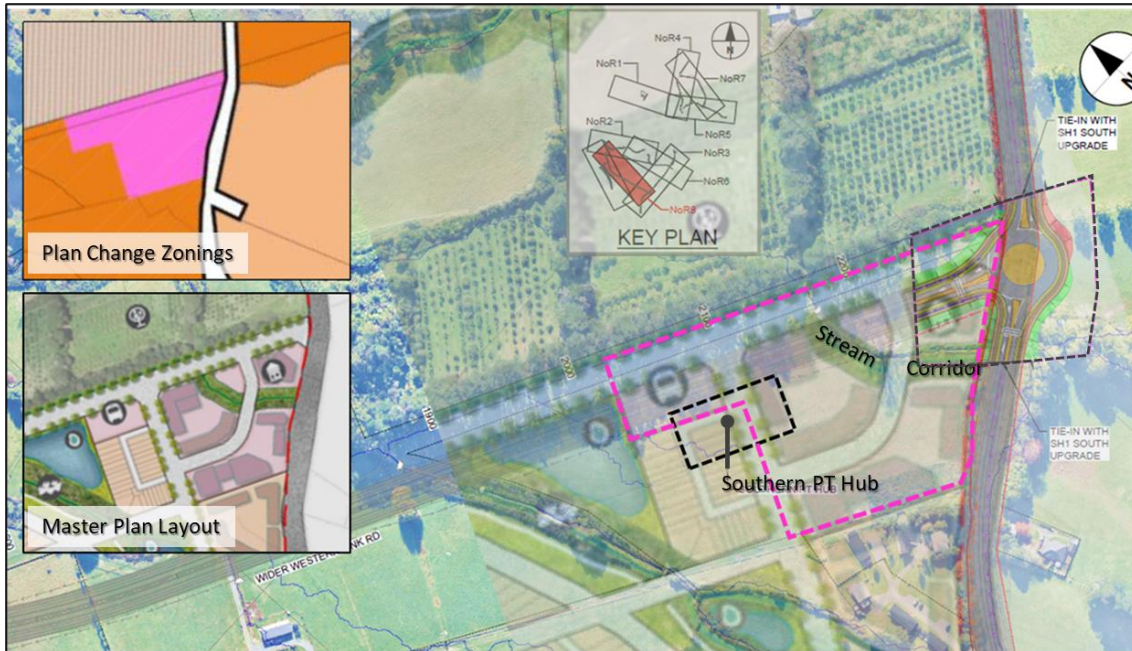


Figure 11: Illustrates the proposed local centre zone, master plans conceptual layout and the proposed designation.

This aspect needs to be resolved early, that piecemeal development of the centre is avoided, and it presents itself to the corner and the WWL Road that supports the centre's legibility supports activity and enables the development of a well-functioning of a commercial centre. For these reasons I am not able to support this NoR from an urban design perspective at this stage.

#### 4.0 Overall Summary

Generally, I am supportive of the package of NoRs being proposed as means to integrate travel networks, provide convenient connections, and manage the effects of vehicle movements away from the heart of Warkworth.

I consider that the methodology and design commentary included in the UDE will provides a good basis for assessment of each NoR and the recommendations, while relatively high level, do identify key urban design matters along each route which will inform the choice and way the principles and guidance contained in Auckland Transport's Urban Roads and Streets Design Guide, and Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) referenced in the ULDM Condition 9, would apply along the route.

The referencing of the *Te Tupu Ngātahi Urban Design Evaluation's Outcomes and Opportunities Plans*, as a starting point to identify along the length of any project the different urban design matters of importance can then inform the assemblage of relevant principles and guidance, and their weighting. This will help focus the design team and avoid, in my experience, the significant variance created by different personal and personalities, external influences and project drivers that can constrain inappropriately constrain the choice of guidance and their weighting, leading to potential process costs and time delays, and the management of effects.

The condition proposed, seeks that the outcomes are addressed and relevancy of opportunities providing a good starting point, but allowing reasoned flexibility to be considered.

For NoR 6 untested future connection options between the employment areas to its north and residential to the south may have resulted in a different alignment, and the proposal appears to design out street based connections.

For NoR 8, while the western portion is supported, their remains concerns about the impacts of the large round-about at the eastern end of the WWL Road and an appropriate resolution of stream reserve and designation in creating an environment that supports a local centre in this location as being proposed in a plan change for Warkworth south.

Should you wish to discuss the content of this memorandum or discuss anything further on this application please contact me.

**John STENBERG | Principal Urban Designer**  
**Tāmaki Makaurau Design Ope**  
**Chief Planning Office**

Waea pūkoro / Phone M +64 21 227 3750

Signed:	John Stenberg
Date:	1 September 2023

7 September 2023

To: Vanessa Wilkinson, Consultant Reporting Planner  
Copy: Alison Pye, Senior Policy Planner  
From: Peter Kensington, Consultant Landscape Architect

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**Subject: Te Tupu Ngātahi Supporting Growth Alliance / Programme – Warkworth Notices of Requirement (Auckland Transport) – Landscape Assessment Review**

## 1.0 Introduction

1.1 I have undertaken a review, on behalf of Auckland Council, in relation to the landscape effects of the following eight Notices of Requirements (**NoRs**) for transport network projects in Warkworth (the Warkworth Package) that have been lodged by Te Tupu Ngātahi, the Supporting Growth Alliance (**SGA**), representing Auckland Transport (**AT**) as the requiring authority:

NoR 1: Northern Public Transport Hub and Western Link North

New public transport hub and park and ride at the corner of SH1 and a new Western Link North arterial corridor with active mode facilities between the intersection of SH1 and Te Honohono ki Tai to a proposed bridge crossing on Western Link North.

NoR 2: Woodcocks Road – West Upgrade

Upgrade of the existing Woodcocks Road – West corridor between Mansel Drive and Ara Tūhono (Puhoi to Warkworth) to an urban arterial corridor with active mode facilities.

NoR 3: State Highway 1 – South Upgrade

Upgrade of the existing SH1 - South corridor between Fairwater Road and the southern Rural Urban Boundary to an urban arterial corridor with active mode facilities.

NoR 4: Matakana Road Upgrade

Upgrade of the existing Matakana Road corridor between the Hill Street intersection and the northern Rural Urban Boundary to an urban arterial corridor with active mode facilities.

NoR 5: Sandspit Road Upgrade

Upgrade of the existing Sandspit Road corridor between the Hill Street intersection and the eastern Rural Urban Boundary to an urban arterial corridor with active mode facilities.

NoR 6: Western Link – South

New urban arterial corridor with active mode facilities between Evelyn Street and the intersection of SH1 and McKinney Road.

NoR 7: Sandspit Link

New urban arterial corridor with active mode facilities between the intersection of Matakana Road and Te Honohono ki Tai (Matakana Link Road) and Sandspit Road.

NoR 8: Wider Western Link – North

New urban arterial corridor with active mode facilities between Woodcocks Road and the Mahurangi River.

1.2 The projects include: three new urban arterial corridors; four upgrades to existing corridors; and a new public transport hub and park and ride facility.

1.3 I have reviewed all of the SGA documentation that has been lodged with the NoRs and notified by Auckland Council. My review has however focussed on evaluating the following assessment document (for all eight NoRs) because this is of most relevance to my area of specialist review:

- Te Tupu Ngātahi Supporting Growth, Warkworth Package, Landscape and Natural Character and Visual Assessment, Version 1.0, May 2023 (prepared by Chantal Whitby; reviewed by John Hudson; and approved by Heather Wilkins) (**SGA LNCVA**).

- 1.4 I note that the SGA LNCVA (assessment of landscape effects) document has been prepared and reviewed by Registered NZILA Landscape Architects, generally in accordance with the NZILA '*Te Tangi a te Manu, Aotearoa New Zealand Landscape Assessment Guidelines*', including adoption of a seven-point scale of adverse effects as recommended in the guide.
- 1.5 I understand that John Stenberg is providing specialist urban design review of the NoRs for Auckland Council (reviewing the May 2023 (Version 1.0) Urban Design Evaluation prepared by Ben Frost); and that other specialists are providing arboricultural, ecological and 'parks planning' review advice for the council, all of which have some overlap with landscape effects.
- 1.6 My relevant qualifications and experience includes:
- Bachelor of Landscape Architecture (Hons) 1995 from Lincoln University (Canterbury); and Bachelor of Regional Planning (Hons) 1993 from Massey University (Palmerston North);
  - Registered member of Tuia Pito Ora / New Zealand Institute of Landscape Architects; and full member of Te Kokiringa Taumata / the New Zealand Planning Institute; and
  - 25-years work experience as a landscape architect and a planner, focussed on projects within the landscape planning specialty of landscape architecture, where an assessment of the effects of development and activity on landscape, natural character, and/or visual amenity values is required to inform statutory (including NoRs) or non-statutory processes.
- 1.7 I confirm that I have undertaken a site visit on 25 July 2023, viewing each of the eight areas to be designated from publicly accessible locations (i.e. I did not access each specific area).
- 1.8 I have not reviewed every submission that has been made on each of the NoRs; however, I have reviewed those of relevance to landscape, as highlighted in your analysis summary spreadsheet.

## **2.0 Introductory assessment comments**

- 2.1 My general observation of the Warkworth landscape, as reinforced when I undertook my site visits for these NoRs, is that new roading infrastructure over the last five years has had a noticeable impact on previously rural land, including elevated (i.e. visually prominent) areas. The two areas of most change that I have observed are those associated with construction (and now the use) of the SH1 motorway extension (to the west) and Te Honohono ki Tai (to the north).
- 2.2 These new infrastructural corridors do not necessarily align closely with the underlying topography of the Warkworth landscape, such that reasonably substantial cut and/or fill batter slopes either side of the roading corridors have been required. In some cases, particularly for Te Honohono ki Tai, there has been the requirement for reasonably extensive retaining structures to support the road corridor. Enabled land use activity and structures accessed from the new Te Honohono ki Tai road corridor has also required reasonably extensive landform modification.
- 2.3 While I understand and appreciate that roading infrastructure is necessarily a lineal element in the landscape, in my opinion it is preferable at route planning stage to locate such corridors in a manner that more closely follows the patterns of natural topography, in order to avoid or minimise the need for extensive cut and fill batter slopes and/or retaining structures.
- 2.4 I note that the existing landscape character and values of the Warkworth settlement as a whole, are influenced by its location adjacent the Mahurangi River, with the associated tributaries and established vegetation providing strong landscape features. The surrounding landform of the area, within which the existing urban area is located, is somewhat enclosed through a series of localised ridgelines and rural land use.<sup>1</sup> I also acknowledge that the Future Urban zoning under the AUP of many parts of Warkworth's currently rural landscape signals that there will be a change in landscape character over time as land is rezoned and developed for urban purposes.
- 2.5 As an overview comment and observation that has relevance to a consideration of each of these NoRs, my assessment review is made on the basis that much of Warkworth's existing landscape and amenity values, which are derived from an appreciation of the landscape features described

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<sup>1</sup> Noting that the SGA LNCVA also identifies these landscape features as important (at section 6.11).

above (as natural patterns framing the existing settlement), will change significantly over time. This change will inevitably alter the landscape character of the settlement, particularly at the existing fringes where the current rural character will become urbanised over time. I note that the SGA LNCVA acknowledges the inevitable tension between future urbanisation and trying to achieve the maintenance of the existing Warkworth landscape character.

- 2.6 Having said this, I note that the 2019 Warkworth Structure Plan was prepared with guidance from a landscape assessment prepared by Brown NZ Limited. Recommendations from the landscape assessment have been threaded through the structure plan, for example by the specific inclusion of areas for further landscape protection controls and areas requiring landscape screening. The alignment of future roading in the structure plan land use map was also influenced, as I understand it, by the recommendations within the supporting landscape assessment. I have viewed an overlay of the NoR extents over the structure plan map noting that the proposed NoR locations and extents are generally consistent with the structure plan, other than NoR 6.
- 2.7 As set out in my preliminary comments to you in May 2023 (prior to notification), I remain somewhat concerned that issues relating to potential adverse effects on waterbodies (deemed to be a regional consenting issue) have not been addressed as part of this NoR process. These issues are relevant to an assessment of landscape effects and an assessment of effects on natural character and, in my opinion, should be considered now so that potential adverse effects can be avoided, remedied or mitigated. I note that the feedback provided to SGA from Ngāti Manuhiri raises similar issues / themes. In order to achieve such an outcome, that might, for example, require an alternative alignment to that which has been currently proposed, rather than trying to address issues within the spatial constraints of a designated corridor / area.
- 2.8 The key issues that have arisen during my review of the SGA LNCVA relate to the extent of landform modification proposed (particularly in elevated, steep and visually prominent locations); and the removal of established vegetation (particularly where that is located as part of a riparian corridor, with an identified Significant Ecological Area overlay under the AUP(OP)). Each of these interventions associated with roading construction, has the potential to adversely impact both the landscape character and natural character of the existing and future environments.

### 3.0 Review of each NoR and associated submissions

- 3.1 While the SGA LNCVA has been structured to consider all eight NoRs together, followed by a similar commentary on those NoRs within the northern area of Warkworth and then those NoRs in the southern area of Warkworth, I have chosen to provide my review comments on each NoR.

#### 3.2 NoR 1: Northern Public Transport Hub and Western Link North

Review comments:

- Concur with description of existing and planned landscape character of area; and that there will be minimal adverse effects on existing landform, vegetation or waterbodies.
- Agree with assessment findings that adverse effects on *natural character*, with mitigation, are likely to be low; and low adverse during construction.
- Agree with assessment findings that adverse effects on *landscape character* are likely to be adverse during construction.
- Proposed condition 9 requiring the preparation of an Urban and Landscape Design Management Plan (**ULDMP**) appears appropriate, but somewhat generic – e.g. could include a specific requirement for extensive tree planting within the large car park space.

Submissions review:

- No submissions raising landscape, natural character and/or visual effects issues.

#### 3.3 NoR 2: Woodcocks Road – West Upgrade

Review comments:

- Concur with description of existing and planned landscape character of area; and that there will be minimal adverse effects on existing landform. Acknowledge that there will

be some localised direct impacts on specific private properties. Highlight the sensitivity of the existing indigenous vegetation and waterways within the corridor, particularly those values associated with areas of identified as a Significant Ecological Area.

- Agree with assessment findings that adverse effects on *natural character* are likely to be low-moderate; and low-moderate adverse during construction.
- Agree with assessment findings that adverse effects are likely to be very low; and low adverse during construction.
- Some concern over leaving relevant issues relating to impacts on natural character to future regional resource consent stage, when the issues could potentially be avoided at this stage of route protection – noting that proposed conditions requiring an Ecological Management Plan and Tree Management Plan will assist at detailed design stage. This issue is highlighted in the submission outlined below, which raises valid considerations.
- Proposed condition 9 requiring the preparation of an ULDMP appears appropriate, but somewhat generic – e.g. could include a specific requirement for the protection of existing riparian vegetation and the restoration of stream/river environments, specific to this corridor (acknowledging overlap / relationship with proposed conditions 22-24).

Submissions review:

- Submitter 8.1 – Denise and Ian Civil, relating to 141 Carran Road (oppose)
  - Oppose the removal of native trees on the northern side of Woodcocks Road.

Response: agree that the protection of these trees should be considered because they contribute positively to the natural character values of this part of the corridor.

### 3.4 NoR 3: State Highway 1 – South Upgrade

Review comments:

- Concur with description of existing and planned landscape character of area; and that some existing trees and vegetation will be removed, alongside localised landform modification at the margins.
- Agree with assessment findings that adverse effects on *natural character* are likely to be very low; and low adverse during construction.
- Agree with assessment findings that adverse effects on *landscape character* are likely to be low; and also low adverse during construction.
- Proposed condition 9 requiring the preparation of an ULDMP appears appropriate, but somewhat generic – e.g. suggest including specific design requirements to ensure the avoidance of adverse effects (e.g. from the proposed retaining wall) on the Morrison's heritage orchard; and specify areas where restoration / revegetation should occur.

Submissions review:

- Submitter 3.3 - Ash Hames and Fiona Rayner, 1684A State Highway 1 (general support)
  - Concerns over the design of proposed visual/landscape buffer and how that might impact on access to and use of submitters' property in the future.

Response: agree that relevant issues could arise – suggest addressed through ULDMP.
- Submitter 8.1 - Kyle and Heather Deans, 3 McKinney Road, Warkworth (general support)
  - Adverse effects on amenity value of property from extent of landform modification.

Response: agree that issues relevant – explore design alternatives through ULDMP.

### 3.5 NoR 4: Matakana Road Upgrade

Review comments:

- Concur with description of existing and planned landscape character of corridor, noting that steep landform / topography in places will increase visibility of the works; and that a reasonably large extent of existing mature trees and vegetation will be removed. The extent of proposed vegetation removal and introduction of an urban road through this corridor will have a noticeable impact and change landscape character significantly.

- Agree with assessment findings that adverse effects on *natural character* are likely to be low; and also low adverse during construction.
- Agree with assessment findings that adverse effects on *landscape character* are likely to be moderate; and moderate-high adverse during construction – noting that represents a more than minor adverse effect on landscape character. As I understand it, these high ratings have arisen because of the close proximity of viewers in adjacent properties to the construction works; and the length of time that it will take for replacement trees and associated vegetation to establish and contribute positively to landscape character.
- Proposed condition 9 requiring the preparation of an ULDMP appears appropriate, but somewhat generic – e.g. no mention of specific measures to address issues highlighted above, if indeed these issues can be addressed (and adverse effects mitigated) through future design / management. Also note that proposed conditions requiring an Ecological Management Plan and Tree Management Plan will assist at detailed design stage.

#### Submissions review:

- Submitter 6.1 - Rod Frizzell, 160 Matakana Road, Warkworth (oppose)
  - Concern over loss of existing trees within designation corridor.
  - Response: agree that this is a relevant issue – suggest trees of value be protected, acknowledging that the proposed conditions include a Tree Management Plan approach.
- Submitter 9.4 - Robyn Alexander and Katherine Heatley, 3 Matakana Road (oppose)
  - Potential impacts on existing Notable Tree(s) on property; and a suggestion that proposed Condition 9 and the ULDMP be strengthened and made specific.
  - Response: agree that the issues being raised are relevant – adjust ULDMP condition.
- Submitter 10.2 - Northwood Developments Limited, 49 Matakana Road (oppose)
  - Concerns over adverse visual and amenity effects during construction on the owners and occupiers of properties created through subdivision (resource consent granted); and adverse visual effects from removal of established vegetation.
  - Response: agree that relevant issues could arise – suggest addressed through ULDMP.
- Submitter 11.1 - John Halligan, 23 Northwood Close, Warkworth (oppose)
  - Adverse effects on amenity value of property; including from removal of vegetation.
  - Response: agree that relevant issues could arise – suggest addressed through ULDMP.
- Submitter 12.1 - Richard and Robyn Fisher, 120 Matakana Road (oppose)
  - Proposed loss of established trees of significance should be avoided.
  - Response: agree that adverse landscape effects will result from proposed tree removal, acknowledging that the proposed conditions include a Tree Management Plan approach.
- Submitter 13.1 - S and S Wiggill, 59 Northwood Close, Warkworth (oppose)
  - Objects to proposed tree removal, which currently mitigate traffic noise.
  - Response: in principle agree that existing trees should be retained if possible.
- Submitter 23.1 - Michael and Cindy Lincoln, 19 Northwood Close, Warkworth (oppose)
  - Adverse effects on amenity value of property given close proximity to dwelling.
  - Response: agree that relevant issues could arise – explore design response options.

### 3.6 NoR 5: Sandspit Road Upgrade

#### Review comments:

- Concur with description of existing and planned landscape character of corridor, noting that there will be a change from the current rural character to urban, consistent with the future urban zoning of the wider area. Few significant constraints, other than landscape sensitivities at western extent where corridor passes through steep vegetated area with associated significant ecological area overlay and natural landscape character.
- Agree with assessment findings that adverse effects on *natural character* are likely to be moderate (more than minor); and moderate-high adverse during construction.
- Agree with assessment findings that adverse effects on *landscape character* are likely to be moderate (more than minor); and also moderate-high adverse during construction.
- Concern over leaving relevant issues relating to impacts on natural character to future regional resource consent stage, when the issues could potentially be avoided at this



stage of route protection – noting that proposed conditions requiring an Ecological Management Plan and Tree Management Plan will assist at detailed design stage.

- Proposed condition 9 requiring the preparation of an ULDMP appears appropriate, but somewhat generic – e.g. could include a specific requirement for the protection of existing riparian vegetation and the restoration of stream/river environments, specific to this corridor (acknowledging overlap / relationship with proposed conditions 22-24).
- The SGA LNCVA notes that the adverse natural landscape and landscape character effects will be mitigated by plant establishment and land use change over time.

Submissions review:

- Submitter 8.2 – Northland Waste Limited, 163 and 183 Sandspit Road (oppose)
  - Seeks protection of existing trees identified for protection by way of consent notice.

Response: agree that existing trees contribute positively to existing landscape character.

### 3.7 NoR 6: Western Link – South

Review comments:

- Concur with description of existing and planned landscape character of corridor, noting that the underlying landform is a visually prominent feature which forms a strong visual containment of the existing urban area of Warkworth (for example, refer my Photo 1).



**Photo 1** – View from Viv Davie-Martin Drive<sup>2</sup> looking south-east towards landform of NoR 6

- Suggest an opportunity arises to connect the southern end of Morrison Drive with the NoR 6 road corridor; however, acknowledge this does not form part of the NoR proposal.
- Disagree with SGA LNCVA assessment that proposed roading corridor will integrate with existing landform and future land use activity (refer Figure 15-1 in LNCVA assessment and proposed general arrangement design drawing). The extents of proposed cut and fill batter slopes and modification of the underlying ridgeline will result in moderate-high adverse effects on the landscape (through landform modification) in a visually prominent location. Suggest that an alternative route which continues to connect the southern end of Evelyn Street and State Highway 1, but which respects and integrates better with the landform would be preferable in this location. The structure plan also suggests areas of landscape mitigation through this area, which should form part of any redesign solution.
- Agree with assessment findings that adverse effects on *natural character* are likely to be low; and low-moderate adverse during construction.
- Disagree with assessment findings that adverse effects on *landscape character* are likely to be low-moderate (with my assessment being that they would be at least moderate and more than minor); and moderate-high adverse during construction (moderate in LNCVA).

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<sup>2</sup> Being a similar viewpoint location to VP4 within the SGA LNCVA.

- Proposed condition 9 requiring the preparation of an ULDMP somewhat generic and does not contain measures that would address fundamental issues highlighted above.

Submissions review:

- No submissions raising landscape and visual effects issues.

### 3.8 NoR 7: Sandspit Link

Review comments:

- Concur with description of existing and planned landscape character of corridor, noting that there will be a change from the current rural character to urban, consistent with the future urban zoning of the wider area. Landscape sensitivities associated with vegetated areas that contribute to landscape character (e.g. large stands of existing mature totara) and extent of cut and fill batters / landform modification will be reasonably significant.
- Agree with assessment findings that adverse effects on *natural character* are likely to be low-moderate; and also low-moderate adverse during construction.
- Agree with assessment findings that adverse effects on *landscape character* are likely to be low-moderate; and also low-moderate adverse during construction.
- Proposed condition 9 requiring the preparation of an ULDMP appears appropriate, but somewhat generic; and with reliance on future regional resource consent stage.

Submissions review:

- No submissions raising landscape and visual effects issues.

### 3.9 NoR 8: Wider Western Link – North

Review comments:

- Would have been logical to include the Wider Western Link (South) connection through to State Highway 1, which appears to be an appropriate location for this corridor.
- Concur with description of existing and planned landscape character of corridor, noting that the area is relatively low and discrete; but with sensitivities (stream crossings).
- Agree with assessment findings that adverse effects on *natural character* are likely to be low-moderate; and moderate adverse (more than minor) during construction, primarily because of the close proximity of viewing audiences to the corridor.
- Agree with assessment findings that adverse effects on *landscape character* are likely to be low-moderate; and moderate adverse (more than minor) during construction, primarily because of the close proximity of viewing audiences to the corridor.
- Proposed condition 9 requiring the preparation of an ULDMP appears appropriate, but somewhat generic – e.g. could include a specific requirement for the protection of existing riparian vegetation and the restoration of stream/river environments, specific to this corridor (acknowledging overlap / relationship with proposed conditions 22-23; noting that there is no Tree Management Plan condition currently proposed under NoR 8).

Submissions review:

- No submissions raising landscape and visual effects issues.

## 4.0 Proposed conditions (overall comment)

- 4.1 I support the proposals in the NoRs to include conditions requiring the preparation and implementation of ULDMPs for each of the designated corridors. Compliance with these management plan documents will assist with the ongoing avoidance, remediation and mitigation of adverse landscape and visual effects and ensure an integrated and positive outcome.
- 4.2 I suggest that the current structure of the ULDMP conditions do not clearly highlight the objective of the ULDMP (which is the most important aspect of the condition) because the text is 'buried'

and 'tagged-in' with text relating to cultural advisory requirements. I suggest this text (as copied below) should be given primacy in the structuring of the condition for each of the NoRs:

*"The objective of the ULDMP(s) is to:*

- (i) Enable integration of the Project's permanent works into the surrounding landscape and urban context; and*
- (ii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment."*

4.3 Additionally, from my overview of the currently proposed draft conditions, while the intent appears to be captured within the ULDMP conditions wording, it has been somewhat difficult to reach a definitive conclusion as to whether these will be successful in achieving bespoke outcomes for each specific designation corridor, without refinement and inclusion of key design principles.

4.4 The overlap between the ULDMP conditions wording and ecological focussed conditions could be strengthened, particularly where there is likely to be future regional consenting requirements.

## **5.0 Conclusions and recommendations**

5.1 Following my review of the SGA LNCVA which accompanies the eight NoRs and my review of the submissions that have been received, I confirm that I am in generally in agreement with the conclusions reached by the SGA landscape architects; however, I disagree with the assessment conclusions over the scale of adverse landscape effects for NoR 6.

5.2 I also agree that the approach of requiring the preparation and implementation of ULDMPs for each of the designated corridors is generally appropriate in achieving positive and integrated landscape outcomes; however, I suggest that each of these conditions should be refined to include more specific mitigation measures and design principles specific to each corridor.

- NoR 1 – proposed condition 9 (ULDMP)
  - Add the following text under (e)(iii):
    - (j) Provision for extensive tree planting within areas of large car parking spaces.
- NoR 2 – proposed condition 9 (ULDMP)
  - Add the following text under (e):
    - (iv) Details to confirm protection of existing riparian vegetation and the restoration of stream/river environments; and landscape design approach consistency with the ecological requirements under conditions 22-24.
- NoR 3 – proposed condition 9 (ULDMP)
  - Add the following text under (e)(iii):
    - (j) Confirmation as to how the avoidance of adverse landscape effects on the landscape character and values of the Morrison's heritage orchard has been achieved through design of retaining walls.
    - (k) Location and extent of areas of proposed restoration / revegetation.
- NoR 4 – proposed condition 9 (ULDMP)
  - Add the following text under (e)(iii):
    - (j) Specific planting required in locations to establish as visual mitigation of the roading infrastructure when viewed from dwellings on adjacent properties.
- NoR 5 – proposed condition 9 (ULDMP)
  - Add the following text under (e):
    - (iv) Details to confirm protection of existing riparian vegetation and the restoration of stream/river environments; and landscape design approach consistency with the ecological requirements under conditions 22-24.
- NoR 8 – proposed condition 9 (ULDMP)
  - Add the following text under (e):
    - (iv) Details to confirm protection of existing riparian vegetation and the restoration of stream/river environments; and landscape design approach consistency with the ecological requirements under conditions 22-23 [and a Tree Management Plan condition, which is not currently part of the proposed conditions].

- 5.3 In addition, each of the condition 9 wording for NoR 1-8 should be amended to highlight the objective of the ULDMP as a standalone clause / requirement under the condition structure.
- 5.4 Subject to resolution of the above, I confirm that adverse landscape and visual effects can be effectively avoided, remedied or mitigated, with positive landscape and visual effects also being facilitated through the NoRs and the associated ULDMP conditions for the following NoRs:

NoR 1: Northern Public Transport Hub and Western Link North

NoR 2: Woodcocks Road – West Upgrade

NoR 3: State Highway 1 – South Upgrade

NoR 7: Sandspit Link

NoR 8: Wider Western Link – North

- 5.5 However, from the SGA LNCVA assessment and my review, the following NoRs (including the mitigation measures proposed) will likely result in more than minor adverse landscape effects that currently do not appear to be sufficiently avoided, remedied or mitigated by the proposed suite of conditions:

NoR 4: Matakana Road Upgrade

NoR 5: Sandspit Road Upgrade

NoR 6: Western Link – South

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# Technical Specialist Memo - Acoustics

**To:** Vanessa Wilkinson, Reporting Planner

**From:** Peter Runcie (Acoustics)

**Date:** 11 September 2023

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**Subject: Supporting Growth Alliance - NoRs 1-8 Warkworth  
Acoustics Assessment**

## **1 Introduction**

1.1 I have undertaken a review, on behalf of Auckland Council, of the eight Notices of Requirements (NoRs) lodged by the Requiring Authority, Auckland Transport, through the Supporting Growth Alliance (SGA), in relation to acoustics (noise and vibration) effects.

1.2 In writing this memo, I have reviewed the following documents:

- Assessment of Construction Noise and Vibration Effects ('CNVE report'), Version 1.0 dated 12 May 2023.
- Assessment of Traffic Noise and Vibration Effects ('TNVE report'), Version 1.0 dated 12 May 2023.
- Response to further information request for the Warkworth Package letter ('RFI response') dated 23 June 2023.
- Proposed Conditions of consent for all eight NoRs.

### *Qualifications and Experience*

1.3 I am a Technical Director at SLR Consulting in Auckland, specialising in environmental and architectural acoustics. I hold the qualification of a Bachelor of Science Degree with Honours in Audio Technology from the University of Salford in the United Kingdom. I am a full member of both the Institute of Acoustics (UK) and the Acoustical Society of New Zealand, a member of the New Zealand Planning Institute and SLR's New Zealand representative for the Association of Australasian Acoustical Consultants.

1.4 I have over fifteen years' experience in the field of acoustic consultancy. In my career I have worked on a range of projects within the United Kingdom, Europe, Middle East, Australia, and New Zealand. My work has involved a wide range of acoustic assessments, including working on numerous assessments of environmental noise effects from projects across New Zealand. I have presented evidence at numerous council level hearings, and in the New Zealand Environment Court.

### *Involvement with Warkworth NOR's*

1.5 I was engaged by Auckland Council in May 2023 to review the eight Warkworth NoR's to determine whether the information provided was sufficiently detailed and accurate to understand the noise and vibration effects of the proposal. I sought further information on noise and vibration effects as outlined in the Informal request for Further Information dated 6 June 2023. This was responded to by the SGA on 23 June 2023. The information provided partly satisfied my requests; however, I retained concerns with the following matters:

- Construction vibration criteria related to night-time amenity;
- Predicted construction noise and vibration levels at receivers (not provided); and
- Duration of identified construction noise and vibration infringements (not provided).

1.6 These matters are addressed further in this memo.

1.7 I visited the site on 21 February 2023.

*Expert Witness Code of Conduct*

1.8 I confirm that the statements made within this memorandum are within my area of expertise and I am not aware of any material facts which might alter or detract from the opinions I express. Whilst acknowledging this consenting process is not before the Environment Court, I have read and agree to comply with the Code of Conduct for Expert Witnesses as set out in the Environment Court Consolidated Practice Note 2023. The opinions expressed in this memorandum, are based on my qualifications and experience, and are within my area of expertise. If I rely on the evidence or opinions of another, my statements will acknowledge that.

**2 Key Acoustics Issues**

2.1 The following potential effects have been identified and considered across all eight NoRs:

- Construction noise and vibration; and
- Traffic noise and vibration.

2.2 In my opinion the relevant potential effects have been identified.

2.3 The applicant's key assessment conclusions and my technical review of these findings are outlined below.

**3 Construction Noise and Vibration**

Criteria

3.1 A consistent approach has been adopted across all eight NoRs regarding construction noise and vibration.

3.2 Applicable construction noise criteria for most of the projects are based on the requirements of the Auckland Unitary Plan Operative in Part (AUP) –Standard E25.6.27 and NZS 6803: 1999 *Acoustics – Construction Noise*. Where works occur within existing road reserves the requirements of Standard E25.6.29 of the AUP applies which provides the ability for exemption from the noise limits subject certain criteria being met, commonly including the requirement to provide a Construction Noise and Vibration Management Plan (CNVMP). I consider the identified noise limits to be appropriate for the proposed construction activities.

3.3 The main objective of controlling construction vibration is identified as to avoid vibration-related damage to structures. I agree with this objective regarding daytime works, however, for night-time works where people are sleeping I would consider amenity impacts to also be a key concern.

- 3.4 Construction vibration criteria are based on a combination of the requirements of the AUP – Standard E25.6.30 and the Waka Kotahi approach regarding using two categories of vibration. If the Category A criteria cannot be practicably achieved, the focus shifts to avoiding building damage rather than avoiding annoyance by applying the Category B criteria. Building damage is unlikely to occur if the Category B criteria are complied with. I agree with the general approach regarding vibration criteria adopted, including use of a longer night-time period to provide better outcomes for receivers. However, the proposed Category B night-time criteria (2 mm/s PPV) is twice as permissive as that within the Waka Kotahi guidelines<sup>1</sup>. This could result in potential significant adverse effects, therefore I recommend that it is reduced to no greater than 1 mm/s PPV. This would require amendment to the Construction Vibration Standards condition, which I have discussed below.

#### Assessment

- 3.5 The future environment and specific details of type and location of receivers at the time of construction are not known with an identified timeframe of 15-25 years until construction may commence. The assessment therefore seeks to identify potential effects at existing receivers and a process to manage effects at the time the works take place. Potential effects associated with noise and vibration levels are identified in Table 7-1 and Table 7-2 of the CNVE report, and I consider these to be reasonable. As a general comment, the assessment identifies that receivers within approximately 20m of works may be subject to vibration levels greater than the daytime vibration amenity criterion and receivers within 76 m of unmitigated works could experience levels greater than the daytime noise criterion.
- 3.6 A list of properties where exceedance of criteria is predicted is provided in Appendix A, however, the levels and durations of potential infringements have not been provided (although they have been requested). Without this information it is only possible to provide high-level commentary around the potential effects for each NoR.
- 3.7 The process to manage effects is set out within Section 7.2 and requires creation of a CNVMP and Schedules to manage and mitigate noise and vibration when exceedance of the limits is identified. The process is required under the Construction Noise and Vibration Management Plan (CNVMP) and Schedule to a CNVMP conditions. I consider this approach to be reasonable.
- 3.8 I have provided comments on the key conclusions related to construction noise and vibration associated with individual NoRs in **Table 1** below. Where identified effects in different NoRs are similar (such as because the nearest existing receivers are similar distances from the works) I have combined the comments for brevity.

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<sup>1</sup> [State highway construction and maintenance noise and vibration guide - August 2019, version 1.1 \(nzta.govt.nz\)](https://www.nzta.govt.nz)

**Table 1 Construction Noise and Vibration**

Notice of Requirement	Review and Comment
<p>NoR 1 – Northern Public Transport Hub and Park and Ride and Western Link North (Northern Section)</p>	<p>There are few existing dwellings near to works associated with this NoR.</p> <p>With mitigation in place, construction noise and vibration are predicted to comply with the nominated daytime criteria.</p> <p>If night works are required consultation and identification of specific mitigation measures are likely to be essential following the process required under the ‘Schedule to a CNVMP’ condition.</p> <p>The same process would apply to future receivers should these exist closer to the works at the time of construction.</p>
<p>NoR 2 – Woodcocks Road Upgrade</p> <p>NoR 3 – State Highway 1 Upgrade - South</p> <p>NoR 4 – Matakana Road Upgrade</p> <p>NoR 5 – Sandspit Road Upgrade</p>	<p>The closest existing dwellings in these NoRs are located within 3-4m of the works.</p> <p>With mitigation in place, construction noise up to 85 dB LAeq is predicted to occur intermittently at the closest receivers if works take place on the construction boundary. At this level indoor effects are in Table 7-2 of the assessment as “<i>Untenable for both office and residential environments. Unlikely to be tolerated for any extent of time.</i>” This would potentially result in needing the works to take place while the properties are unoccupied via arrangement with the occupants. The description of potential noise effects in 9.2.1, 10.2.1, 11.2.1 and 12.2.1 of the assessment somewhat underplays this.</p> <p>Without mitigation, the possibility of cosmetic damage to buildings (such as plaster/paint cracking) is identified as a possibility at the closest receivers. Avoidance of this effect would likely require changes to methodology, such as use of non-vibratory or static compaction equipment.</p> <p>For works in these NoRs, exceedance of the noise and vibration criteria is likely during daytime and night-time works (if night-time works required) and so consultation and identification of specific mitigation measures are likely to be essential following the process required under the ‘Schedule to a CNVMP’ condition. The same process would apply to future receivers should these exist closer to the works at the time of construction.</p>



Notice of Requirement	Review and Comment
NoR 6 – Western Link - South NoR 7 – Sandspit Link NoR 8 – Wider Western Link – North	<p>The closest existing dwellings in these NoRs are located within 10m of the works.</p> <p>With mitigation in place, construction noise up to 74 dB LAeq is predicted to occur intermittently at the closest receivers, if works take place on the construction boundary. At this level indoor effects would broadly fit in the following Table 7-2 description <i>“Phone conversations would become difficult. Personal conversations would need slightly raised voices. Office work can generally continue, but 55 dB [internal noise level] is considered by the experts to be a tipping point for offices. For residential activity, TV and radio sound levels would need to be raised.”</i></p> <p>Without mitigation, Category A amenity criteria being exceeded is identified as a possibility at the closest receivers. Cosmetic damage would not be expected due to existing receivers being sufficiently set back from the works. Managing this amenity effect would likely require consultation with receivers.</p> <p>For works in these NoRs, exceedance of the noise and vibration criteria for night works is likely and so consultation and identification of specific mitigation measures are likely to be essential following the process required under the ‘Schedule to a CNVMP’ condition. The same process would apply to future receivers should these exist closer to the works at the time of construction.</p>

#### 4 Traffic Noise and Vibration

##### Criteria

- 4.1 Rule E25.6.33 of the AUP requires that new roads and altered roads which are within the scope of NZS 6806:2010 *Acoustics – Road-traffic noise – New and altered roads* (NZS 6806) comply with the requirements of that standard. I consider this to be the appropriate standard.
- 4.2 Criteria for assessment of traffic vibration is not provided in the assessment. I consider this a potential weakness to the assessment and provide comment in the section below.
- 4.3 NoR 1 has been assessed against the provisions of the AUP. Noise limits were identified using the applicable AUP limits for the receiving zones, being Standard E25.6.5 (Business Light Industry Zone) and E25.6.19 (Business to residential Zones interface). I consider these to be the appropriate noise limits.

##### Assessment

- 4.4 The assessment methodology is set out in Sections 3.1.3 to 3.1.5 and Section 4 of the TNVE report. I consider that the modelling approach, inputs and software are appropriate for this stage of the application.
- 4.5 Section 4.2 identifies that the modelling of existing road noise is within 2-4 dB of measured noise, that *“generally road traffic noise levels are quoted with an accuracy*

of within 2 dB.” Further, the assessment notes that Section 5.3.4.2 of NZS 6806 states the difference between measured and predicted levels should not exceed ±2dB. The comparison between measured and predicted levels in Table 4-3 identifies likely slight overprediction of noise levels. I consider this to be a reasonable level of accuracy for this project.

- 4.6 The predicted noise levels are provided in tables (within Section 6 for NoR 1 and as appendices for NoRs 2-8) as well as noise contour graphics for NoRs 2-8.
- 4.7 General subjective perceptions to changes in noise level are provided in Table 3-3. I generally agree with those descriptions most relevant for most NoRs is that a change of 1-2 dB could be considered being subjectively insignificant, changes of 3-4 dB being perceptible, and changes of 9-11 dB representing a halving or doubling in loudness.
- 4.8 I have summarised the key items related to traffic noise and vibration associated with individual NoRs in **Table 12** below.

**Table 2 Traffic Noise and Vibration**

Notice of Requirement	Review and Comment
NoR 1 – Northern Public Transport Hub and Park and Ride and Western Link North (Northern Section)	<p>Section 6.3.1 of the assessment notes that predicted operational noise levels during peak hours, without mitigation, meet the daytime and night-time noise criteria at receiving zones.</p> <p>Recommendation is made for the design to be revisited during detailed design to ensure this outcome remains unchanged. <b>I recommend that specific conditions of consent are included for NoR1 which require noise to meet the limits identified in the acoustic assessment (those which apply based on the AUP zoning of the receiver) and to undertake a detailed design review at the appropriate stage. The proposed NoR1 conditions appear to be based on the requirements of NZS 6806 and therefore do not reflect the acoustic assessment.</b></p> <p>I consider these results and recommendations to be reasonable, based on the inputs and methodology.</p>
NoR 2 – Woodcocks Road Upgrade	<p>The predicted road noise levels at existing PPFs<sup>2</sup> are identified as within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>Except for one existing PPF where levels are predicted to increase by a noticeable 5-8 dB, noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at the existing PPFs. The reduction in noise levels is identified as a result of reduced future traffic flows and road design changes including retaining walls providing some acoustic screening to PPFs.</p>

<sup>2</sup> Protected premises and facilities (PPFs) include existing houses, schools, marae and similar as defined in NZS 6806.

Notice of Requirement	Review and Comment
	<p>On this basis no further noise mitigation is required to be considered in accordance with NZS 6806.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
<p>NoR 3 – State Highway 1 Upgrade - South</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Mitigation scenario (Category A is the most stringent external noise criteria set under NZS 6806). The mitigation measure identified for this NoR is AC-14, a lower noise road surface than chip seal.</p> <p>No significant increases in traffic noise levels have been predicted. Noise levels are predicted to increase by a negligible margin (increases no greater than 2 dB) or else reduce by as much as 11 dB at the existing PPFs. The reduction in noise levels is identified as a result of road design (reduced speed limit, road surface, concrete safety barriers and retaining walls) and reduced future traffic flows.</p> <p>I consider these results and recommended mitigation to be reasonable based on the inputs and methodology.</p>
<p>NoR 4 – Matakana Road Upgrade</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Mitigation scenario (Category A is the most stringent external noise criteria set under NZS 6806). The mitigation measure identified for this NoR is AC-14, a lower noise road surface than chip seal.</p> <p>Noise levels are predicted to increase by a just noticeable 3-4 dB at five PPFs; at other receivers changes range from an insignificant margin (no greater than a 2 dB increase) or else a reduction by as much as to 8 dB. The increase in noise levels at PPFs is identified as due to the road alignment moving closer to some PPFs and demolition of existing houses (which reduces acoustic screening to the dwellings behind them).</p> <p>I consider these results and recommended mitigation to be reasonable, based on the inputs and methodology.</p>
<p>NoR 5 – Sandspit Road Upgrade</p>	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>Noise levels are predicted to increase by a negligible margin (no greater than 2 dB increase) or reduce by much as 11 dB at the existing PPFs. The reduction in noise levels is identified as a result of localised terrain changes providing screening, use of a lower noise road surface and a reduction in future traffic flows.</p> <p>On this basis no noise mitigation is required in accordance with NZS 6806.</p>

Notice of Requirement	Review and Comment
	I consider these results to be reasonable, based on the inputs and methodology.
NoR 6 – Western Link – South	<p>The predicted road noise levels at existing PPFs are identified as mostly within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806). Four PPFs fall within Category B under the Do Minimum scenario. The lower noise road surface of AC-14 forms part of the Do Minimum design and so a noise barrier was considered. The assessment identifies that as a gap in the barrier would be required to maintain access, which would compromise the performance of the barrier, a barrier was not recommended as BPO.</p> <p>Noise levels are predicted to increase by between 5 and 11 dB at the existing PPFs adjacent to this NoR. Increases in noise levels at these PPFs are identified as due to the construction of a new road corridor, where no road previously existed. The largest increases are at PPFs located closest to the proposed road alignment. This increase in noise levels is described in Section 11.3 as resulting in significant or substantial adverse effects.</p> <p>I consider these results and recommendations to be reasonable, based on the inputs and methodology.</p>
NoR 7 – Sandspit Link	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>Noise levels are predicted to increase by a negligible margin (no greater than 2 dB increase) or reduce by as much as 8 dB at the existing PPFs adjacent to this NoR. The reduction in noise levels is identified as a result of a reduction in future traffic flows.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>
NoR 8 – Wider Western Link – North	<p>The predicted road noise levels at existing PPFs are identified as within Category A under the Do Minimum scenario (Category A is the most stringent external noise criteria set under NZS 6806).</p> <p>Noise levels changes at PPFs along this NoR include increases by up to 13 dB or reductions of up to 8 dB.</p> <p>The increased noise levels are identified as due to the construction of a new road corridor, where no road previously existed. The reduction in noise levels is identified as being a result of a reduction in future traffic flows.</p> <p>I consider these results to be reasonable, based on the inputs and methodology.</p>

- 4.9 Future development of new noise sensitive receivers (PPFs) near to all the NoR alignments is noted as expected to contain a greater density of residential development. However, assessment at expected future PPFs has not been undertaken as it is not required to be considered in accordance with the guidance in NZS 6806. The impact of this approach is that new PPFs constructed after the date of NoR approval may be exposed to greater levels of road traffic noise than existing PPFs. There is no current requirement within the conditions for the Requiring Authority to consider mitigation treatment options to reduce noise levels at subsequently built PPFs at the time the developed design of the project takes place.
- 4.10 I understand that the approach of strictly following the requirements of NZS 6806, requiring and identifying mitigation based only the receiving environment at the time of approval, has been adopted on other similar projects on the basis that future developers are aware of the predicted road noise levels to enable them to mitigate at receiver if they chose to. However, whilst the wider application considers future development along the NoRs, the acoustic assessment does not provide a suggested means for how future developers would be able, or indeed encouraged, to account for future road traffic noise in this instance. The conditions do not require or provide a mechanism for predicted noise contours to be easily available to future landowners/developers. This leaves a gap where the Requiring Authority would not be required to mitigate noise, but also future owners/developers would not have information to enable *them* to proactively mitigate noise. This could result in poor acoustic outcomes for occupants of future developments along the NoRs.
- 4.11 One option to tackle this issue in part could be through the requirement to provide noise contours for NoRs 2-8 in a way that is accessible to landowners/developers. This would enable road traffic noise to be proactively taken into consideration for the design of future developments. As the acoustic assessment already includes noise contours for the various NoRs, one option could be for these to be included in the Auckland Council GIS as a 'for information' layer such that it appears on property files. How this may be achieved is beyond the expertise of an acoustic expert. However, I acknowledge that this approach has limitations as there are no standards in the AUP which require acoustic treatment of activities sensitive to noise near to road infrastructure so there would be no requirement for developers to use this information as part of their development.
- 4.12 The above predicted results and effects are based on the road surfaces assumptions set out in **Table 3**. The resultant noise effects as described are dependent on road surfaces being implemented which achieve the same or better acoustic performances as those assumed in the assessment. The intent of this is broadly captured under the proposed Low Noise Road Surface Condition but as written would not necessarily result in the outcomes described in the proposal as it potentially provides a means to not use the surface assumed in the acoustic assessment. I have provided comment on this condition below to provide what I consider to be greater certainty of outcome. This would also be important in providing a level of certainty, should developers be provided noise contours to inform their developments.

**Table 3 Road Surfaces**

Notice of Requirement	Do Minimum Road Surface	Identified Mitigation Road Surface
NoR 1 – Northern Public Transport Hub and Park and Ride and Western Link North (Northern Section)	AC-14 Asphalt	AC-14 Asphalt
NoR 2 – Woodcocks Road Upgrade	Chipseal	Chipseal
NoR 3 – State Highway 1 Upgrade - South	Chipseal	AC-14 Asphalt
NoR 4 – Matakana Road Upgrade	Chipseal	AC-14 Asphalt
NoR 5 – Sandspit Road Upgrade	AC-14 Asphalt	AC-14 Asphalt
NoR 6 – Western Link - South	AC-14 Asphalt	AC-14 Asphalt
NoR 7 – Sandspit Link	AC-14 Asphalt	AC-14 Asphalt
NoR 8 – Wider Western Link – North	AC-14 Asphalt	AC-14 Asphalt

4.13 No assessment of vibration effects is provided. The consideration of vibration is based on new or upgraded roads being designed to be smooth and even and avoiding vibration generated from passing traffic over uneven surfaces. I consider this to be a reasonable assumption but note that it is reliant on the road design being required to result in smooth and even surfaces and to be maintained as such for the duration of the road’s life. For this to be the case I recommend that it is captured in a condition of consent, such as the Low Noise Road Surface condition as per my comments below.

**5 Submissions**

5.1 Several submissions raised noise and/or vibration as a concern. These are discussed in **Table 4** below.

**Table 4 Submissions**

Notice of Requirement	Submitter	Submission and Comments
NoR 2, 3, 6 and 8	Ministry of Education	<p>Concern was raised regarding potential construction noise and vibration effects at future schools operative at the time of construction. The request sought a CNVMP (as proposed) with specific wording related to engagement with schools should exceedances be identified as likely.</p> <p>Comments: The process requested is already provided for in the proposed conditions in a way that would include schools and enable identification of noise sensitive periods such as exams – as requested by the submitter.</p>
NoR 4	Jinhua Yang (98 Matakana Road, Warkworth)	<p>Concern was raised regarding potential damage to building to the house and structure.</p> <p>Comments: Without mitigation, cosmetic damage to buildings (such as plaster/paint cracking) is identified as a possibility at the closest receivers to NoR 4, which would include this property. Avoidance of this effect is identified as likely requiring changes to methodologies of some activities, such as use of non-vibratory or static compaction equipment. There is a process set out in the proposed conditions to manage construction vibration effects to achieve this outcome.</p>
NoR 4	Northwood Developments Limited (49 Matakana Road, Warkworth)	<p>Concern is raised regarding both construction and operational noise and vibration at the future residential development of this site which is noted as having a subdivision consent.</p> <p>Comments: The proposed process to manage construction noise and vibration includes consideration of receivers existing at the time of construction, which would include any dwellings built on this site. Regarding traffic noise levels, the specific dwelling locations on the site are not provided so it is not possible to provide specific information. However, the noise contours (with mitigation) in the acoustic assessment appendix indicate that, through mitigating noise to existing receivers, noise levels at future dwellings on this site may meet the requirements of NZS 6806. The applicant will need to confirm this via more detailed interrogation of their modelled results.</p>
NoR 4	SG and SM Wiggill (59 Northwood Close, Warkworth)	<p>Concern is raised regarding certainty of road surface related to noise effects and tree removal increasing noise levels.</p> <p>Comment: Please refer to paragraph 7.6 below, where I have recommended improving the certainty of road surface for each NoR. Regarding the tree removal, I note that significant vegetation is required to reduce noise levels (notwithstanding the visual screening which they may provide). The density of trees between this property and the project is not likely to significantly impact the level of noise experienced from the road.</p>

NoR 5	Mr and Mrs Kelly (99 and 101-105 Sandspit Road, Warkworth)	<p>Concern is raised regarding increased road noise levels due to the new road being closer to their dwelling.</p> <p>The acoustic assessment identifies this property as to be removed as part of the Project, noise levels have therefore not been assessed at this property. The noise contours in the acoustic assessment appendix indicate that, noise levels at this dwelling may meet the requirements of NZS 6806.</p> <p>The applicant will need to confirm this via more detailed interrogation of their modelled results if this property is not to be removed as part of the Project.</p>
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## 6 Conclusions and Recommendations

- 6.1 The assessment considered in this memo does not identify any reasons to withhold consent. The aspects of the proposal considered by this memo could therefore be granted consent, subject to the proposed conditions with suggested modifications as detailed below.

## 7 Recommended Conditions and Advice Notes

- 7.1 Should consents be granted, the following conditions and advice notes (based on the draft conditions provided by the applicant) are recommended to avoid, mitigate, or remedy environmental effects of the proposal and to implement mitigation proffered by the Applicant. These recommendations are based on my comments above.
- 7.2 The condition wording for NoR 1 requires significant change to Conditions 26 - 37 to ensure the conditions reflect the acoustic assessments proposed performance criteria. Given the extent of change I have not suggested specific wording to that effect in this document.
- 7.3 Whilst the condition wording is generally consistent across all the NoRs, the numbering is not always the same for the same condition in each NoR. For avoidance of duplication, I have commented on the condition wording for NoR 6 which can then be adapted to the other NoRs as necessary. For the avoidance of doubt the recommendations related to construction conditions and road surfaces would apply to all NoRs (including NoR 1).

### Construction Vibration Standards (Condition 17 from NoR 6)

- 7.4 Recommended change to Category B night-time amenity limits to reflect the Waka Kotahi guidelines, as discussed in paragraph 3.4 above.
- (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.



**Table CNV2 Construction vibration criteria**

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	12mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

*\*Category A criteria adopted from Rule E25.6.30.1 of the AUP*

*\*\*Category B criteria based on DIN 4150-3:1999 building damage criteria for daytime*

(b) Where compliance with the vibration standards set out in Table [above] is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 18(c)(x), then the methodology in Condition 19 shall apply.

## Construction Noise and Vibration Management Plan (CNVMP) (Condition 18 from NoR 6)

### 7.5 One typographical omission identified (in item v).

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) A CNVMP shall be implemented during the Stage of Work to which it relates.
- (c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 16 and 17 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:
  - (i) Description of the works and anticipated equipment/processes;
  - (ii) Hours of operation, including times and days when construction activities would occur;
  - (iii) The construction noise and vibration standards for the project;
  - (iv) Identification of receivers where noise and vibration standards apply;
  - (v) A hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable.
  - (vi) Methods and frequency for monitoring and reporting on construction noise and vibration;
  - (vii) Procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints.
  - (viii) Contact details of the Project Liaison Person;
  - (ix) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
  - (x) Identification of areas where compliance with the noise [Condition 16] and/or vibration standards [Condition 17 Category A or Category B] will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites.
  - (xi) Procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition 16] and/or vibration standards [Condition 17 Category B] will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls Condition 18 (c)((x)).
  - (xii) Procedures for:
    - a. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 17;
    - b. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 17, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and
  - (xiii) Requirements for review and update of the CNVMP

## Low Noise Road Surface (Condition 24 from NoR 6)

- 7.6 Recommended changes to low noise road surface condition for NoRs 1 and 3-8 to reflect my comments regarding consistency between the acoustic effects of the as-built road and the effects assumed for the assessment.

~~The following condition only applies where an upgrade or extension to an existing road is within or adjacent to urban zoning (excluding open space and special purpose zones)~~

- (a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.
- (b) ~~The road surface shall be designed and implemented to be smooth and even and avoiding adverse vibration generated from traffic passing over uneven surfaces.~~
- (c) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented. ~~where~~
  - (i) ~~The volume of traffic exceeds 10,000 vehicles per day; or~~
    - a. ~~The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or~~
    - b. ~~It is in an industrial or commercial area where there is a high concentration of truck traffic;~~  
~~or~~
    - c. ~~It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.~~

~~Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 24(b)(i) — (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.~~

## Technical Memorandum for Notices of Requirement to Designate Land for Warkworth: Flooding

To: Vanessa Wilkinson – Consultant Reporting Planner on behalf of Auckland Council Plans and Places

From: Lee Te – Senior Healthy Waters Specialist, Auckland Council Healthy Waters  
Kedan Li – Senior Healthy Waters Specialist, Auckland Council Healthy Waters

Date: August 2023

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### 1. Introduction

Auckland Transport as a requiring authority under section 167 of the Resource Management Act 1991 has lodged Notices of Requirement for eight designations in Warkworth to support the future growth of Warkworth as part of Supporting Growth Alliance. The designated land will be used for future strategic transport corridors and associated infrastructure to enable the future construction, operation and maintenance of transport infrastructure in Warkworth.

The project seeks to improve connectivity in Warkworth and to support a transformational mode shift by providing high quality, safe and attractive transport environments.

This technical memorandum provides a technical review of the flood hazard assessment, related planning matters and addresses submissions.

### 2. Qualification and Relevant Experience

My name is Lee Kong Te. I hold a Master of Urban Planning (Professional) and Urban Design (Hons) from the University of Auckland. I am an intermediate member of the New Zealand Planning Institute. I have worked as a planner since 2019. I am a Senior Healthy Waters Specialist in the resource management team of Auckland Council Healthy Waters.

This memorandum has been written by myself and Kedan Li, Senior Healthy Waters Specialist, Auckland Council Healthy Waters.

Kedan Li holds a Bachelor of Engineering (Hons) in Civil and Environmental from the University of Auckland. Kedan has worked as an environmental engineer since 2014 and as a Senior Healthy Waters Specialist in the catchment planning team of Auckland Council Healthy Waters since 2020. Kedan has had experience in catchment planning and has provided input into several plan changes and Notices of Requirement applications around the Wellsford and Warkworth area.

### 3. Overview and Scope of Technical Memorandum

Te Tupu Ngātahi (the Supporting Growth Alliance (SGA)) is a collaboration between Auckland Transport and Waka Kotahi New Zealand Transport Agency tasked with completing the planning phases of the Supporting Growth Programme. The Warkworth Notices of Requirement (NORs) for Auckland Transport (Applicant) as requiring authority include eight NORs (see Figure 1) and are as follows:

- NOR 1: Northern Public Transport Hub and Western Link – North.
- NOR 2: Woodcocks Road - West Upgrade
- NOR 3: State Highway 1 – South Upgrade

- NOR 4: Matakana Road Upgrade
- NOR 5: Sandspit Road Upgrade
- NOR 6: Western Link – South
- NOR 7: Sandspit Link
- NOR 8: Wider Western Link – North

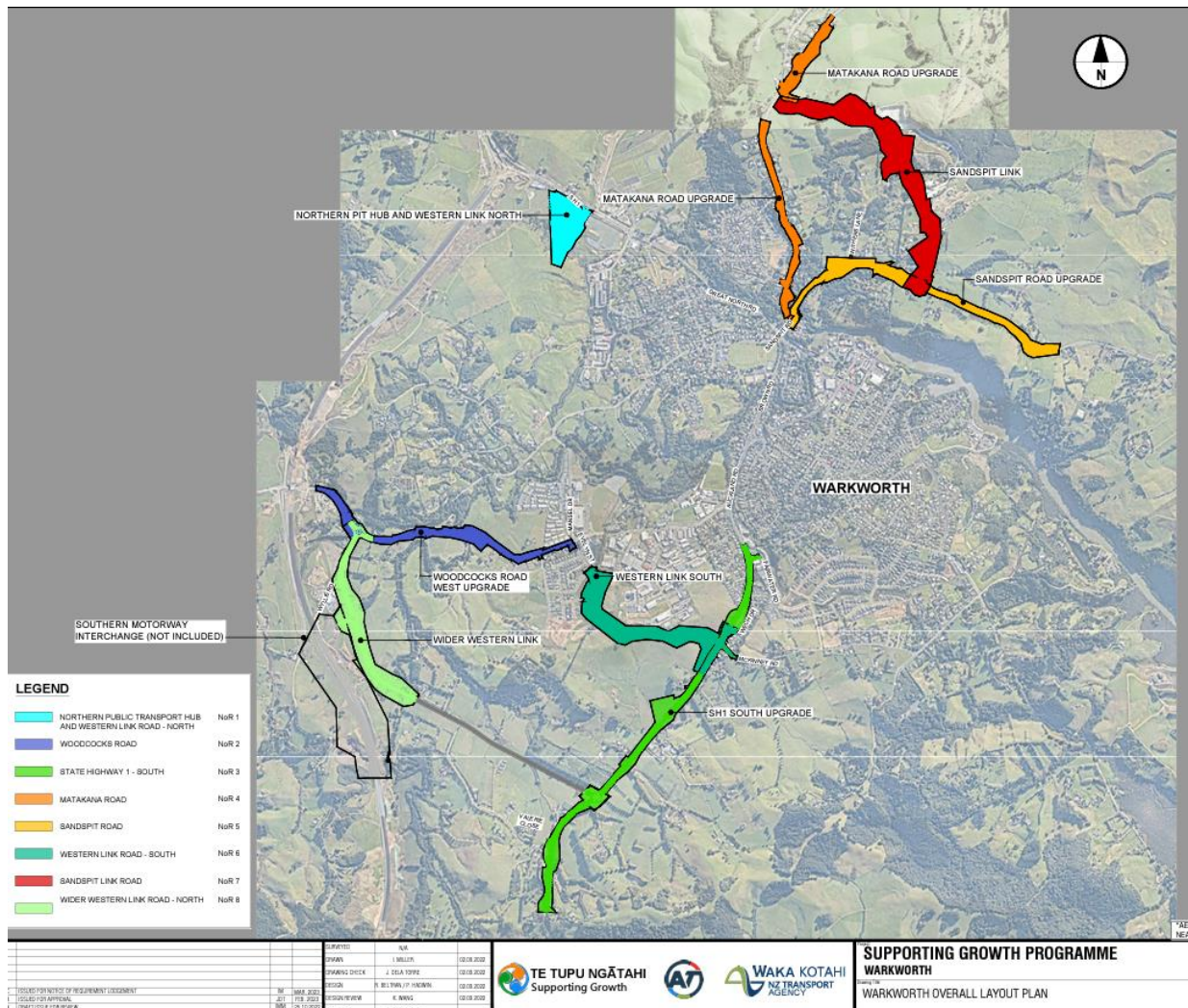


Figure 1. Proposed eight NORs

This technical memorandum is prepared to assist the preparation of the Council’s reporting planner’s report under section 171 of the Resource Management Act and focuses on the assessment of flood hazard effects<sup>1</sup>.

<sup>1</sup> SGA have also considered the land required for mitigating future stormwater impacts; bridges and culverts, attenuation and treatment of runoff NOR impervious surfaces and impacts on stream diversions or flow paths.

SGA note flood modelling will be required at the detailed design phase to confirm the final corridor design will comply with the NOR conditions. They also acknowledged that there will be a subsequent outline plan process and process for seeking regional resource consents which will address potential stormwater quantity and quality effects and will require additional detailed modelling and design in future.

The memorandum is based on the supplied information from SGA and the available Healthy Waters information as of May 2023, see Figure 2.

The Warkworth Structure Plan 2019 has set out the pattern of land use and will guide future plan changes for the area, see Figure 3. Some of the proposed NORs alignments traverse the Future Urban Zone (see Figure 4), and some areas are currently subject to Private Plan Change requests guided by the Warkworth Structure Plan. In these instances, there may be further consideration required by SGA as a result of localised earthworks and changes in land use associated with the plan change developments. The scope of this assessment is beyond the Healthy Waters review of the current proposals.

In preparing this memorandum, we have reviewed the following documents:

- a. Form 18 - NOR 1, 2, 3, 4, 5, 6, 7 and 8, dated 11 May 2023;
- b. Warkworth Assessment of Effects on the Environment, Version 1.0, dated May 2023;
- c. Warkworth Assessment of Flooding Effects, Version 1.0, dated May 2023;
- d. Appendix A, Assessment of Alternatives;
- e. Appendix B, Statutory Assessment;
- f. Appendix C, NOR 1, 2, 3, 4, 5, 6, 7 and 8 - Proposed Designation Conditions;
- g. Submissions received raising flood matters.

#### **4. Technical Assessment of Applicant's Flood Assessment and Effects**

Flooding is a natural hazard and has therefore been considered as part of the Warkworth NORs to assess if the SGA proposals for new and upgrade transport corridors, transport interchange and associated infrastructure will impact flooding in Warkworth. Flooding effects are addressed in the Assessment of Environmental Effects (AEE) in sections 9 and 16 and in the Assessment of Flooding Effects (AFE) as well as in the Assessments of Alternatives in section 2.4.

The AFE assesses the actual and potential effects of the future construction and operation of the transport corridors and associated infrastructure. The assessment distinguishes between stormwater effects and flood hazard effects.



Figure 2. Overland flow paths (re-mapped for the Auckland region in 2019 by WSP using LiDAR data flown in 2016 and 2017), flood plains (August 2023), and permanent streams and proposed NORs boundaries, Auckland Council GeoMaps, August 2023

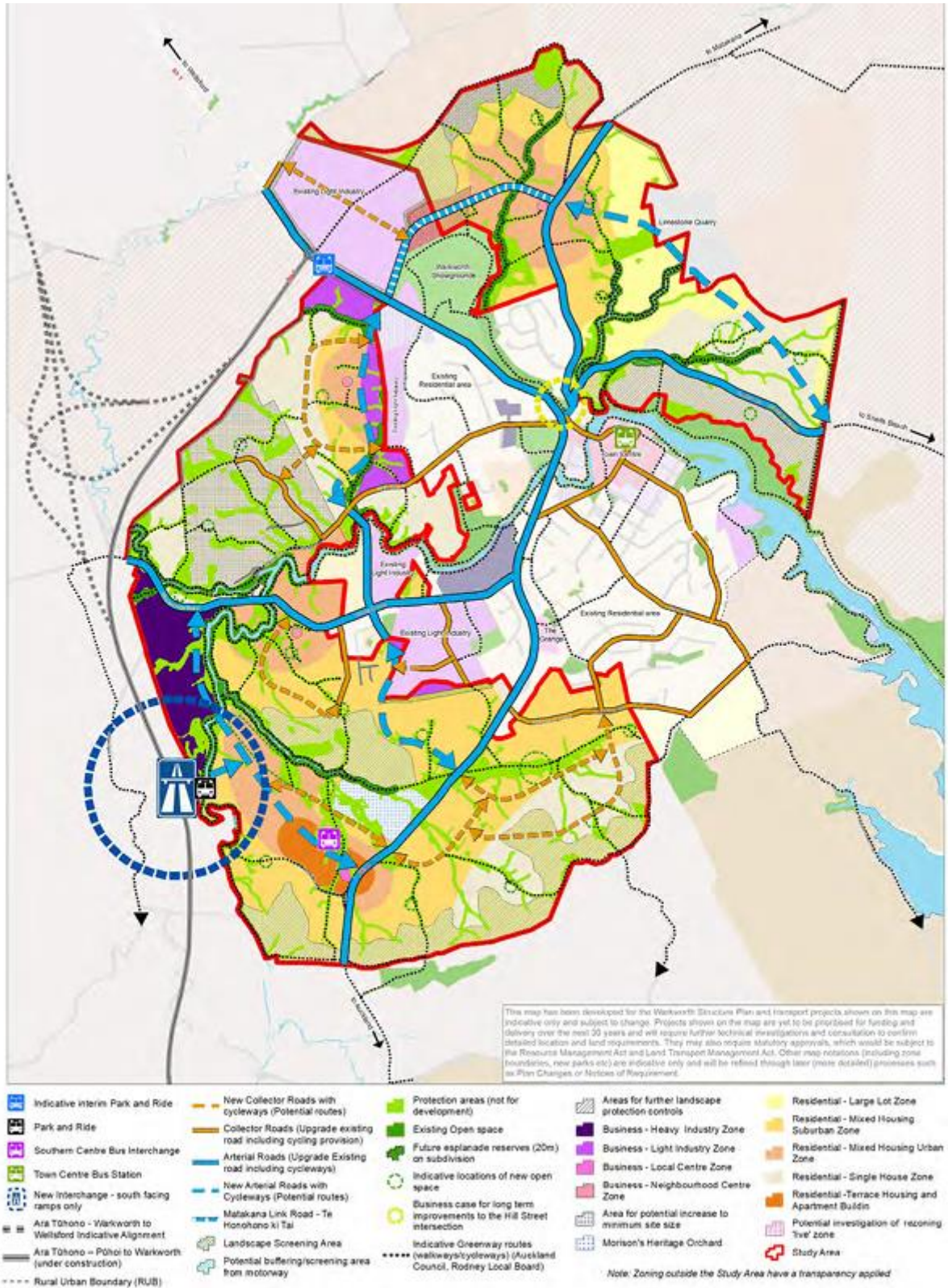


Figure 3. Warkworth Structure Plan 2019, Auckland Council

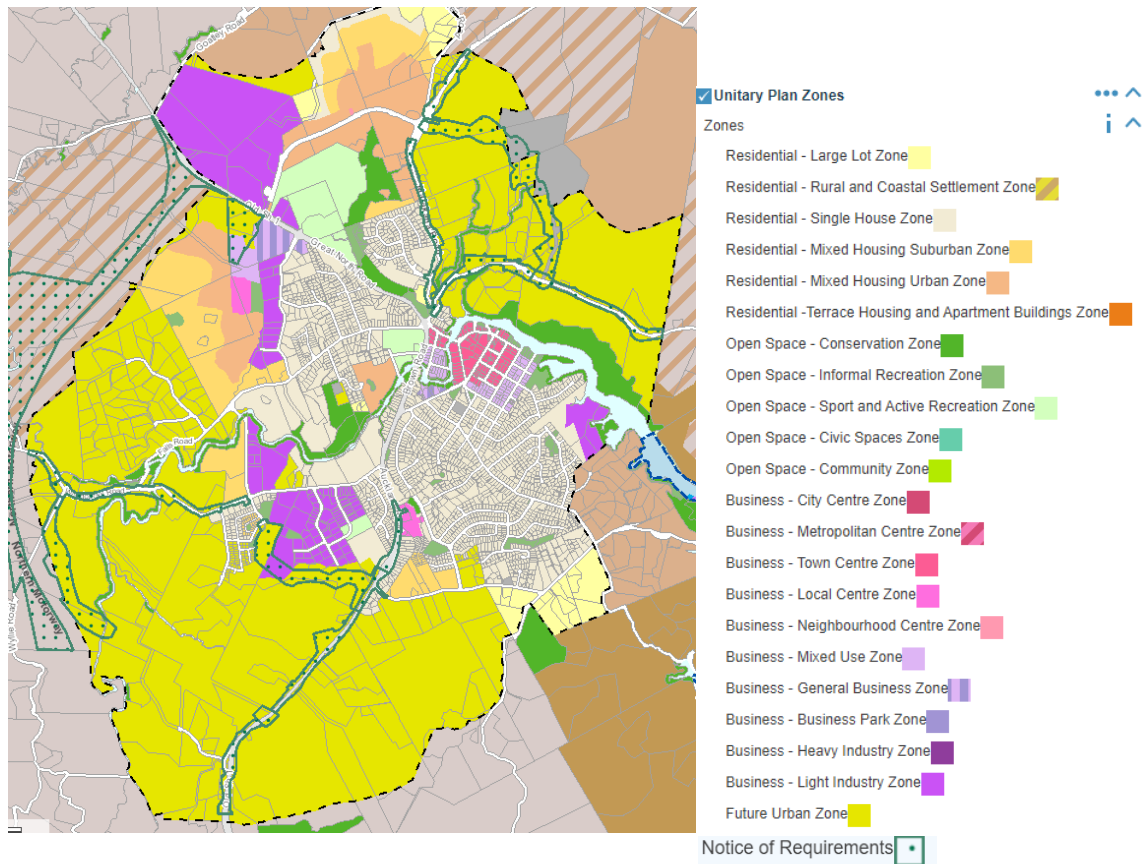


Figure 4. Auckland Unitary Plan zones and proposed NORs boundaries, Auckland Council GeoMaps, August 2023

#### General Comments

- Warkworth lies within the Mahurangi River Catchment. The full Mahurangi River Catchment covers approximately 5892 hectares. The Warkworth Township sub catchment forms the lower section of the Mahurangi River catchment to the tidal limit of the river and is approximately 1135 hectares.
- The Mahurangi River flows into the Mahurangi Harbour. There are significant ecological sequences from mangroves into terrestrial forest in the upper Mahurangi River areas. The Harbour is recognised in the Unitary Plan as a Significant Ecological Area (SEA-M1-76c). SGA recognise that protection of the SEA is necessary and has included discussion on the provision of stormwater treatment through stormwater management options.
- Stormwater management for the proposed transport corridors includes water quality, hydrology mitigation and attenuation of the 1% Annual Exceedance Probability (AEP) event to predevelopment flows. Conceptual sizing of communal devices has been undertaken considering an impervious surface area equivalent to 10% of the contributing catchment. This approach is considered appropriate for the NORs, however, from experience, an allowance of between 12 and 15% is more appropriate for concept sizing to allow for maintenance and access tracks to be incorporated into the devices. The location of the proposed wetlands will need to be at the low point of the proposed stormwater treatment catchment, however, the final location will be confirmed during the detailed design phase of the alignment. This approach is considered appropriate.
- The Mahurangi River comprises two distinct branches which lie within a northern and southern sub catchment, with the confluence of two branches sitting two kilometres west of the Mahurangi Estuary. NORs 2, 3, and 8 cross the Mahurangi River. The assessments currently



completed by SGA identify opportunities for the upgrade of existing crossings at these locations to accommodate predicted 1% AEP flows based on modelling utilising information available on GeoMaps. Although this is considered appropriate at this concept stage of design, as the design proceeds it is recommended that site walkovers be completed to confirm the locations and catchments of culverts.

- Stormwater management requirements for the different NORs alignments, and even within the same stormwater catchment may differ due to site specific issues, such as topography, geology, soil type and flood risks. It is recommended that discussions with Healthy Waters occur at the time detailed design, assessment and consideration of proposed stormwater management options are undertaken.
- At the detailed design stage final roading alignments may alter flood plains and overland flow paths that will impact stormwater management requirements within the designation. It will be important that any changes in vertical alignment that occur are therefore accounted for in the detailed stormwater management design process.

### Warkworth NORs

SGA has completed a desktop assessment to identify potential flooding locations by updating the latest Healthy Waters catchment model. However, Healthy Waters has not reviewed the specific model for this project.

This method of assessment has been completed for assessment of the 1% AEP flood event extent only, taking into consideration the impacts of both a 2.1 degree temperature increase climate change scenario, and a 3.8 degree temperature increase climate change scenario on flooding. No specific design of stormwater management devices has been completed. This approach is considered appropriate at this concept stage of design.

The assessment considers a number of projects and presents modelling results exclusive and inclusive of mitigation at key locations in the catchment. This approach is considered appropriate at this concept stage of design. It is recommended to present the alignment with the proposed stormwater management devices overlain with the flood plains and overland flow paths at the detailed design phase for all the NORs alignments so that pre and post development can be assessed. The location of the proposed stormwater wetlands ideally needs to be located outside of the 10% and 1% AEP flood plains.

The NOR alignments have taken into consideration the provision of sufficient space within the designation to accommodate water quality management devices. Hydrology mitigation measures (retention and detention of the 95<sup>th</sup> percentile rainfall event) will be addressed at the regional consenting phase. Given the runoff receiving environments for most of the NORs alignments will be open watercourses, future assessment of outlet stream erosion protection will need to be undertaken as part of the regional consenting phase. This approach is considered appropriate at this concept stage of design.

SGA has utilised a 2016 regionwide LiDAR data set to represent the ground profile in the flooding effects assessment. This does not include any developments that have occurred since 2016 (e.g., the Ara Tūhono – Pūhoi to Warkworth motorway) which may impact on proposed vertical alignments of the roads and catchments draining to the proposed designation areas. This approach is considered appropriate at this concept stage of design. When projects advance to detailed design, actual ground profile data will need to be collected and the design updated to reflect this data.

SGA propose providing for attenuation of the 1% AEP event to predevelopment levels. This is considered to provide a conservative approach and will ensure allowance for adequate land area within the designation to construct and accommodate attenuation devices. The sizing of devices appears to be relatively generic, which is acceptable at the concept stage. Each device will be refined through the detailed design process. The sizing of the devices has been based on an impervious area comprising 10% of the contributing catchment area, however, a percentage of between 12 and 15% should be used for sizing to ensure adequate space for maintenance accessways. This may not be a significant

issue, as most of the device locations have an appropriate buffer of land around them within the proposed designation boundary.

The NORs alignments include several bridges and culverts which are to be constructed/upgraded to maintain flow connectivity of flood plains and overland flow paths and watercourses and may reduce overtopping flood risk. This will likely convey more stormwater downstream increasing both peak flood flow and volume, and may result in increasing flood risk downstream, including at Warkworth Town Centre, Mansel Drive, Brown Road and Brown Road’s surrounding area. A more detailed assessment of the impacts of these upgrades will be required through the detailed design stage to ensure there is no increase in flooding risk.

The recommended measures to avoid, remedy or mitigate construction effects will be included in the Construction Environmental Management Plan (CEMP) prepared in conjunction with an experienced Stormwater Engineer to ensure construction methodology reduces the risk of flooding effects on construction. The operational effects will be managed at the detailed design stage where detailed flood modelling will be used to ensure transport corridors and related infrastructure are designed to ensure there are no negative flooding effects and to achieve the flooding outcomes set out in the Flood Hazard conditions. Both these recommended measures are acceptable approaches to manage flooding effects during construction and when the transport corridors are operational.

The modelling approach as outlined in the AFE is considered appropriate at this concept stage of design. Detailed flood modelling will be required at the detailed design phase to ensure up-to-date and accurate information is used and to confirm that the new and upgraded transport corridor, bridges, culverts and stormwater wetlands will not increase flooding risk.

## 5. Flood Hazard and CEMP Conditions

The following amendments are recommended to the proposed Flood Hazard and Construction Environmental Management Plan (CEMP) conditions. Added text is underlined and deleted text is ~~strikethrough~~.

For the purpose of Condition :

- (a) ARI – means Average Recurrence Interval
- (b) AEP – Annual Exceedance Probability
- (c) Existing authorised habitable floor – means the floor level of any room (floor) in a residential building which is authorised and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
- (d) Flood prone area – ~~means a potential ponding area that relies on a single culvert for drainage and does not have an overland flow path~~ **are potential ponding areas that may flood and commonly comprise of topographical depression areas. The areas can occur naturally or as a result of constructed features which act as embankments when stormwater outlets are blocked.**
- (e) Maximum Probable Development – is the design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or if the land is zoned Future Urban in the AUP, the probable level of development arising from zone changes.
- (f) Pre-Project development – means existing site condition prior to the Project (including existing buildings and roadways).
- (g) Post-Project development – means site condition after the Project has been completed (including existing and new buildings and roadways).

### Flood Hazard

- (a) The Project shall be designed to achieve the following flood risk outcomes:

- (i) no increase in flood levels **in a 1% AEP event** for existing authorised habitable floors that are already subject to flooding **or have a freeboard of less than 500mm, and no new habitable floor flooding, within the designation or upstream or downstream of the designation;**
  - (ii) no more than a 10% reduction in freeboard **in a 1% AEP event** for existing authorised habitable floors **with a freeboard of over 500mm, within the designation or upstream or downstream of the designation;**
  - (iii) **no increase in flood levels in a 1% AEP for existing community, commercial and industrial building floors, and network utility structures that are already subject to flooding, or have a freeboard of less than 150mm, within the designation or upstream or downstream of the designation;**
  - (iv) **no more than a 10% reduction in freeboard in a 1% AEP event for existing community, commercial and industrial building floors, and network utility structures with a freeboard of over 150mm, within the designation or upstream or downstream of the designation;**
  - (v) no increase in flood level **in a 1% AEP event** on land zoned for urban, **rural** or future urban development, **within the designation or upstream or downstream of the designation where there is no habitable existing dwelling;**
  - (vi) **no loss in conveyance function of flood plains and overland flow paths;**
  - (vii) no new flood prone areas; and
  - (viii) no **more than a 10% average** increase of flood hazard (~~defined as flow depth times velocity~~) **classification** for main access **for vehicle and pedestrians** to authorised habitable dwellings existing at time the Outline Plan is submitted. **The assessment of flood hazard must be undertaken for the 50%, 20%, 10% and 1% AEP events. The method of classifying the flood hazard must be confirmed with Auckland Council Healthy Waters (or its equivalent) prior to the Outline Plan submission.**
- (b) Compliance with **this condition (a) above** shall be demonstrated in the Outline Plan. **The Outline Plan, which** shall include flood modelling of the pre-Project and post-Project **in a 1% AEP 400-year AR1** flood levels (for Maximum Probable Development land use and including climate change). **When assessing the flood risk for pre and post development, the model detail level should be consistent, and include information on the proposed horizontal and vertical alignments of the road design, and the related stormwater infrastructure. The flood modelling details must be consulted with Auckland Council Healthy Waters (or its equivalent) for review and confirmation that it can adequately demonstrate compliance with the condition.**
- (c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised-habitable floor levels and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome. **The flood modelling details must be consulted with Auckland Council Healthy Waters (or its equivalent) during the preparation of the Outline Plan.**

**Advice Note:**

**Consultation with Auckland Council Healthy Waters (or its equivalent) to identify opportunities for collaboration on catchment improvement projects shall be carried out at the detailed design stage.**

### Construction Environmental Management Plan (CEMP)

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work. The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:
- (i) the roles and responsibilities of staff and contractors;
  - (ii) details of the site or project manager and the Project Liaison Person, including their contact details (phone and email address);
  - (iii) the Construction Works programmes and the staging approach, and the proposed hours of work;
  - (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas;
  - (v) locations of refuelling activities and construction lighting;
  - (vi) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
  - (vii) methods for providing for the health and safety of the general public;
  - (viii) measures to mitigate flood hazard effects such as siting stockpiles out of flood plains, **maintaining overland flow paths**, minimising obstruction to flood flows, **staging and programming to provide new drainage prior to raising road design levels and work when there is less risk of flood events, methods for rainfall monitoring and** actions to respond to warnings of heavy rain, **this shall be developed by a suitably qualified and experienced person**;
  - (ix) procedures for incident management;
  - (x) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;
  - (xi) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;
  - (xii) procedures for responding to complaints about Construction Works; and
  - (xiii) methods for amending and updating the CEMP as required.

## 6. Statutory Considerations

The relevant statutory provisions relating to flooding are addressed in the AEE in section 23 and the Statutory Assessment. SGA has appropriately addressed the National Policy Statement on Urban Development (NPS-UD). The AEE states that the Warkworth NORs are consistent with the NPS-UD as the proposal will contribute to a well-functioning urban environment by providing people and communities with access to public transport and walking and cycling opportunities, this provides for social, economic, and cultural well-being, and for health and safety, now and into the future.

SGA has also appropriately addressed the National Policy Statement for Freshwater Management (NPS-FM) in the Statutory Assessment. The Warkworth NORs are consistent with the NPS-FM as the proposal will prioritise first the health and well-being of water bodies and freshwater ecosystems followed by the health needs of people and then the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future. The NORs alignments have sought to avoid or minimise impacts on high value natural wetlands and streams unless there is a functional requirement for any such impacts. Additionally, stormwater wetlands are proposed to provide treatment of stormwater runoff from the transport

corridors and associated infrastructure before discharging into the nearby water bodies. This will be addressed in the regional consent phase as well as works in or near water bodies.

The relevant flood hazard matters in the Auckland Unitary Plan Operative in Part (AUP(OP)) have been appropriately identified and addressed by SGA. The objectives and policies of Chapter B10 Environmental risk of the AUP(OP) have been addressed as the proposed location and design of the transport corridors and associated infrastructure have taken into consideration the effects of natural hazards and climate change, to ensure the functions of flood plains and overland flow paths are maintained. Flood modelling at the detailed design stage will ensure updated information is used and the design of the transport corridor and associated infrastructure will be optimised to ensure that the flooding risks to people, property, and infrastructure are not increased. The objectives and policies of Chapter E36 Natural hazards and flooding of the AUP(OP) have been addressed as the risk of adverse effects from flooding to people, buildings, infrastructure and the environment from the proposed transport corridors and associated infrastructure development are not increased overall and where infrastructure has a functional or operational need to locate in a flood hazard area, the risk of adverse effects to other people, property, and the environment are mitigated to the extent practicable subject to the designation conditions. The Flood Hazard and CEMP conditions subject to the recommended amendments will ensure flooding effects of the Warkworth NORs will be avoided or mitigated to the extent practicable.

Te Rautaki Wai ki Tāmaki Makaurau, Auckland Water Strategy is Auckland Council's strategy that seeks to protect and enhance Te Mauri o te Wai, the life-sustaining capacity of water. This was not addressed by SGA. However, it is noted that the Warkworth NORs will include stormwater wetlands to provide treatment of stormwater runoff from the proposed transport corridors and associated infrastructure, which will be addressed in the regional consent phase. This will ensure any discharges into the nearby water bodies are of a quality that will protect Te Mauri o te Wai. Also, the proposed transport corridors and associated infrastructure will be designed to not increase flooding hazard risk and the impacts of climate change, this is consistent with the Auckland Water Strategy.

## **7. Response to Flood Matters Raised in Submissions**

The key issues raised in submissions related to flooding matters include:

- Raising road levels will increase existing flooding
- Location and extent of the proposed designation for the road alignment and stormwater wetlands
- Further detailed assessments are needed to ensure flooding effects have been thoroughly assessed and are site specific
- Design and use of bridges and culverts and related flooding effects upstream and downstream
- Accuracy of modelling and assumptions used in assessments
- Access to properties and flooding effects
- Increase flooding effects on properties
- Flooding effects during construction
- Opportunities to improve negative flooding effects in the area

The assessment and model used by SGA to assess flooding is considered appropriate at this concept stage of design. It is required that SGA will consult with Healthy Waters at the detailed design stage and outline plan stage, to ensure the road design, related stormwater infrastructure and the detailed flood modelling used can adequately demonstrate compliance with the Flood Hazard conditions. Amendments have been recommended to the Flood Hazard conditions to ensure there is consultation with Healthy Waters. Amendments have also been recommended to the Flood Hazard and CEMP conditions based on the submissions received, to ensure flooding effects are appropriately managed for the designation area and the surrounding environment.

Several submissions raised concerns about the location and extent of the proposed designation for the road alignment and stormwater wetlands. The final location and extent of the designation will be confirmed during the detailed design phase. The design will need to be optimised to ensure there are no negative flooding effects and to meet the Flood Hazard conditions.

The submissions received which raised flood related issues are summarised in Table 1 below;

Table 1: Submissions on flooding issues for each of the NORs and Healthy Waters Specialist comments.

<b>SGA Alignment NORs</b>	<b>Submission No., Name of Submitter and Relevant Flood Issues Raised</b>	<b>Healthy Waters Specialist Comments</b>
NOR 1: Northern Public Transport Hub and Western Link – North	No flood related matters raised by submitters.	
NOR 2: Woodcocks Road – West	NoR2_07 One Mahurangi Business Association and Warkworth Area Liasion Group  Concern that Falls Road Ford is not suitable for motorised traffic. It floods regularly and the ford has a bend in its alignment. There have been several accidents due to vehicles being carried away by flood waters.	The AFE states that Woodcocks Road will be raised at the two bridge crossings, which include the bridge by Falls Road and that this will reduce the potential for road overtopping and flooding.  The design of the transport corridor and bridge will be confirmed at the detailed design stage to ensure the design is optimised so there are no negative flooding effects including on Falls Road Ford and to meet the Flood Hazard conditions. This is an appropriate approach.  Amendments have been recommended to the Flood Hazard conditions to ensure flooding effects are appropriately managed.
NOR 2: Woodcocks Road – West	NoR2_09 Justin and Trudi Molloy  93 and 95 Woodcocks Road and 4 Evelyn Street, Warkworth  Concerns about the location of the proposed stormwater wetland over their site, 93 and 95 Woodcocks Road and the	Submitter is concerned about the location of the proposed stormwater wetland.  The location of the wetland will need to be at, the low point of the proposed stormwater treatment catchment; however, the final location will be confirmed during the detailed design phase of the alignment. This will

	<p>designation boundary on 4 Evelyn Street.</p> <p>Submitter requests that <i>the Requiring Authority demonstrate that all available alternative locations for the stormwater wetland have been considered and provide a robust assessment demonstrating that the proposal represents the best outcome in terms of urban development and efficient use of land.</i> They recommended different locations and in the Future Urban Zoned land, suggest the use of the stormwater wetland proposed for the Western Link Road, or increase the capacity of the existing stormwater wetland along Evelyn Street.</p>	<p>ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p> <p>Healthy Waters will be concerned with the outcome to be achieved with the proposed stormwater wetland (i.e., treatment), however, have no specific views as to the location of this mitigation (other than what has been outlined above) as these assets will not be vesting to Healthy Waters.</p> <p>The stormwater wetland on Evelyn Street was designed only for the surrounding residential development. The proposed transport corridor will need specific stormwater treatment.</p>
<p>NOR 2: Woodcocks Road – West</p>	<p>NoR2_11 Wynyard Family Lot 4 DP 473567, Lot 2 DP 473567 and Lot 1 DP 437211 (adjacent to 75 Wyllie Road, Kourawhero)</p> <p>Concern that the conveyance of stormwater and its impacts on Wynyard land have also not been appropriately addressed.</p>	<p>The design of the transport corridor and related infrastructure will be confirmed at the detailed design stage to ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p>
<p>NOR 2: Woodcocks Road – West</p>	<p>NoR2_15 Ministry of Education 100-138 Woodcocks Road, Warkworth</p> <p>Future primary and secondary schools are proposed at 100-138 Woodcocks Road.</p> <p>Recommended changing the designation by moving it away from 100-138 Woodcocks Road by straightening the road and changing the location for the stormwater wetland.</p>	<p>Submitter is concerned about the alignment of the proposed designation and the location of the proposed stormwater wetland.</p> <p>The location of the stormwater wetland and the extent of the proposed designation will need to be justified by SGA.</p> <p>The location and design of the stormwater wetland will be confirmed at the detailed design stage to ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p>
<p>NOR 3: State Highway 1 – South Upgrade</p>	<p>NoR3-02 Karen and Stefan Richardson 1768 State Highway 1, Warkworth</p> <p>State Highway 1 is the only road access for the site.</p>	<p>Submitter is concerned about the construction risk and the design adequacy of the proposed stormwater conveyance under State Highway 1 in close approximately to their site.</p> <p>The AEE states that there may be temporary disruption to property access during</p>

	<p><i>Concerns about the works on and immediately adjacent to the subject land include, but are not limited to, a proposed stormwater culvert, earthworks fill batter and proposed surface flow conveyance (water).</i></p> <p>Issues include, safe access, culvert design and suitability, and protection of overland flow function.</p> <p><i>It should also be a requirement that the Agency identify opportunities to improve flood hazard risk and if those opportunities exist it should be demonstrated how improvements will be secured, or if improvements cannot be secured then the reasons why need to be clearly stated.</i></p>	<p>construction and this will be discussed with the affected users/owners. And that they seek to maintain vehicle access where practicable.</p> <p>The AFE states that the two existing culverts are under capacity and are proposed to be upgraded to bridges with raised road formations which will reduce the potential for road overtopping and flooding. This is an accurate assessment.</p> <p>The risk of flooding during construction will be managed by the CEMP as part of the conditions. And the design of the infrastructure will follow the Stormwater Code of Practice and Auckland Transport’s roading design specification.</p> <p>Healthy Waters will be concerned with the outcome to be achieved (i.e., infrastructure capacity which does not increase flooding risk) however, have no specific views as to the method of providing mitigation as these assets will not be vesting to Healthy Waters.</p> <p>Amendments have been recommended to the Flood Hazard conditions to ensure flooding effects are appropriately managed.</p>
<p>NOR 3: State Highway 1 – South Upgrade</p>	<p>NoR3_04 Warkworth Natural Farm Limited</p> <p>Lot 1 DP201410, Lot 2 DP 456189, Lot 3 DP 456189, Warkworth</p> <p>Seeking evidence to ensure road improvements including raised embankment south of McKinney Road, do not cause upstream ponding. Concerns about existing culvert size, feels it is undersized and results in flooding on adjacent properties and at the entrance of their property. Wonder if road improvements will contribute to more severe flooding. Seek that <i>...road improvements design considers stormwater upgrades to ensure upstream flooding is not made worse by the improvements and should reduce flood sensitive areas to pre SH1 areas – i.e. mitigate</i></p>	<p>Submitter is concerned that the current culvert is undersized and questions whether the project would be able to improve the current flooding upstream of the culvert.</p> <p>The AFE states that the two existing culverts are under capacity and will be upgraded to bridges with raised transport corridors to facilitate future flows and that additional culverts may also be provided if considered necessary during the detailed design process. This is an accurate assessment and appropriate approach. There is a flood prone area identified over the property at 1794 State Highway 1, Warkworth 0910 on Auckland Council GeoMaps, which is associated with the potential blockage risk associated with the existing culvert beneath the Old State Highway 1.</p> <p>Amendments have been recommended to the Flood Hazard conditions to ensure flooding effects are appropriately managed.</p>



	<p><i>the 'dam' effect of SH1 to predevelopment levels.</i></p>	
NOR 3: State Highway 1 – South Upgrade	<p>NoR3_05 One Mahurangi Business Association and Warkworth Area Liason Group</p> <p>Concern about the size of the area designated such as the area designated for detention wetlands.</p>	<p>The location of the stormwater wetland and the extent of the proposed designation will need to be justified by SGA.</p> <p>The location and design of the stormwater wetland will be confirmed at the detailed design stage to ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p>
NOR 3: State Highway 1 – South Upgrade	<p>NoR3_12 Tom and Robyn Morrison</p> <p>1791 State Highway 1, Warkworth</p> <p>Feels there is <i>no need to replace the culvert. The existing (very large ) culvert under the road was replaced and extended years ago and this current very large one has never overflowed since.</i></p> <p>Object to the proposed stormwater wetland on their property. Feels the location is not suitable and no need for a new stormwater wetland.</p>	<p>Submitter is concerned that there may not be a need for the culvert upgrade. The submitter says that the current culvert is not undersized.</p> <p>The submission is not clear on the affected area. The AFE states that existing culverts are under capacity and will be upgraded to bridges with raised transport corridors to facilitate future flows and that additional culverts may also be provided if considered necessary during the detailed design process. This is an accurate assessment and appropriate approach. There is a flood prone area identified over the property at 1794 State Highway 1, Warkworth 0910 on Auckland Council GeoMaps, which is associated with the potential blockage risk associated with the existing culvert beneath the Old State Highway 1.</p> <p>The location of the stormwater wetland and the extent of the proposed designation will need to be justified by SGA.</p> <p>The location and design of the stormwater wetland will be confirmed at the detailed design stage to ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p>
NOR 3: State Highway 1 – South Upgrade	<p>NoR3_16 Greg and Michele Garnett</p> <p>NoR3_17 The Range Warkworth Limited</p> <p>1794 State Highway 1, Warkworth</p>	<p>The AFE states that existing culverts are under capacity and will be upgraded to bridges with raised transport corridors to facilitate future flows and that additional culverts may also be provided if considered necessary during the detailed design process. This is an accurate assessment and appropriate approach. There is a flood prone</p>

	<p>Oppose new bridge. Question the modelling and assumptions relating to stormwater flooding effects.</p>	<p>area identified over the property 1794 State Highway 1, Warkworth 0910 on Auckland Council GeoMaps, which is associated with the potential blockage risk associated with the existing culvert beneath the Old State Highway 1.</p> <p>The model used by SGA to assess flooding is considered appropriate at this concept stage of design. It is required that SGA undertake the necessary assessments of the designs and that discussion with Healthy Waters regarding proposed stormwater management occurs at the detailed design phase. Amendments have been recommended to the Flood Hazard conditions to ensure there is consultation with Healthy Waters during the detailed design phase.</p>
<p>NOR 4: Matakana Road Upgrade</p>	<p>NoR4_09 Robyn Alexander and Katherine Heatley 3 Matakana Road, Warkworth</p> <p>The proposed designation is over the submitters site. They would like to know how access and stormwater will be managed.</p>	<p>The location of the proposed stormwater wetland and the extent of the proposed designation will need to be justified by SGA.</p> <p>The location of the wetland will need to be at, the low point of the proposed stormwater treatment catchment; however, the final location will be confirmed during the detailed design phase of the alignment. This will ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p> <p>Healthy Waters will be concerned with the outcome to be achieved with the proposed stormwater wetland (i.e., treatment), however, have no specific views as to the location of this mitigation (other than what has been outlined above) as these assets will not be vesting to Healthy Waters.</p> <p>The AFE states that the two stormwater wetlands will provide for stormwater water quality and attenuation. The NOR boundary does not impact any flood plains or overland flow path (Auckland Council GeoMaps), except the proposed stormwater wetland by Sandspit Road is adjacent to a flood plain. The location and design of the stormwater wetland by Sandspit Road will be confirmed at the detailed design stage to ensure the design is optimised so that there are no negative</p>

		<p>flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p>
<p>NOR 4: Matakana Road Upgrade</p>	<p>NoR4_17 Arvida Limited</p> <p>Paddison Farm, SECT 19, SO 588806, Lot 2 DP 375478, Lot 3 DP 76450, Lot 4 DP 76450, Matakana Road, Warkworth (adjacent to 4 Golf Road, Warkworth)</p> <p>The proposed stormwater wetland is on their site. Feels alternatives to stormwater wetland, design or location have not been adequately address.</p>	<p>Submitter is concerned about the location and design of the proposed stormwater wetland.</p> <p>The location of the wetland will need to be at the low point of the proposed stormwater treatment catchment, however, the final location will be confirmed during the detailed design phase of the alignment. This will ensure the design is optimised to ensure that there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p> <p>Healthy Waters will be concerned with the outcome to be achieved with the proposed stormwater wetland (i.e., treatment), however, have no specific views as to the location of the mitigation (other than what has been outlined above) as these assets will not be vesting to Healthy Waters.</p>
<p>NOR 4: Matakana Road Upgrade</p>	<p>NoR4_18 Laroc Farm Limited</p> <p>NoR4_19 ECM Signs Limited</p> <p>NoR4_20 ECM Laser Limited</p> <p>76 Matakana Road, Matakana</p> <p>Oppose the location of the proposed stormwater wetland on their site.</p>	<p>The location of the stormwater wetland and the extent of the proposed designation will need to be justified by SGA.</p> <p>The location and design of the stormwater wetland will be confirmed at the detailed design stage to ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p>
<p>NOR 5: Sandspit Road Upgrade</p>	<p>NoR5_02 Visser Family Trust</p> <p>89 Sandspit Road, Warkworth</p> <p>Would like the stormwater wetland on their site to be moved. Question the suitability of the location, and request for an 'onsite inspection'. They feel a wetland in a sandstone embankment is not suitable.</p>	<p>Submitter is concerned about the location of the proposed stormwater wetland.</p> <p>The location of the wetland will need to be at the low point of the proposed stormwater treatment catchment, however, the final location will be confirmed during the detailed design phase of the alignment. This will ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p> <p>Healthy Waters will be concerned with the outcome to be achieved with the proposed stormwater wetland (i.e., treatment), however, have no specific views as to the location of the mitigation (other than what has been</p>

		outlined above) as these assets will not be vesting to Healthy Waters.
NOR 5: Sandspit Road Upgrade	<p>NoR5_06 One Mahurangi Business Association and Warkworth area Liaison Group</p> <p>Concerns about the area of land designated for the stormwater wetland and the location of the proposed bridge by Park Lane, would like the bridge to be moved north.</p>	<p>Submitter is concerned about the location of the proposed stormwater wetland and bridge.</p> <p>The location of the wetland will need to be at the low point of the proposed stormwater treatment catchment, however, the final location will be confirmed during the detailed design phase of the alignment. This will ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p> <p>Healthy Waters will be concerned with the outcome to be achieved with the proposed stormwater wetland (i.e., treatment), however, have no specific views as to the location of the mitigation (other than what has been outlined above) as these assets will not be vesting to Healthy Waters.</p> <p>The AFE stated that the bridge near Park Lane will be upgraded and raised with the upgrade of the transport corridor. The design of the bridge and transport corridor will be confirmed at the detailed design stage to ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p>
NOR 5: Sandspit Road Upgrade	<p>NoR5_08 Northland Waste Limited</p> <p>163 and 183 Sandspit Road, Warkworth</p> <p>Oppose the location of the proposed construction area on their site as within flood plain and flood prone area.</p>	<p>The detailed design of specific infrastructure will be required to be assessed through detailed modelling as part of the Outline Plan. As part of the detailed design process the applicant will be required to demonstrate the impacts on floodplains, flood prone areas and overland flows.</p> <p>Amendments to the CEMP conditions have been recommended to manage flooding effects during construction.</p>
NOR 5: Sandspit Road Upgrade	<p>NoR5_11 Laroc Farm Limited</p> <p>76 Matakana Road, Matakana</p> <p>Oppose the location of the proposed stormwater wetland on their site.</p>	<p>Submitter is concerned about the location of the proposed stormwater wetland.</p> <p>The location of the wetland will need to be at the low point of the proposed stormwater treatment catchment, however, the final location will be confirmed during the detailed</p>

		<p>design phase of the alignment. This will ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p> <p>Healthy Waters will be concerned with the outcome to be achieved with the proposed stormwater wetland (i.e., treatment), however, have no specific views as to the location of the mitigation (other than what has been outlined above) as these assets will not be vesting to Healthy Waters.</p>
<p>NOR 6: Western Link – South</p>	<p>NoR6_02 Grange Ridge Limited 59 Woodcocks Road, 24 Morrison Drive, 20-22 Morrison Drive and Lot DP556765, Warkworth</p> <p>Submitter’s site has flood plain and flood prone areas. The proposed stormwater wetland location will be adjoining submitters site. They were told that the proposed stormwater wetland will have an outlet to the existing stormwater wetland. They feel that <i>insufficient information has been provided to demonstrate the quantum of effects associated with the proposed discharge of stormwater; or that stormwater impacts are able to be appropriately mitigated and that effects on neighbouring properties and the existing stormwater system are appropriate.</i> They note that the existing pond <i>already overflows resulting in flooding of the GRL land. In addition, further development which has recently been consented in this catchment is going to direct its stormwater to this existing pond. We submit that this existing pond is at capacity, and it is not appropriate for the proposed new stormwater pond at Evelyn Street to have an outfall into this existing pond.</i></p>	<p>The level of detail provided is appropriate for the NOR, further detail will be required during the detailed design process to adequately design the culverts and/or bridge structures to ensure that there are no negative impacts on other catchment landowners/users.</p> <p>More details will become available as the design proceeds to the detailed stage and Healthy Waters does not see any issues with the requiring authority working with the submitter to ensure successful outcomes.</p> <p>The detailed design of specific infrastructure will be required to be assessed through detailed modelling as part of the Outline Plan. This will ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p> <p>Amendments have been recommended to the Flood Hazard conditions to ensure flooding effects are appropriately managed.</p>

	<p>They feel that the potential operational flooding and stormwater effects on their site have not been assessed. They oppose the flood hazard condition noting: <i>Any addition to flood level on the GRL land is not appropriate; flooding up to 50mm on the GRL land will result in more than minor effects given the existing flooding that already occurs on the land.</i></p>	
<p>NOR 6: Western Link – South</p>	<p>NoR6_04 One Mahurangi Business Association and Warkworth area Liaison Group</p> <p>Questions the area of land designated for the stormwater wetland and the bridge over the gully should be replaced with a box culvert.</p>	<p>The location of the stormwater wetland and the extent of the proposed designation will need to be justified by SGA.</p> <p>The location and design of the stormwater wetland will be confirmed at the detailed design stage to ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p> <p>The AFE stated that the proposed bridge could be changed to a culvert and this will be investigated at the detailed design stage. This is an appropriate approach.</p> <p>More details will become available as the design proceeds to the detailed stage and Healthy Waters does not see any issues with the requiring authority working with the submitter to ensure successful outcomes.</p>
<p>NOR 6: Western Link – South</p>	<p>NoR6-07 Woodcocks Property Limited</p> <p>6 Lachlan Thompson Drive, Warkworth</p> <p>Has applied for resource consent for 72-lot subdivision. Oppose designation of road and stormwater wetland on their site. Question the spatial extent of the designation.</p>	<p>Submitter is concerned about the proposed designation and the location of the proposed stormwater wetland.</p> <p>The location of the wetland will need to be at the low point of the proposed stormwater treatment catchment, however, the final location will be confirmed during the detailed design phase of the alignment. This will ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p> <p>Healthy Waters will be concerned with the outcome to be achieved with the proposed stormwater wetland (i.e., treatment), however, have no specific views as to the location of the mitigation (other than what has been</p>

		outlined above) as these assets will not be vesting to Healthy Waters.
NOR 7: Sandspit Link	<p>NoR7_02 John William Bryham 131 Sandspit Road, Warkworth</p> <p>Would like the designation to be moved east onto the Limeworks land as feel more stable to handle events such as floods.</p>	<p>Submitter is concerned about the spatial extent of the proposed designation boundary.</p> <p>The location of the proposed designation will need to be justified by SGA, including in relation to land stability.</p> <p>The proposed transport corridor will be above predicted flood plains. The proposed stormwater wetland and bridge near Sandspit Road will be further investigated at the detailed design stage to ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p>
NOR 7: Sandspit Link	<p>NoR7_03 One Mahurangi Business Association and Warkworth area Liaison Group</p> <p>Questions the area of land designated for the stormwater wetland and the location of the proposed designation within the quarry.</p>	<p>Submitter is concerned about the spatial extent of the proposed designation boundary and the proposed stormwater wetland.</p> <p>The location of the proposed designation will need to be justified by SGA; including in relation to land stability.</p> <p>The proposed transport corridor will be above the predicted flood plains. The proposed stormwater wetland and bridge near Sandspit Road will be further investigated at the detailed design stage to ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p>
NOR 7: Sandspit Link	<p>NoR7_04 Sol Solis Trust</p> <p>1-95 Sandspit Road, 2-97 Sandspit Road, 97A Sandspit Road, Warkworth</p> <p>Oppose option 5 as the preferred route and prefer option 4 as this would avoid the loss of property. Oppose the location of the stormwater wetland on their site, 95 and 97 Sandspit Road, concern about ground stability due to stormwater wetland. Noted that the location of the stormwater wetland is unstable, subject to slippages, erosion and will be over an underground spring.</p>	<p>Submitter is concerned about the spatial extent of the proposed designation boundary and the location of the proposed stormwater wetland.</p> <p>The location of the proposed designation will need to be justified by SGA, including in relation to land stability.</p> <p>The quarry is subject to flood hazards, this is an accurate assessment as there are flood prone areas and overland flow paths identified over the quarry as shown on Auckland Council GeoMaps.</p> <p>The proposed transport corridor will be above the predicted flood plains. The proposed stormwater wetland and bridge near Sandspit</p>

	<p>Raise concerns about the information used to identify the quarry being flood prone.</p>	<p>Road will be further investigated at the detailed design stage to ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p> <p>The model used by SGA to assess flooding is considered appropriate at this concept stage of design. It is required that SGA undertake the necessary assessments to inform detailed design and that proposed stormwater management is determined in discussion with Healthy Waters at the detailed design phase. Amendments have been recommended to the Flood Hazard conditions to ensure there is consultation with Healthy Waters during the detailed design phase.</p>
<p>NOR 7: Sandspit Link</p>	<p>NoR7_05 Northland Waste Limited</p> <p>163 and 183 Sandspit Road, Warkworth</p> <p>Noted that 163 Sandspit Road is within flood plain and flood prone area, should acquire the whole site.</p>	<p>Submitter is concerned about the spatial extent of the proposed designation boundary.</p> <p>The location of the proposed designation will need to be justified by SGA; including in relation to land stability.</p>
<p>NOR 8: Wider Western Link – North</p>	<p>NoR8_02 One Mahurangi Business Association and Warkworth area Liaison Group</p> <p>Questions the area of land designated for the stormwater wetland.</p>	<p>Submitter is concerned about the location of the proposed stormwater wetland.</p> <p>The location of the wetland will need to be at the low point of the proposed stormwater treatment catchment, however, the final location will be confirmed during the detailed design phase of the alignment. This will ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p> <p>Healthy Waters will be concerned with the outcome to be achieved with the proposed stormwater wetland (i.e., treatment), however, have no specific views as to the location of the mitigation (other than what has been outlined above) as these assets will not be vesting to Healthy Waters.</p>



<p>NOR 8: Wider Western Link – North</p>	<p>NoR8_03 The Wynyard Family NoR8_04 John Wynyard Lot 4 DP 473567 (adjacent to 75 Wyllie Road, Kourawhero)</p> <p>The proposed designation is through their site and multiple natural wetland areas. Feels assessment has not adequately demonstrated that alternatives have been considered.</p>	<p>The level of detail provided is appropriate for the NOR, further detail will be required through the detailed design process to optimally design the stormwater wetland, culverts and bridge structures to ensure that there are no negative impacts on other catchment landowners/users subject to the proposed Flood Hazard and CEMP conditions as amended.</p> <p>More details will become available as the design proceeds to the detailed stage and Healthy Waters does not see any issues with the requiring authority working with the submitter to ensure successful outcomes.</p> <p>The detailed design of specific infrastructure will be required to be assessed through detailed modelling as part of the Outline Plan. This will ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p>
<p>NOR 8: Wider Western Link – North</p>	<p>NoR8_7 Ka Waimanawa Limited Partnership, Christine and William Endean, and Stepping Towards Far Limited 1711 and 1723 State Highway 1, Warkworth</p> <p>Applicant for Warkworth South Private Plan Change. Concerns about <i>the proposed location of the State Highway 1 intersection because it is marginally inconsistent with the alignment of the WWLR provided for in the Private Plan Change.</i></p>	<p>Submitter is concerned about the location of the proposed stormwater wetland.</p> <p>The location of the wetland will need to be at the low point of the proposed stormwater treatment catchment, however, the final location will be confirmed during the detailed design phase of the alignment. This will ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p> <p>Healthy Waters will be concerned with the outcome to be achieved with the proposed stormwater wetland (i.e., treatment), however, have no specific views as to the location of the mitigation (other than what has been outlined above) as these assets will not be vesting to Healthy Waters.</p> <p>The design of the transport corridor, bridge, culverts and associated stormwater wetland will be confirmed at the detailed design stage to ensure the design is optimised so there are no negative flooding effects and to meet the Flood Hazard conditions. This is an appropriate approach.</p>

		The realignment of the proposed intersection is a matter for further discussion between the requiring authority and the submitter.
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**8. Recommendations and Conclusions**

Amendments to the Flood Hazard and CEMP conditions have been recommended to ensure flooding effects are appropriately managed and to address concerns from the submitters.

Overall, the outcomes-based approach proposed by Auckland Transport to manage and mitigate the actual and potential flooding effects of the Warkworth NORs is considered appropriate.

The assessment and predicted effects related to flooding for the Warkworth NORs are adequately addressed and with the proposed amendments to the Flood Hazard and the CEMP conditions, the associated flood effects can be appropriately managed. However, further details will be needed to ensure there is no increase in flooding risk downstream, including at Warkworth Town Centre, Mansel Drive, Brown Road and Brown Road’s surrounding area.

We consider that the potential adverse effects of flooding can be avoided, remedied, or mitigated, subject to the adoption of the proposed amended conditions for the NORs, detailed flood modelling at the detailed design phase, and that the regional consents process will address stormwater quality, hydrology mitigation and effects on streams.

## Technical Specialist Memo

**To:** Vanessa Wilkinson, Reporting Planner  
**From:** Patrick Shorten – Consultant Geotechnical Engineer  
**Date:** 4 September 2023

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**Subject: Supporting Growth Alliance – Submissions on Warkworth NoRs 4, 5 and 7 Geotechnical Engineering Assessment**

### 1.0 Introduction

I have undertaken a review, on behalf of Auckland Council, of the nine submissions to Notices of Requirements (**NoRs**) 4, 5 and 7, lodged by the Requiring Authority, Auckland Transport, through the Supporting Growth Alliance (**SGA**), that relate to earthworks and geotechnical effects.

In writing this memo, I have reviewed the following documents:

<b>Warkworth Package - All NoRs</b>
<ul style="list-style-type: none"><li>• Assessment of Effects on the Environment (<b>AEE</b>)<ul style="list-style-type: none"><li>○ Appendix A - Assessment of Alternatives (<b>AA</b>)</li></ul></li></ul>
<b>NoR 4 – Matakana Road Upgrade</b>
<ul style="list-style-type: none"><li>• Form 18</li><li>• General Arrangement Plan – Overall</li><li>• General Arrangement Plan – NoR 4</li><li>• Appendix B – Property Boundaries and Schedules – NoR 4</li><li>• Appendix C – Proposed Designation Conditions</li><li>• Appendix C – NoR 4 – Supplementary Condition</li><li>• Submission # 09 on NoR 4 by Robyn Alexander &amp; Katherine Heatley, on behalf of Robyn Alexander &amp; Kasoben Trustee Limited (Katherine Heatley), owners of 3 Matakana Road</li><li>• Submission # 18 on NoR 4 by Laroc Farm Limited, owner of 76 Matakana Road</li><li>• Submission # 19 on NoR 4 by ECM Signs Limited, business owner at 76 Matakana Road</li><li>• Submission # 20 on NoR 4 by ECM Laser Limited, business owner at 76 Matakana Road</li></ul>
<b>NoR 5 – Sandspit Road - Upgrade</b>
<ul style="list-style-type: none"><li>• Form 18</li><li>• General Arrangement Plan – Overall</li><li>• General Arrangement Plan – NoR 5</li><li>• Appendix B – Property Boundaries and Schedules – NoR 5</li><li>• Appendix C – Proposed Designation Conditions</li></ul>

- Appendix C – NoR 5 – Supplementary Condition
- Submission # 11 on NoR 5 by Laroc Farm Limited, owner of 76 Matakana Road
- Submission # 02 on NoR 5 by Folkert (Jim) Visser, on behalf of Visser Family Trust, the owner of 89A Sandspit Road

#### **NoR 7 – Sandspit Link**

- Form 18
- General Arrangement Plan – Overall
- General Arrangement Plan – NoR 7
- Appendix B – Property Boundaries and Schedules – NoR 7
- Appendix C – Proposed Designation Conditions
- Appendix C – NoR 7 – Supplementary Condition
- Submission # 02 on NoR 7 by John Bryham, the owner of 131 Sandspit Road
- Submission # 03 on NoR 7 by Roger Williams, on behalf of One Mahurangi Business Association and Warkworth Area Liaison Group
- Submission # 04 on NoR 7 by Rodney Macdonald, on behalf of Sol Solis Trust, the owner of 95, 97 and 97A Sandspit Road

#### *Qualifications and Experience*

I am a Principal of Fraser Thomas Ltd, a firm of consulting engineers providing professional services in civil, structural, geotechnical and environmental engineering and surveying and was formerly a Director until I recently retired and became a Principal.

I have 45 years' experience as a professional geotechnical engineer/engineering geologist, with 40 years in New Zealand. I hold a degree of Bachelor of Science (geology) (Hons) from the University of Aberdeen 1974 and a Master of Science (engineering geology) 1977 from the University of Durham.

I am a Chartered Professional Engineer (CPEng), an International Professional Engineer (IntPE(NZ)) and a Chartered Member of Engineering New Zealand (CMEngNZ). I am also a member of the New Zealand Geotechnical Society.

I specialise in foundation engineering, geotechnical hazard assessments, engineering geology, forensic investigations and geotechnical quality control and assurance. I have a sound background in geotechnical investigations and appraisal for land, infrastructure and building developments. I have particular experience in determining the settlement effects of deep excavations and dewatering on neighbouring properties and have carried out technical reviews of effect assessments for Council, for more than 60 multi-storey buildings with multi-level basements and several infrastructure developments. Projects that have been reviewed include the Warkworth to Snells Transfer Pipeline Project, the Penlink Highway, the Central Rail Link (CRL), the Britomart Transport Centre, the New Lynn rail trench and station, the Commercial Bay (Downtown) Centre, the Civic Quarter (Aotea Centre) Development and the Quay Street Strengthening Project. I have attended committee hearings on Council's behalf for notified

applications, including the NoR and resource consent application for the Takanini Stormwater Conveyance Channel.

I have also been involved with numerous projects that have required litigation support and provision of expert evidence for hearings in the High Court, the Environment Court, and mediations, arbitrations, adjudications and Council committee hearings. The following litigations involved projects in the Warkworth area: (i) a mediation concerning a landslide caused by construction of a silt pond at the slope toe on a subdivision at Algies Bay and its remediation and (ii) a High Court claim relating to a proposed subdivisional development on sloping land at Algies Bay.

I also provided geotechnical advice to the Ministry of Business Innovation and Employment (MBIE) Determinations Manager with regard to rock-roll and mass land movement hazards affecting dwellings in the Port Hills, Christchurch following the Canterbury Earthquakes.

#### *Involvement with Warkworth NOR's*

I was engaged by Auckland Council in August 2023 to review nine submissions on three of the Warkworth NoR's (Nos. 4, 5 and 7) to determine whether the information provided by the SGA was sufficiently detailed and accurate to understand the geotechnical and earthworks effects of the proposal on the properties that are the subject of the submissions. I have also been involved in some discussions with SGA regarding the matters raised in this memo. I suggested that further information on the geotechnical and earthworks effects be provided by SGA in order to address the issues raised in the submissions. I understand that SGA propose to address the submissions and provide further relevant information in their evidence for the hearing. The matters not satisfactorily addressed included:

- The locations of the proposed wetlands for NoRs 4, 5 and 7 and the geometry of the associated batter slopes in relation to existing dwellings and driveways
- The natural hazards impacting the Sandspit Link (NoR 7) Route Options 4 and 5 and the risks associated with the Option 2 alignment through the Rodney Lime Quarry (refer Sections 5.8.3 and 5.8.4 of the AA report).

These matters are addressed further in this memo.

At the time of writing this memo, I had not visited the NoR's project area.

#### *Expert Witness Code of Conduct*

I have read the Code of Conduct for Expert Witnesses, contained in the Environment Court Consolidated Practice Note (2014) and I agree to comply with it. I can confirm that the issues addressed in this Memo are within my area of expertise and that in preparing this Memo I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

## **2.0 Key Earthworks and Geotechnical Issues Raised by Submissions**

The key earthworks and geotechnical issues raised by the submissions relate to:

- the locations of the proposed wetlands and associated batters at the junction of Matakana and Sandspit Roads (NoR 4), at Sandspit Road (NoR 5) and near the southern part of the Sandspit Link (NoR 7);
- the instability of the land along the southern part of the SGA-preferred option (Option 5) for the Sandspit Link (NoR 7);

- the selection of the Option 5 alignment as opposed to: (a) the Option 2 alignment through the Rodney Lime Quarry and the lack of detail relating to the risks associated with the quarry alignment and (b) the Option 4 alignment, around the north-eastern side of the quarry.

The key earthworks and geotechnical issues raised by the submissions on NoRs 4, 5 and 7 are summarised in the table below.

Notice of Requirement	Submitter Details	Issue
		<b>EARTHWORKS</b>
<b>NoR 4 – Matakana Road Upgrade</b>	Submission #9 – Robyn Alexander & Katherine Heatley – 3 Matakana Road	A cut batter is proposed over the site’s existing vehicle crossing. The NoR does not demonstrate how safe, efficient and functional vehicle access to 3 Matakana Road will be retained as part of the designated works and how the earthworks and stormwater will be managed.
	Submission #18 – Laroc Farm – 76 Matakana Road	Opposes the extent of works affecting the subject site as shown on the General Arrangement Plan for NoR 4.  Opposes the location of the proposed stormwater wetland and fill batter.
	Submission #19 – ECM Signs Limited – 76 Matakana Road	Alternatives have not been fully investigated or discounted, in relation to the extent of the subject site the proposed Designation relates to.  The extent of works are potentially based on flawed modelling and assumptions.
	Submission #20 – ECM Laser Limited – 76 Matakana Road	Opposes the location of the proposed stormwater wetland and fill batter.  Alternatives have not been fully investigated or discounted, in relation to the extent of the subject site the proposed Designation relates to.
<b>NoR 5 – Sandspit Road Upgrade</b>	Submission #11 – Laroc Farm - 76 Matakana Road	The extent of works are potentially based on flawed modelling and assumptions.
		<b>GEOTECHNICAL</b>
<b>NoR 5 – Sandspit Road Upgrade</b>	Submission #2 – Visser Family Trust – 89A Sandspit Road	The proposed wetland at 89 Sandspit Road should be moved. The plan submitted has not been subject to an “onsite inspection” by a competent geotechnical engineer who would in my [Mr Visser’s] opinion would come to the same conclusion. No practical planner would create a wetland in a sandstone embankment, requiring the excavation of 2,500m <sup>3</sup> just to capture a watershed of 15,000m <sup>2</sup> including itself, and requiring the

		displacement of a property which would cost \$3.5M to replace.
<b>NoR 7 – Sandspit Link</b>	Submission #2 – John William Bryham – 131 Sandspit Road	<p>Propose to cross Rodney McDonald's blocks without geologically assessing the underlying soil. Nobody in their right mind would consider putting a road over this land considering it is some of the most slip-prone land in the area. This would also prove to be a huge risk factor to siting the silt-retention dam in the proposed site, as it was considered too unstable for Rodney to build a house there.</p> <p>If old worked-out section of the Limeworks land was utilised then the road could be built up from bedrock limestone to engineering standards that would give 100% confidence of stability to handle any foreseeable events, floods etc. Also there are established silt retention ponds nearby that may be able to be made use of.</p>
	Submission #3 – One Mahurangi Business Association and Warkworth Area Liaison Group	<p>The options considered did not include the option proposed by the community outside the quarry. That option affected fewer land owners and has less environmental impacts. All alternatives should be considered.</p> <p>The option shown cuts across the quarry through an area of waste disposal. The stability of the ground in this location may not have been considered.</p>
	Submission #4 – Rodney Macdonald (Sol Solis Trust) – 95, 97 & 97A Sandspit Road	<p>The best outcome for the Route is to go around the north of the quarry (originally Option 1 and then Refined Option 4).</p> <p>The route through their house shows clear examples of land slippage.</p> <p>If route 5 goes ahead, parents' house will be directly above a large stormwater collection pond that will place massive load on unstable soils directly below the house.</p> <p>In considering route 5, is SGA aware that the land where the stormwater is proposed is already unstable, and has been subject to slippages, erosion and springs underground that could impact the integrity of the dam with the weight of the large volume of water?</p> <p>Hill slope seep, valley head seeps and natural wetlands present. Is SGA aware that the</p>

		<p>proposed route over their land is extremely unstable and the neighbouring quarry had to undertake major works including removing 40 mature pine trees to stop major slippages on their land? Contrastingly, the quarry land however has solid limestone base under the overburden.</p> <p>On what basis is there higher construction and environmental risk associated with the quarry (but no observable risks identified), when the greenfields option on their property has clear observable landslides.</p>
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### 3.0 Supporting Growth Alliance Assessment

My comments on the aspects of the SGA assessments of the NoRs that relate to the submissions I am assessing are as follows:

Notice of Requirement	SGA Assessment	Comments
<p><b>NoR 4 (Matakana Road Upgrade);</b>  <b>NoR 5 (Sandspit Road Upgrade);</b>  <b>and</b>  <b>NoR 7 Sandspit Link)</b></p>	<p>AEE Sub-section 8.3.1 - Geometric design (under Section 8.3 - Design input and standards) states:</p> <p><i>“Generally, unless constrained, 1V:3H or 1V:5H slopes have been adopted as the default batter for cut and fill slopes (depending on the underlying geology) to meet maintenance requirements. Vertical abutment walls or 1V:2H spill through slopes have been adopted as the default approach for abutments at bridge locations, radially transitioning to 1V:3H side batter slopes. In constrained areas, retaining walls are shown instead of batters in order to reduce construction footprints.”</i></p>	<p>It is not clear from the SGA statement whether 1V:3H or 1V:5H slopes have been adopted for the proposed cut or fill batters associated with the proposed wetlands that are raised as matters of concern by the various submissions, in particular NoR 4: Subs #9, #18 &amp; #20; NoR 5 Sub #2 and NoR 7: Subs #2 &amp; #4. It is recommended that SGA provide typical cross sections to show the conceptual geometry of the critical batter at each wetland in relation to the adjacent proposed road profile or existing dwellings and/or driveways.</p> <p>It is noted that, with respect to property access, Condition 11 states:</p> <p><b>“Existing property access</b></p> <p><i>Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the requiring authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless</i></p>



		<p><i>otherwise agreed with the affected landowner.”</i></p> <p>In my opinion, Condition 11 satisfactorily addresses the specific concern raised by NoR 4 Sub #9 with regard to safe access to the property at 3 Matakana Road.</p>
<p><b>NoR 4 (Matakana Road Upgrade);</b></p> <p><b>NoR 5 (Sandspit Road Upgrade);</b></p> <p><b>and</b></p> <p><b>NoR 7 Sandspit Link)</b></p>	<p>Sections 9.6.1, 9.7.1 and 9.9.1 of the AEE state:</p> <p><i>“The designation footprint includes sufficient space for the intersections with [other roads], and all ancillary components including construction areas, stormwater infrastructure, batter slopes and retaining walls.”</i></p> <p>and that:</p> <p><i>“The key features of the [Matakana Road, Sandspit Road and Sandspit Link projects] include:</i></p> <ul style="list-style-type: none"> <li>• <i>New or upgraded stormwater ponds, bridges and culverts.</i></li> <li>• <i>Batter slopes to enable widening of the corridor and associated cut and fill earthworks.</i></li> <li>• <i>Other construction related activities required outside the permanent corridor including the re-grade of driveways, construction traffic manoeuvring and construction laydown areas.”</i></li> </ul>	<p>Comment above also applies.</p>
<p><b>NoR 4 (Matakana Road Upgrade);</b></p>	<p>Tables 9.4, 9.5 and 9.7 of the AEE: Summary of relevant receiving environment features for NORs 4, 5 and 7 state:</p>	<p>The Northland Allochthon is known to be particularly susceptible to slope instability. Hence, it is my opinion that conceptual cross sections should be provided by SGA to show</p>

<p><b>NoR 5 (Sandspit Road Upgrade); and NoR 7 Sandspit Link)</b></p>	<p><i>“Geology - Mahurangi Limestone (Northland Allochthon) is mapped in the subject site area. The geological conditions are not anticipated to vary in the future.”</i></p>	<p>that stable batters would be able to be achieved, possibly with retaining walls, at the locations where instability concerns have been raised in the submissions (NoR 4: Sub #8, #18 and #20; NoR 5: Sub #2 and NoR 7: Sub #2 &amp; #4).</p>
<p><b>NoR 4 (Matakana Road Upgrade); NoR 5 (Sandspit Road Upgrade); and NoR 7 Sandspit Link)</b></p>	<p><i>In Section 2.4.2.3 of the AA report, it is stated that:</i></p> <p><i>“If a wetland was required, the location of the wetland was selected by identifying a suitable functional location. The functional location considered the off-line low point along the alignment (based on existing topography), which was in sufficient proximity to the corridor for ongoing maintenance access, and suitably located for supporting infrastructure such as pipes and discharge outlets to nearby natural streams.”</i></p> <p>and</p> <p><i>“...the team made efforts to reconfigure ponds or discharge outlets to reduce impacts on developer aspirations and private property. However, this was not always practicable in constrained corridors.”</i></p> <p><i>In Section 2.4.2.3 of the AA report, it is stated that:</i></p> <p><i>“The stormwater solution preferred is generally use of centralised wetlands. Wetlands have the benefit of being more effective to operate and maintain, they serve as both attenuation and treatment, and they reduce the overall corridor cross section width.”</i></p>	<p>It is apparent that SGA have considered alternatives to the use of wetlands and alternative locations for the proposed wetlands.</p> <p>It is, however, recommended that SGA confirm that no alternative suitable locations are available for the proposed wetlands that are raised as matters of concern by the various submissions, in particular NoR 4: Subs #9, #18 and #20; NoR 5: Sub #2 and NoR 7: Subs #2 and #4.</p>
<p><b>NoR 4 (Matakana Road Upgrade);</b></p>	<p><i>In Section 4.3 of the AA report, it is stated that:</i></p>	<p>This statement confirms that geological conditions and natural</p>

<p><b>NoR 5 (Sandspit Road Upgrade); and NoR 7 Sandspit Link)</b></p>	<p><i>“...a review of the AUP:OP maps and constraints was undertaken. The purpose of the review was to identify potential constraints, inform design development and refinement, and identify whether additional corridor options should be developed. Key constraints included:</i></p> <ul style="list-style-type: none"> <li><i>• Geological conditions</i></li> <li><i>• Natural hazards such as flooding...</i></li> <li><i>• Contours and likely project earthworks requirements”</i></li> </ul>	<p>hazards were considered as key constraints by SGA.</p>
<p><b>NoR 4 (Matakana Road Upgrade); and NoR 5 (Sandspit Road Upgrade)</b></p>	<p>The “Hydrology and natural hazards, including watercourses” section of Tables 9.4 and 9.5 of the AEE state:</p> <p><i>“Two wetlands are proposed near the floodplain at the intersection of Matakana Road and Sandspit Road in order to manage and treat runoff from the upgraded road.”</i></p>	<p>It is understood that there are no viable alternative locations for the two proposed wetlands. It is suggested that SGA give reasons for the selected wetland locations viz. required volume and area and elevation below the stormwater catchment and confirm the lack of any suitable alternative locations.</p>
<p><b>NOR 7 (Sandspit Link)</b></p>	<p>The “Hydrology and natural hazards, including watercourses” section of Table 9.7 of the AEE states:</p> <p><i>“There are two proposed wetlands with one near the centre of the alignment and the second by Sandspit Road.”</i></p>	<p>It is suggested that SGA give reasons for the selected wetland location viz. required volume and area and elevation below the stormwater catchment and confirm the lack of any suitable alternative location for the wetland raised as a matter of concern by NoR 7: Subs #2 and #4.</p>
<p><b>NOR 7 (Sandspit Link)</b></p>	<p>In Section 5.8.3 – “Route: Option development” of the AA report, it is stated that:</p> <p><i>“In developing options, the Project Team considered the following known key features in the area. These are mapped in Figure 5-35 [Sandspit Link Constraints Overview] below and include: ... c) Hill slope</i></p>	<p>The hill slope and valley head seeps do not appear to be shown on Figure 5-35 of the AA report. Also, landslide features are not shown.</p> <p>Table 5-41 “MCA [Multi-Criteria Assessment] Workshop Summary” of the Assessment of Alternatives report indicates that the impact of natural hazards is less adverse for the preferred Option 5 in comparison to the alternative eastern route (Option 4). It is recommended that</p>

	<i>seep, valley head seeps and natural wetlands present”</i>	SGA show the foregoing natural hazards (seeps and landslides) on a plan and demonstrate how the MCA scores against natural hazards, shown on Table 5-38 of the Assessment of Alternatives report, have been deduced for each option. The selection of Option 5 as opposed to Option 4 is raised as a matter of concern by NoR 7: Subs #2, #3 and #4, particularly with respect to slope instability/landslides.
<b>NOR 7 (Sandspit Link)</b>	In Section 5.8.4 – “Route: Option Assessment” of the AA report, it is stated that:  <i>“...the Project Team discounted Option 2 due to the risks associated to an alignment going directly through the centre of the quarry and the associated uncertainty around its future operations.”</i>	All three submissions for NoR 7: Subs #2, #3 and #4 suggest that Option 2, through the quarry, may represent the preferred option as opposed to the SGA preferred Option 5.  It is recommended that SGA provide details of the risks that would be associated with an alignment through the quarry and confirm the MCA scores for Option 2 in comparison to their preferred Option 5.

#### 4.0 Conclusions and Recommendations

My conclusions and recommendations relating to the geotechnical issues that have been raised by the submissions on NoRs 4, 5 and 7 are presented in the following Sections 4.1 and 4.2.

#### 4.1 Conclusions

- (a) In my opinion, at this stage, SGA has not adequately assessed the effects on the environment related to geotechnical effects, with respect to:
- the stability of the batter slopes associated with the proposed wetlands at the junction of Matakana and Sandspit Roads (NoR 4), at Sandspit Road (NoR 5) and near the southern part of the Sandspit Link (NoR 7), that are the subject of concerns raised in the submissions (NoR 4: Sub #8, #18 and #20; NoR 5 Sub #2 and NoR 7: Sub #2 and #4);
  - landslide and other instability features along the potential Sandspit Link (NoR 7) alignments;
  - detailing of the risks associated with a Sandspit Link (NoR 7) alignment through the Rodney Lime Quarry.
- (b) In my opinion, Condition 11 (shown below) satisfactorily addresses the specific concern raised by NoR 4 Sub #9 with regard to safe access to the property at 3 Matakana Road:

***“Existing property access***

*Where existing property vehicle access which exists at the time the Outline Plan is submitted is proposed to be altered by the project, the requiring authority shall consult with the directly affected landowner regarding the required changes. The Outline Plan shall demonstrate how safe access will be provided, unless otherwise agreed with the affected landowner”*

- (c) Provided the recommendations made in the following Section 4.2 are adopted by SGA, it is my opinion that the issues raised in the submissions should be able to be addressed satisfactorily.

**4.2 Recommendations**

It is recommended that:

- (a) SGA provide typical cross sections to show the conceptual geometry of the critical batter at each wetland in relation to the adjacent proposed road profile or existing dwellings and/or driveways to show that stable batters would be able to be achieved at the locations where instability concerns have been raised in the submissions (NoR 4: Sub #8, #18 and #20; NoR 5: Sub #2 and NoR 7: Sub #2 and #4).
- (b) The following condition be added to the proposed conditions for NoRs 4, 5 and 7:  
***“Excavation in proximity to existing dwellings or accessways***  
*Where the ground surface profile within 20 m horizontal distance from a dwelling or accessway which exists at the time the Outline Plan is submitted is proposed to be cut to 1V:5H or steeper by the project, the requiring authority shall consult with the directly affected property owner regarding the required changes. The Outline Plan shall demonstrate how a safe ground surface profile, that does not adversely affect the existing dwelling or accessway, will be provided, unless otherwise agreed with the affected property owner.”*
- (c) SGA give reasons for the selected wetland locations viz. required volume and area and elevation below the stormwater catchment and confirm that no alternative suitable locations are available for the proposed wetlands that are raised as matters of concern by the various submissions, in particular NoR 4: Subs #9, #18 and #20; NoR 5: Sub #2 and NoR 7: Subs #2 and #4.
- (d) SGA show the natural hazards (seeps and landslides) along the proposed and alternative Sandspit Link routes on a plan and demonstrate how the MCA scores against natural hazards, shown on Table 5-38 of the AA report, have been deduced for each option. The selection of Option 5 as opposed to Option 4 is raised as a matter of concern by NoR 7: Subs #2, #3 and #4, particularly with respect to slope instability/landslides.
- (e) SGA provide details of the risks that would be associated with an alignment through the quarry and confirm the MCA scores for Option 2 in comparison to their preferred Option 5.

**Memo (technical specialist report to contribute towards Council's section 42A hearing report)**

12/09/2023

To: Vanessa Wilkinson - Consultant Planner to Auckland Council,  
Alison Pye – Senior Policy Planner

From: Matt Conley, Environmental Scientist, Consultant to Auckland Council (As Regulator)

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**Subject: Te Tupu Ngātahi Supporting Growth – Warkworth Notices of Requirement – Ecology Assessment**

**1. Introduction**

- 1.1 My name is Matthew Shaun Conley, and I am an Environmental Scientist at Morphem Environmental Limited.
- 1.2 I have undertaken a review of the Notices of Requirements (**NoRs**) on behalf of Auckland Council (As Regulator) in relation to ecological effects (both freshwater and terrestrial).
- 1.3 I hold the qualifications of Bachelor of Science – Zoology (2010) from the University of Otago, as well as Post-Graduate Diplomas from the University of Otago (Wildlife Management, 2011) and Massey University (Environmental Management, 2021).
- 1.4 I have 8 years' experience as a professional Environmental Scientist. My experience includes undertaking ecological assessments, preparing and peer reviewing ecological impact assessments, and providing technical advice in regard to district plan changes.
- 1.5 In my current role I provide advice to Auckland Council, as well as other district and regional councils, in relation to earthworks, streamworks, and ecology (both freshwater and terrestrial).
- 1.6 I am a member of the Environmental Institute of Australia and New Zealand (EIANZ).

**2. Overview and scope of technical memorandum**

- 2.1. Auckland Transport (**the Applicant**), as a requiring authority, has served the Council with a total of 8 NoRs within the Warkworth area, in summary:
  - a. Four NoRs are for route protection for new urban arterial roads, as well as one new public transport hub and associated facilities.
  - b. Four NoRs for upgrades to existing rural roads primarily within the Rural and Future Urban Zones.
- 2.2. The NoRs are proposed to provide infrastructure to support the urban growth of the Warkworth area.
- 2.3. The Applicant is seeking lapse periods for each NoR ranging between 15 – 25 years.
- 2.4. The NoRs were collectively publicly notified on 9 June 2023, and submissions closed on 7 July 2023.
- 2.5. I have reviewed the NoRs and supporting information (**Application**) with reference to the requirements and provisions in the Auckland Unitary Plan (Operative in Part) (**AUP:OP**) to assist the preparation of the Council's reporting planner's reports.
- 2.6. More specifically, my technical memorandum assesses the effects on terrestrial and freshwater ecology associated with the Application and covers the following matters:
  - a. The current ecological values of the site and receiving environment.

- b. The actual and potential environmental effects of the proposal.
- c. The adequacy of the effects management proposed.
- d. Summary of the submissions received.
- e. Conclusions and recommendations.

### Expert witness code of conduct

- 2.5 I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and have complied with it in preparing this evidence. Other than where I state that I am relying on the advice of another person, this evidence is within my area(s) of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.
- 2.6 I have qualified my evidence where I consider that any part of it may be incomplete or inaccurate, and identified any information or knowledge gaps, or uncertainties in any scientific information or mathematical models and analyses that I am aware of, and their potential implications. I have stated in my evidence where my opinion is not firm or concluded because of insufficient research or data or for any other reason, and have provided an assessment of my level of confidence, and the likelihood of any outcomes specified, in my conclusion.
- 2.7 During the pre-application phase I attended the site visit arranged by the applicant on 21 February 2023.
- 2.8 The assessment in this technical memorandum does not cover:
- a. Stormwater or flooding matters.
  - b. Arboriculture matters.
- 2.9 In writing this memo, I have reviewed the following documents, except where specifically stated, the documents relate to all NoRs:
- a. *Warkworth Assessment of Effects on the Environment Version 1*, prepared by Te Tupu Ngātahi, dated May 2023 (**AEE**).
  - b. *Warkworth Project Assessment of Alternatives Version 1*, prepared by Te Tupu Ngātahi, dated May 2023 (**Assessment of Alternatives**).
  - c. *Warkworth Assessment of Ecological Effects Version 1*, report prepared by Te Tupu Ngātahi, dated May 2023 (**EclA**).
  - d. *Warkworth Package Landscape and Natural Character and Visual Assessment Version 1*, report prepared by Te Tupu Ngātahi, dated May 2023 (**Landscape Effects Assessment**).
  - e. The proposed condition set for each individual NoR, prepared by Te Tupu Ngātahi, undated (**Proposed Conditions**).
  - f. The following drawing sets provided with the Application:
    - a. *Warkworth Overall Layout Plan*
    - b. *General Arrangement Layout Plan – Northern Public Transport Hub and Western Link North*
    - c. *General Arrangement Layout Plan – Woodcocks Road Upgrade*

- d. *General Arrangement Layout Plan – SH1 South Upgrade*
  - e. *General Arrangement layout Plan – Matakana Road Upgrade*
  - f. *General Arrangement Layout Plan – Sandspit Road Upgrade*
  - g. *General Arrangement Layout Plan – Western Link South*
  - h. *General Arrangement Layout Plan – Sandspit Link*
  - i. *General Arrangement Layout Plan – Wider Western Link*
- 2.9 At the date of preparing this memorandum, I have not taken part in formal expert witness conferencing.

### **3 Key Ecology Issues**

- 3.1 The AUP:OP provides for earthworks, as well as vegetation removal and alteration for infrastructure through Chapter E26.
- 3.2 Chapter E26 includes both regional and district land use provisions.
- 3.3 The activities proposed that relate to ecology have been identified in Appendix 3, page 274 of the EclA.
- 3.4 The activities that would otherwise require district consents under the AUP:OP are identified in appendix 2, page 271 of the EclA.
- 3.5 I concur with the Applicant's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial and aquatic ecology.
- 3.6 In my opinion, sufficient evidence has been provided to demonstrate that the proposed effects management measures would appropriately manage the identified effects on ecological values that may arise from the proposal.
- 3.7 Regional consents would still be required for earthworks, streamworks as well as vegetation removal/alteration under the AUP:OP, and potentially the National Environmental Standards for Freshwater (**NES:FW**).

### **4 Te Tupu Ngātahi Assessment**

- 4.1 An assessment of the effects as they relate to terrestrial ecology, is contained in section 14 of the AEE.
- 4.2 The National Policy Statement: Freshwater Management (2020) (**NPS:FM**), through the effects management hierarchy, recognises that as a first step adverse effects should be *avoided* where practicable. Similar provisions are contained within the AUP:OP for both freshwater and terrestrial ecology (see B7.2.1(2), B7.3.1(2)(3) and B7.3.2(4)).
- 4.3 In the Application the starting point for avoiding adverse effects on ecological values are the Assessment of Alternatives which I have reviewed. As it relates to ecological matters, I consider:
- a. the methodology appropriate, to have been transparently applied, and to have given due consideration of potential ecological impacts; and
  - b. that, recognising the functional and operational needs of infrastructure, avoidance to have been demonstrated to the extent practicable.
- 4.4 The assessment methodology for determining ecological values used by the Applicant is detailed in Section 4 of the EclA.



- 4.5 The reporting of the ecological values is detailed:
- a. For terrestrial ecology
    - Appendix 6 (page 301), with a summary of the current terrestrial ecological values provided in Tables 1-2 and 1-3 in section 1 (page 1 onwards).
  - b. For freshwater ecology
    - Appendix 7 (page 324), with a summary of the current freshwater ecological values provided in Tables 1-4 and 1-5 in section 1 (page 1 onwards).
- 4.6 The EclA utilises the Environmental Institute of Australia and New Zealand (**EIANZ**) Ecological Impact Assessment (2018) guidelines to describe the current ecological values, the magnitude of the effects and derive the level of effect.
- 4.7 I consider that the methodology, as well as the standards and guidelines used are appropriate and conform to industry best practice. I also consider that the effort expended in the site investigations is appropriate for the scale of proposed works and potential effects and that the reported results are transparent, accurate and a fair representation of the ecological values.

## **5 Assessment of Ecology Effects and Management Methods**

### **Effects assessment**

- 5.1 Within the EclA, ecological effects relative to the district provisions of the AUP:OP are separated into construction and operational phases.
- 5.2 Potential construction effects of all NoRs are recognised as:
- a. Disturbance and displacement of native birds, bats, and lizards due to construction activities (noise, light and dust).
- 5.3 Potential operational effects of all NoRs are recognised as:
- a. Loss of connectivity for indigenous fauna.
  - b. Disturbance and displacement of native birds and bats due to the presence of the road (noise, light and vibration).
- 5.4 I consider that the EclA has identified the likely actual and the potential ecological effects that would result from the proposed activities.
- 5.5 Other potential effects are identified in Appendix 3 of the EclA as they relate to AUP:OP regional plan provisions as well as the Wildlife Act (1953), and are identified as:
- a. Permanent loss of habitat/ecosystem, fragmentation, and edge effects.
  - b. Weed dispersal and reduction in terrestrial biodiversity.
  - c. Loss of nesting, roosting, and/or foraging habitat for native birds, bats, and lizards.
  - d. Injury/mortality of native birds, bats, lizards, and fish.
  - e. Effects on freshwater habitats and ecosystems.
- 5.6 Future consenting, permitting, and management considerations, as they relate to regional and Wildlife Act provisions are discussed in Section 16, page 246, of the EclA.

### **Effects management**

5.7 As they relate to district consent provisions, the EclA provides specific management measures proposed by the Applicant for the actual and potential ecological effects identified, to be implemented during the construction and operational stages:

a. Construction:

- Bat Management Plan (BMP) for NoRs 2, 4, 5, 7, and 8, with the detail described in section 17 of the EclA (page 252).
- Avifauna Management Plan (AMP) for all NoRs, specific to management measures for 'Threatened' or 'At Risk' (TAR) species including New Zealand pipit (all NoRs), spotless crane (all except NoR 2), and dabchick (specific to NoR 8). The detail for AMPs is described in section 17 of the EclA (page 252).
- Management of lizards in accordance with Wildlife Act.
- Management of native invertebrates in accordance with the Wildlife Act; considered necessary for NoRs 2, 4, and 7 due to their noted potential presence.

b. Operation:

- Bat Management Plan (BMP) for NoRs 2, 3, 4, 5, 7, and 8, with the detail described in section 17 of the EclA (page 257).
- Avifauna Management Plan (AMP) for all NoRs except NoR 2, for the management of spotless crane with the detail described in section 17 of the EclA (page 257).
- The AMP for NoR 8 to include consideration of dabchick.

5.8 During construction:

- a. The contents of the BMP would include habitat surveys prior to construction, seasonal construction restrictions around maternity roosts (where relevant), siting of compounds and laydown areas to avoid bat habitat, lighting design to reduce light level, and restrictions on nights works around bat habitat.
- b. The contents of the AMP would include (specific to TAR species identified) pre-construction nesting bird surveys in suitable habitat, consideration of timing of construction works in respect to avoiding the native bird breeding season (where possible), and methods to protect and buffer nesting birds (if present).
- c. It is not specifically stated what actions would be covered by management of lizards 'in accordance with Wildlife Act', only that it would be required for vegetation clearance where native lizards are likely to be present. It is agreed that the Wildlife Act would be the correct mechanism for protection of individuals. It is anticipated that management in accordance with the Wildlife Act would require a detailed search for native lizards within potential habitat prior to works commencing, and the development of a Lizard Management Plan for any native species identified.
- d. Impact management under the Wildlife Act for native invertebrates is recommended in the Application by way of pre-vegetation clearance inspections. It is anticipated that, should any native species be identified through the pre-clearance inspection, a detailed Management Plan would also be required.

5.9 During operations:

- a. The contents of the BMP would include consideration for buffer planting and retention of large mature trees and features with potential bat roosts outside of road alignment, lighting and noise management through design, adaptive management, monitoring, and corrective action frameworks.

- b. The contents of the AMP would generally include (specific to TAR species identified) retention of vegetation near wetland habitat (where practicable) and buffer planting between road alignment and suitable habitat.

5.10 I concur with the Applicant's proposed measures to manage district ecological effects. Management would also be required in accordance with the Wildlife Act as well as regional consent requirements.

## **6 Conditions and Recommendations**

6.1 The following section comments on the proposed conditions that have been offered by the Applicant and included in the application material.

6.2 The proposed conditions for all the designations include:

- a. Condition 22 for a Pre-Construction Ecological Survey.
  - i. I find there no reason to limit this survey to just the Identified Biodiversity Areas. Given the lapse time on the duration, habitat for native species could be formed that would not be captured by the existing assessment. The condition should be amended to refer to a pre-construction survey of the entire designation boundary.
  - ii. Species management in accordance with the Wildlife Act would first require knowledge of their presence. This is specifically relevant to native lizards and invertebrates which are not otherwise included in the ecological management plan conditions.
- b. I would note there is an error in condition 22 (b), which references the requirement for an Ecological Management Plan (EMP). In NoR 1 condition 22 (b) references an EMP "*in accordance with Condition 24*". However, the requirements for an EMP are detailed under conditions 23a or b. While in the other NoRs, condition 22(b) references condition 23 however, this should be a reference to condition 23a, b or c, as relevant to each NoR. Noting that, depending on the species identified in the EclA, each NoR has different conditions for EMPs related to bats, non-wetland birds, and wetland birds. Condition 22 (b) should be updated where necessary to reference the correct EMP Conditions within each designation condition set.
- c. I would also raise the appropriateness of defining the EIANZ guidelines as the 2018 revision. While this is the current best practice guideline, it is considered this could be superseded by the time the designations are given effect to (the previous revision was 2015). I would recommend that the condition be amended to include: *or any updated version*.

6.3 The subsequent ecological conditions, as they relate to Ecological Management Plans, are supported.

## **7 Submissions**

7.1 The NoRs have been publicly notified, and a number of submissions has been received.

7.2 I have been provided with a summary of the submissions by Auckland Council and have specifically assessed those that raise matters related to ecology.

7.3 No submissions in relation to ecological concerns were received for NoR 1 and NoR 6.

7.4 An assessment of the submissions on NoRs 2, 3, 4, 5, 7, and 8, that relate to ecological matters is provided in appendix 1.

7.5 The submissions do not raise any new matters for consideration from an ecological perspective that haven't already been considered in this assessment.

## 8 Conclusions and Recommendations

8.1 have reviewed the Application with reference to the requirements and provisions in the Auckland Unitary Plan (Operative in Part) to assist the preparation of the Council's reporting planner's reports from a terrestrial and freshwater ecology perspective.

8.2 I consider that the:

- a. Methodologies, standards and guidelines used to assess the terrestrial and freshwater values are appropriate and conform to industry best practice.
- b. Effort expended in the site investigations is appropriate for the scale of proposed works and potential effects.
- c. Reported results are transparent, accurate and a fair representation of the on-site values.

8.3 I concur with the Applicant's description of the current ecological values, the potential effects, and the magnitude of those effects on terrestrial and freshwater ecology.

8.4 Concern has also been expressed with the:

- a. Conditions for Pre-Construction Ecological Surveys. I find there no reason to limit this survey to just the Identified Biodiversity Areas, given the lapse time on the duration habitat for native species could be formed that would not be captured by the existing assessment.
- b. It is considered any species management in accordance with the Wildlife Act would first require knowledge of their presence. This is specifically relevant to native lizards and invertebrates which are not otherwise included in the ecological management plan conditions.
- c. An error in Condition 22 (b) cross-referencing the requirement for Ecological Management Plans in accordance with Condition 23 (a, b, and/or c).
- d. Conditions stipulating the EIANZ 2018 revision, as this could be superseded by the time the designations are given effect to.

8.5 Small amendments to the proposed conditions have been suggested as relief to these concerns, however, it is understood the Applicant does not currently support these amendments.

8.6 Overall, I am able to support the NoRs, with modifications.

## Appendix 1: Ecological Submission Assessments

### WARKWORTH NOR2:

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
8	Denise & Ian Civil	<p>The removal of mature native trees on the northern side of Woodcocks Road particularly in the vicinity of 141 Carran Road.</p> <p>The trees should only be removed if it is unavoidable to retain them.</p> <p>Should the trees be removed, there would be a significant gap in the wildlife corridor that the SEA creates and it would create a visual disruption to the natural landscape. The removal of these trees would not be negligible from an ecological perspective as considered by the authors of the AEE.</p> <p>The proposed mitigation is inadequate and non-specific.</p>	<p>Improve the conditions to NoR 2 to protect the existing mature trees by requiring that they are to be retained and protected during the construction works and operation of the project. If it is unavoidable and the trees are removed then the replacement planting should be on an age equivalent basis; i.e. at an at least a 1: 25 ratio.</p>	<p>As the submitter points out, the trees along the northern side of Woodcocks Road in the vicinity of 141 Carran Road are part of an SEA (SEA_T_6676).</p> <p>Vegetation removal within an SEA, is a regional consenting matter. It is considered that the AUP:OP contains sufficient provision to manage ecological effects from regional resource consent requirements, at the resource consenting stage, where a greater level of detail can be required and known.</p> <p>Any resource consent application for vegetation removal would be accompanied by an Ecological Impact Assessment which would need to consider effects of fragmentation and disruption to ecological corridors, and would include suitable management measures including any residual adverse effects that may require offsetting and/or compensation.</p> <p>I consider that the application material, as it relates to ecological matters is sufficiently detailed to enable assessment at the designation stage.</p>

**WARKWORTH NOR3:**

<b>Submitter No.</b>	<b>Name</b>	<b>Submission Point /Issue Raised</b>	<b>Relief Sought</b>	<b>Technical Assessment</b>
10	KA Waimanawa Limited Partnership and Stepping Towards Far Limited	The location of the intersection will have adverse ecological effects on a natural wetland, which is located on 1738 SH 1, Warkworth, to the immediate southeast of the proposed intersection.	<ul style="list-style-type: none"> <li>a) NoR 3 is modified by amending the location and spatial extent of the proposed SH1 intersection designation boundary as shown in the diagram in Attachment 1; and</li> <li>b) Conditions are imposed that ensure the adverse effects on the Submitters are addressed, including by identifying the extent of land required for permanent operation of the road and for temporary construction works. In particular, any land required for future construction works should remain outside the NOR and remain within private landownership.</li> <li>c) Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.</li> </ul>	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP:OP, and in the case of natural wetlands the NES:FW, contain sufficient provisions to manage ecological effects from regional resource consent requirements, where a greater level of detail can be required and known.</p>

**WARKWORTH NOR4:**

<b>Submitter No.</b>	<b>Name</b>	<b>Submission Point /Issue Raised</b>	<b>Relief Sought</b>	<b>Technical Assessment</b>
12	Richard James and Robyn Frances Fisher	Concerned about impact on 50 plus native trees i.e. Tanekaha, Puketea, Pohutukawa, Titoki, Kakaha, Kahika	Seek a realistic proposal for what is required. Provide access during construction.	<p>I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.</p> <p>The AUP:OP contains sufficient provision to manage ecological effects from regional resource consent requirements, where a greater level of detail can be required and known.</p>

**WARKWORTH NOR5:**

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
7	The Kilns Limited	The site is subject to a Significant Ecological Area overlay. The AEE and supporting technical assessments do not appear to acknowledge the potential adverse effects that could be associated with the proposed works.	That NOR 5 as it relates to the subject land, be rejected or withdrawn unless amendments are made to the NOR to address the matters raised in the submission.	<p>I consider that the application material, as it relates to ecological matters is sufficiently detailed to enable assessment at the designation stage.</p> <p>The AUP:OP contains sufficient provision to manage ecological effects from regional resource consent requirements, such as vegetation removal within an SEA, where a greater level of detail can be required and known.</p>
8	Northland Waste Limited	The majority of the indicative construction area is subject to a consent notice which protects the vegetation in this area	Seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of the NoR will not result in adverse effects on the existing and future urban form.	<p>I have been provided a copy of the relevant covenant by Auckland Council.</p> <p>The reasons for the protection of the vegetation are not addressed within the covenant. Nonetheless, there are legal processes outside of the RMA (such as the Property Law Act) for removing or modifying covenants that would be open to the applicant if required.</p>

**WARKWORTH NOR7:**

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
4	Sol Soils Trust	The project team noted surface ponding and a wish to avoid fragmenting potential bird corridors between nearby ponds. Given the limestone is alkaline, have birds actually been observed in the quarry area marked as flood prone?	Seeks a more thorough reassessment of options 4 and 5 for the NoR alignment.	<p>The question relates to an alternative alignment, and therefore an area outside of the proposed designation footprint.</p> <p>I consider that the application material has sufficiently identified current ecological values and this has been included within the assessment of alternatives.</p> <p>I consider that the application material, as it relates to ecological matters is sufficiently detailed to enable assessment. and contains sufficient provision for management of any impacts associated with the NoR.</p>
5	Northland Waste Limited	163 Sandspit Road is subject to a consent notice which protects the vegetation in an area adjacent to the road.	Seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of the NoR will not result in adverse effects on the existing and future urban form.	<p>I have been provided a copy of the relevant covenant by Auckland Council.</p> <p>The reasons for the protection of the vegetation are not addressed within the covenant. Nonetheless, there are legal processes outside of the RMA (such as the Property Law Act) for removing or modifying covenants that would be open to the applicant if required.</p>



**WARKWORTH NOR8:**

Submitter No.	Name	Submission Point /Issue Raised	Relief Sought	Technical Assessment
3	The Wynyard Family	The designation is proposed to cross through multiple potential natural wetland areas, some that have not been identified in the EclA.	Refuse NoR8	I consider that the application material has sufficiently identified current ecological values and contains sufficient provision for management of any impacts associated with the NoR.  Activities in wetlands are regulated under Chapter E3 of the AUP:OP and the NES:FW. These are regional consenting matters.  The AUP:OP and NES:FW contain sufficient provisions to manage ecological effects from regional resource consent requirements, including works near wetlands, where a greater level of detail can be required and known. I
4	John Wynyard	The designation is proposed to cross through multiple potential natural wetland areas, some that have not been identified in the EclA.	Refuse NoR8	
7	KA Waimanawa Limited Partnership, Christine and William Endean, and Stepping Towards Far Limited	<p>The location of the intersection will have adverse ecological effects on a natural wetland, which is located on 1738 SH 1, Warkworth to the immediate southeast of the proposed Intersection.</p> <p>A further Supporting Growth justification for the location of the intersection and alignment of the WWLR is that it will avoid adverse effects on a “natural” wetland within the property at 1711 SH1. However, the wetland is not subject to a covenant and is a constructed wetland for the purposes of the National Policy Statement on Freshwater Management 2020 (NPS FM) and therefore is not protected by the NPS FM.</p>	<p>The eastern portion of NoR 8:</p> <ul style="list-style-type: none"> <li>a. Is modified by amending the location and spatial extent of the proposed SH1 intersection designation boundary; and</li> <li>b. Has conditions imposed that ensure the adverse effects on the Submitters are addressed, including by identifying the extent of land required for permanent operation of the road and for temporary construction works. In particular any land required for future construction works should remain outside the notice of requirement and remain within private land ownership.</li> <li>c. Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.</li> </ul>	

# Technical Specialist Memo

**To:** Vanessa Wilkinson, Reporting Planner  
**From:** Rhys Caldwell – Auckland Council Specialist Arborist  
**Date:** 2 August 2023

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**Subject: Supporting Growth Alliance – NoR’s 1-8 Warkworth  
Arboricultural Assessment**

## 1.0 Introduction

- 1.1 I have undertaken a review, on behalf of Auckland Council, of the eight Notices of Requirements (**NoRs**) lodged by the Requiring Authority, Auckland Transport, through the Supporting Growth Alliance (**SGA**), in relation to arboricultural effects.
- 1.2 In writing this memo, I have reviewed the following documents:
- Warkworth Assessment of Arboricultural Effects dated May 2023 – Version 1.0.

### *Qualifications and Experience*

- 1.2 My name is Rhys Edward Caldwell, and I am a Specialist Arborist in the Earth, Stream and Trees Specialist Unit at Auckland Council. My qualifications include a Trade Certificate in Amenity Horticulture (1993) and an Advanced Certificate in Arboricultural (2014).
- 1.3 My current role at Auckland Council is to provide reports and recommendations to Council Planners for land use applications that involve protected trees, peer review and determine resource consent applications that solely concern protected trees, provide specialist advice on major infrastructure projects, outline plans of works, and notices of requirement, and to prepare reports and technical memoranda as an arboricultural expert.

### *Involvement with Warkworth NOR’s*

- 1.4 I was engaged by Auckland Council in 17<sup>th</sup> of May 2023 to review the eight Warkworth NoR’s to determine whether the information provided was sufficiently detailed and accurate to understand the arboricultural effects of the proposal.

### *Expert Witness Code of Conduct*

- 1.7 I have read the Code of Conduct for Expert Witnesses, contained in the Environment Court Consolidated Practice Note (2014) and I agree to comply with it. I can confirm that the issues addressed in this Memo are within my area of expertise and that in preparing this Memo I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

## 2.0 Key Arboricultural Issues

- 2.1 The eight Notice of Requirements referred to in the arboricultural effects assessment will require the removal of a total of five individual trees and five groups of trees.

- 2.2 Removal of trees has been identified in only three of the Notice of Requirements, these being NoR 2, NoR 4, and NoR 5.

<b>Notice of Requirement</b>	<b>Issue</b>
<b>NOR 1 - Northern Public Transport Hub and Western Link - North</b>	No trees or groups of trees being removed.
<b>NOR 2 - Woodcocks Road Upgrade (Western Section)</b>	Two groups of trees proposed for removal.
<b>NOR 3 - State Highway 1 Upgrade – South</b>	No trees or groups of trees being removed.
<b>NOR 4 - Matakana Road Upgrade</b>	Five trees and two groups of trees proposed for removal.
<b>NOR 5 - Sandspit Road Upgrade</b>	One group of trees proposed for removal.
<b>NOR 6 - Western Link - South</b>	No trees or groups of trees being removed.
<b>NOR 7 - Sandspit Link</b>	No trees or groups of trees being removed.
<b>NOR 8 - Wider Western Link – North</b>	No trees or groups of trees being removed.

### **3.0 Supporting Growth Alliance Assessment**

- 3.1 A Tree Management Plan (TMP) is proposed for the NoRs, which will identify any protected trees, confirm the construction methods and impacts on each tree, and detail methods for all work within the root zone of trees that are to be retained. This TMP will be limited to the identification of trees protected under the District Plan only, as trees protected under Regional Plan provisions will be addressed as part of a future resource consent process.
- 3.2 The Applicant has offered to undertake replanting as mitigation for the proposed tree removals, through the development of an Urban and Landscape and Design Management Plan (ULDMP) and this is proposed by the applicant as a condition.
- 3.3 For the three NoRs, NoR 2, NoR 4, NoR 5 that contain trees, there are recommended conditions for an Urban and Landscape and Design Management Plan and a Tree Management Plan to address the protection of the trees being retained and for the replacement of trees proposed for removal. The implementation of these plans will provide an avenue for trees to be protected and for the replacement of the trees being removed.

#### **4.0 Submissions relevant to arboriculture**

4.1 A total of seven submissions in relation to the proposal relevant to arboricultural matters have been received. These include concerns with the loss of trees in both riparian and significant ecological areas, the loss of trees and impacts upon the trees being retained.

4.2 The submissions regarding trees have been summarized as:

**NoR 2** – One submission concerning the loss of trees along the northern side of the of Woodcocks Road and the impacts upon the trees located in both riparian and significant ecological areas.

**NoR 4** – Five submissions concerning the loss of trees and the potential impacts upon the trees adjacent to the works.

**NoR 5** – One submission concerning the construction area has a consent notice that protects vegetation.

#### **5.0 Conclusions and Recommendations**

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

5.2 I would recommend that the conditions proposed be adopted. I am able to support the proposal provided that the trees to be retained are protected in accordance with the proposed Tree Management Plan that replanting is undertaken in accordance with the proposed Urban and Landscape and Design Management Plan.



Rhys Caldwell  
Specialist Advisor – Arborist  
Earth, Streams and Trees Specialist Unit  
Regulatory Engineering and Resource Consents Department  
Auckland Council

2 August 2023

To: Vanessa Wilkinson, Auckland Council Consultant Planner

From: Gerard McCarten, Auckland Council Consultant Parks Planner, on behalf of Parks Planning, Parks & Community Facilities

Subject: **Supporting Growth Notices of Requirement Warkworth (x8)  
Parks Planning Assessment**

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## 1.0 Summary

- The overall objectives of the Notices of Requirement (**NORs**) align with the council's published plans for improving/connections between public open spaces in the Warkworth Area.
- Eleven park, reserve and open space land parcels would be affected by the NORs.
- Route protection, construction effects, and long-term loss of open space land may result in adverse effects which may be significant if not recognised and mitigated appropriately.
- Recommendations are provided that would address these concerns.

## 2.0 Introduction

2.1 My name is Gerard McCarten. I hold a Bachelor of Planning (hons) from the University of Auckland. I am a full member of the New Zealand Planning Institute. I have 23 years' professional planning experience from both public and private sectors of New Zealand and the United Kingdom. I am currently Planning Manager at Sentinel Planning Limited. I have been providing consultant planning services to the council's Parks Planning team since September 2022.

2.2 I have undertaken a review, on behalf of Auckland Council's Parks Planning team, in relation to the eight notices of requirement (the **NORs**) for route protection by Auckland Transport (**AT**). My involvement commenced in mid-June, after information requests had been issued.

2.3 This report focuses on:

- the impacts of NOR 1 – NOR 8 on parks, reserves and open spaces;
- proposed mitigation; and
- recommendations to manage impacts more effectively via amendments to proposed conditions and new conditions.

2.4 In writing this memo, I have reviewed the following documents all prepared by Te Tupu Ngātahi Supporting Growth Alliance (**SGA**)

- Assessment of Effects on the Environment (**AEE**), version 1.0, May 2023
- AEE Appendix A - Assessment of Alternatives, version 1.0, May 2023
- AEE Appendix B - Statutory Assessment, May 2023
- Proposed Designation Conditions for the NORs

- General arrangement plans for the NORs
- Property boundary schedules for the NORs
- Assessment of Arboricultural Effects, version 1.0, May 2023
- Urban Design Evaluation (**UDE**) , version 1.0, May 2023
- SGA revised conditions as provided in Direction 1 dated 9 August 2023.

2.5 To avoid unnecessary repetition, I defer to the council’s reporting planner to provide a detailed description of the NORs beyond that already contained with the submitted NOR documents.

2.6 I have not been able to undertake a site visit prior to preparing my report, and have relied on my knowledge of the area, digital mapping, and the application material to understand the environment at present.

### 3.0 Key issues and recommendations

3.1 There is no specific identification or assessment in the AEE of any parks, reserve or areas of public open space affected by the designations, although the appended Statutory Assessment does identify these.

3.2 The extent of designation encroachments into open space relative to the submitted general arrangement plans is questioned.

3.3 Pre-construction route protection halts council’s ability to undertake improvements or upgrades to affected areas of open spaces for up to 20 years. Relief by way of amended conditions is sought to enable council to reasonably maintain and upgrade existing parks facilities within the designated areas.

3.4 Some of these strategic roads intersect and/or align with identified greenway routes and that could be hindered or severed if their design does not suitably accommodate them. Relief by way of amended conditions is sought to ensure they are provided for and council input is obtained.

### 4.0 Open space affected by the NORs

4.1 The following parcels of land would be affected by the NORs

Address / legal description	Name	Zone	Land status	NOR Property ID	Area affected
<b>NOR 1: Northern Public Transport Hub and Wester Link Road North</b>					
-	-	-	-	-	-
<b>NOR 2: Woodcocks Road – West Upgrade</b>					
Lot 3 DP 437211 Woodcocks Road	Falls Rd River Esplanade Reserve	Open Space - Conservation	Local Purpose Reserve (Esplanade)	200474	1269 m <sup>2</sup>
Lot 1 DP 122379, Woodcocks Road		Open Space - Conservation	Local Purpose Reserve (Esplanade)	200375	97 m <sup>2</sup>
Lot 2 DP 344497 Woodcocks Road		Open Space – Informal Recreation	Recreation Reserve	200386	316 m <sup>2</sup>
<b>NOR 3: State Highway 1 - South</b>					
-	-	-	-	-	-

<b>NOR 4: Matakana Road Upgrade</b>					
1A Matakana Road Lot 2 DP 55475	Kowhai Park Reserve	Open Space – Informal Recreation	Recreation Reserve	200166	384 m <sup>2</sup>
207 Matakana Road Lot 8 DP 135480	Warkworth Showgrounds	Open Space - Conservation	-	2000041	46 m <sup>2</sup>
<b>NOR 5: Sandspit Road</b>					
-	-	-	-	-	-
<b>NOR 6: Western Link – South</b>					
15 Jamie Lane Lot 400 DP 530566	Jamie Lane Reserve	Open Space – Informal Recreation	Local Purpose (Esplanade) Reserve	200646	481 m <sup>2</sup>
Lot 132 DP 447445, Woodcocks Road		Future Urban Zone	Recreation Reserve	200500	615 m <sup>2</sup>
Lot 700 DP 447445, Woodcocks Road	Evelyn Street Stormwater Pond	Open Space – Informal Recreation	Local Purpose (Drainage) Reserve	200463	375 m <sup>2</sup>
<b>NOR 7: Sandspit Link</b>					
Lot 5 DP 155310, Sandspit Road	Mahurangi River	Open Space - Conservation	Local Purpose (Esplanade) Reserve	200065	1058 m <sup>2</sup>
131A Sandpit Road, Warkworth	Esplanades - Sandspit	Future Urban Zone	Local Purpose (Esplanade) Reserve	200049	1333 m <sup>2</sup>
<b>NOR 8: Wider Western Link – North</b>					
Lot 3 DP 437211, Woodcocks Road	-	Open Space - Conservation	Local Purpose (Esplanade) Reserve	200474	829 m <sup>2</sup>

## 5.0 Applicant's assessment

- 5.1 I have been unable to locate any part of the AEE that expressly discusses or identifies effects on the above open spaces and reserves.
- 5.2 The Statutory Assessment (Appendix B) does identify, in its assessment against relevant provisions of the Unitary Plan for open spaces zones, that NORs 2, 4, 6, 7 and 8 affect areas of open space. I agree with the assessments provided.
- 5.3 The Urban Design Evaluation also acknowledges that there are implications for areas of open space and that this is part of its consideration of social cohesion element.

## 6.0 Assessment of effects, management methods and alternatives

### Alternatives

- 6.1 It is acknowledged that, given the NORs relate to strategic transport routes around Warkworth, the need to cross rivers/streams is inevitable and largely unavoidable. The Assessment of Alternatives indicates that appropriate routes have been identified for each NOR following an iterative process.
- 6.2 The extent of land set aside for route protection, relative to the general arrangement plans provided for each NOR does appear generous, however and is elaborated for each NOR below as relevant.

- 6.3 It is recommended that the extent of the designations for NORs 2, 4, 6, 7 and 8 are reviewed and tightened where possible to avoid unnecessary encroachments.

#### Route protection

- 6.4 The route protection phase of the project occurs from notification of the NORs until the design and construction phase. This phase may be up to 20 years in duration.
- 6.5 Section 176 of the RMA requires permission from the Requiring Authority to do anything in relation to the land that is subject to the designation that would prevent or hinder a public work or project or work to which the designation relates, including—
- undertaking any use of the land; and
  - subdividing the land; and
  - changing the character, intensity, or scale of the use of the land.
- 6.6 The effect of the NORs and designations is that the council will not be able to upgrade or develop parks, reserves and open spaces within the designations without the prior written consent of the requiring authority.
- 6.7 Route protection for 20 years is a significant amount of time to restrict maintenance, minor renewal and/or upgrades of the council’s public open spaces to provide for the needs of communities both for active and passive recreation as well as for conservation purposes. Uncertainty about the degree to which any permission may be withheld or granted with respect to these works is a significant concern.
- 6.8 The existing level of built infrastructure within the affected open spaces is, at present, relatively minimal but it would be appropriate to extend the same scope for maintenance and minor renewal to the council as is proposed for network utility operators especially given the 20-year timeframe.
- 6.9 It is recommended that condition 5 of the NORs is modified to accommodate the council’s parks functions.

#### NOR2 Woodcocks Road

- 6.10 This NOR affects two existing parcels of esplanade reserve land zoned Open Space – Conservation. Along with the third affected parcel, and other parcels along the river, they form the larger Falls Road River Esplanade Reserve. These two parcels are located either side of Woodcocks Road where it crosses the Mahurangi River, both on the true left bank. The true right bank on either side of the road remains in private ownership and zoned FUZ, but is expected to provide esplanade reserves when eventually subdivided.
- 6.11 This is identified in the Rodney Greenways Puhoi to Parkiri Plan (the **Greenways Plan**) as a ‘Proposed Route’ on the north side of the road, and ‘Future Greenway’ on the south side. The Warkworth Structure Plan (the **Structure Plan**) identifies it as an ‘Indicative Greenway Route’. Both documents show the greenway following the length of the Mahurangi River and provides several inter-connections. The Rodney Local Board’s draft Local Parks Management Plan (the **Draft LPMP**) indicates that one (of several) management intentions for this reserve is to enable opportunities for it to contribute to greenway projects in the area connecting Warkworth town centre to Mahurangi



Road. The construction of a replacement bridge over the river presents an opportunity to accommodate this connection and also a risk to sever it.

- 6.12 To ensure the permanent works protected by the NOR accommodate these important greenway connections and do not sever or foreclose them, it is recommended that the proposed Urban and Landscape Design Management Plan (ULDMP) condition refers to the Greenways Plan in the series of documents that it must generally accord with.
- 6.13 The NOR also affects a third parcel at the corner of Falls Road and Woodcocks Road. It is currently managed as a livestock grazing paddock. The extent of the designation appears to reflect the need for supporting embankments for the upgraded Woodcocks Road. The Draft LPMP identifies that a management focus area for this parcel is informal recreation. The extent of the permanent works and designation indicate a small corner would be encroached to accommodate supporting embankment.

#### NOR4 Matakana Road

- 6.14 The first parcel of land affected by this NOR is zoned Open Space – Conservation and provides a legal connection from Matakana Road through to the Significant Ecological Area surrounding the western side of Warkworth Showgrounds. This parcel is shown as an indicative greenway route in the precinct plans of the Unitary Plan, Chapter I552 Warkworth Clayden Road Precinct. The general arrangement plans indicate that only a small area of the land is encroached, primarily to accommodate supporting embankments and corridor width. To ensure that the permanent works protected by the NOR make provision for this greenway connection and do not sever or foreclose it (for example via a retaining wall or steep embankment making physical connection impractical) it is recommended that the proposed ULDMP condition for this NOR is amended to refer to the precinct plans in Unitary Plan Chapter I552.
- 6.15 The second parcel of land affected by this NOR is part of Kowhai Park Reserve, and zoned Open Space – Informal Recreation Zone. It sits alongside a Proposed Greenway Route identified in the Greenways Plan and the Structure Plan, which would be achieved via the new pedestrian and cycle links within the corridor. This specific parcel of land is identified in the Draft LPMP as being a focus for protection of part of the natural environment. It is mostly grassed although contains a number of juvenile specimen native trees (but outside the area of the designation). The extent of impact from the NOR is relatively minor compared to potential impacts of the Hill Street intersection upgrade project. But it is noted that the extent of the designation appears generous relative to the indicative extent of works that will be necessary for the designation's purpose.

#### NOR6 Western Link South

- 6.16 The northern end of this NOR affects three parcels of land at its northern end. The first two parcels of land adjoin each other and form Jamie Lane Reserve on the southern side of the new road, where it connects to Evelyn Street. They are zoned FUZ and Open Space- Informal Recreation zone. The Greenways Plan indicates that this link is a junction of two Proposed Routes as well as a future road and the Draft LPMP indicates the management focus areas for this reserve are its recreational and ecological linkages. The general arrangement plans indicate that only a small area of the land would be encroached as the new road and cycleway connect into Evelyn Street, with supporting embankments and stream culvert under the road – generally consistent with the management focus

areas and greenway routes indicated. However, the extent of the designation appears to be more than three times the area indicated for the permanent works and is potentially excessive.

- 6.17 The third parcel of land is the northern side of the new road connection, and is the southern-most corner of the Evelyn Street Stormwater Pond, with stormwater management its primary purpose. The designation extent accommodates permanent works to connect the road with Evelyn Street and the stream culvert to the pond. There are no concerns here.

#### NOR7 Sandspit Road Link

- 6.18 This NOR affects two parcels of land, both esplanade reserves, that with several other land parcels downstream are collectively known as Mahurangi River Esplanades – Sandspit Road. The NOR encroaches of the northern extent of each within the proximity to a new bridge over a northern tributary to the Mahurangi River, adjacent Warkworth Quarry. The Draft LPMP indicates that management intentions for this collection of reserves include enabling opportunities to contribute to greenways projects and to protect and enhance natural values.
- 6.19 Both reserves contain Indicative Greenway Routes in the Structure Plan but these terminate at the quarry, which marks the edge of the urban land and the start of rural land such as the Countryside Living Zone. The Greenways Plan does not indicate any further connection beyond this point. This would suggest that risk of severance by an inappropriate bridge design is not a concern here.
- 6.20 The extent of encroachment of permanent works into these parcels is indicated to be the bridge over the stream and supporting embankments, but again the width of the designation for route protection would appear to be very generous. It is recommended that the extent of the designations is reviewed and tightened where possible to avoid unnecessary encroachment into these esplanade reserves.

#### NOR8 Wider Western Link Road – North

- 6.21 This NOR affects one parcel of land, which is coincidentally the southernmost end of the same esplanade reserve parcel affected by NOR2. The general arrangement plans indicate that a bridge over the Mahurangi River will be necessary in this location, but the indicative location is c.25m away from the esplanade reserve parcel. Other land adjoining the stream is zoned FUZ and esplanade reserves are anticipated as part of future development and subdivision, which is likely to occur only after the designation is given effect to. The extent of the designation for route protection is c.50m either side of the indicative general arrangement and its extent as far as this land parcel is potentially unnecessary. It is recommended that the extent of the designations is reviewed and tightened where possible to avoid unnecessary encroachment into these esplanade reserves.

#### Construction

- 6.22 Unmitigated, construction activities located near and within open spaces may result in restricted or no access for periods of time. This would impact upon people's ability to access and enjoy open spaces, and less obviously, council's essential ability to maintain and service assets.
- 6.23 Construction phases are expected to occur over a 4 to 5 year period. The primary methods proposed to mitigate construction effects are conditions, notably:

- Stakeholder Communication and Engagement Management Plan (SCEMP)
- Construction Noise and Vibration Management Plan (CNVMP)
- Urban and Landscape Design Management Plan (ULDMP)
- Construction Traffic Management Plan (CTMP)

6.24 I recommend amendments be made to require council involvement and to improve management of construction effects.

#### Reserves Act 1977

6.25 The Reserves Act was established to acquire, preserve and manage areas for the conservation, public recreational and educational values.

6.26 The relationship of the Reserves Act to the Resource Management Act (RMA) is a complementary one. Together the Acts operate a dual mechanism for the protection and management of land classified as reserve land under the Reserves Act. Whilst the RMA can be considered to effectively override the Reserves Act in terms of designations, the classification and intended purpose of the land is relevant to consider in RMA decision making.

6.27 The AEE does not provide an analysis of the Projects in terms of how the project would be consistent, or not, with land status classified under the Reserves Act 1977.

6.28 To ensure Auckland Council is appropriately informed and involved in design outcomes at affected open spaces, amendments to the SCEMP and ULDMP conditions are recommended.

#### Public Works Act 1981

6.29 Land acquired for the project entitles landowners to receive compensation under the PWA. The SGA suggests this process with respect to affected land (which would include council-owned parks, reserves and open space) and is one of the reasons why it considers long term designations to be the preferred method for the projects.

6.30 Monetary compensation for loss of open space is problematic for the council because acquiring equivalent land that is contiguous with existing open space is difficult.

6.31 Reserves such as Kowhai Park Reserve are designed in the whole with supporting integrated infrastructure. Esplanade reserves alongside streams are location-specific and so irreplaceable. If land can be purchased that is connected to existing open space it may not be able to provide equivalent function due to its location or configuration.

6.32 Open space land has size, location and dimension requirements which might not be able to be replicated elsewhere.

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

## 7.0 Conditions

### Condition 5 – Network Utility Operators (Section 176 Approval)

7.1 As discussed in section 6 above, the following changes are recommended to condition 6 of all NORs.

#### **Network Utility Operators (Section 176 Approval)**

- (a) Prior to the start of Construction Works, Network Utility Operators **and Auckland Council** with existing infrastructure **and/or park facilities** located within the designation will not require written consent under section 176 of the RMA for the following activities:
- (i) operation, maintenance and urgent repair works;
  - (ii) minor renewal works to existing network utilities **and/or park facilities** necessary for the on-going provision or security of supply of network utility **and/or park facility** operations;
  - (iii) minor works such as new service connections; and
  - (iv) the upgrade and replacement of existing network utilities **and/or park facilities** in the same location with the same or similar effects as the existing utility **and/or park facility**.
- (b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.

### Condition 9 – Urban and Landscape Design Management Plan (ULDMP)

#### *Objective*

- 7.2 The sentence beginning “the objective of the ULDMP(s) is to...” seems to be part of clause (b) which relates to mana whenua input. It is presumed the objectives have a wider scope than this and should more properly be set apart as its own clause.
- 7.3 The objective of the ULDMP refers to integration of permanent works into the urban context. Some areas of open space and reserves are within areas currently zoned FUZ (Falls Road River Esplanade Reserve and other esplanade reserves). For the avoidance of doubt, it would be appropriate to include reference to future urban as well to ensure consideration of these areas is not overlooked.

#### *Connection to UDE recommended outcomes*

- 7.4 Section 11 of the UDE says the preparation of an ULDMP is recommended to further develop the outcomes recommended in the UDE. The UDE’s recommended outcomes for the NORs contain important references to ensuring connections with, and minimising impacts on, open space zones. Neither the objectives nor other wording in condition 9 link the ULDMP to these outcomes. The condition should be amended to reference the UDE outcomes, as was expressly intended by the UDE.

#### *Reserve land not yet zoned open space*

- 7.5 Clauses (d)(i) and (f)(i)c should include reference to reserve land and esplanade reserves respectively because there is a delay between reserve land being vested and then rezoned, which may cause it to be overlooked during the preparation of an ULDMP.

*Include consultation with the council*

- 7.6 The ULDMP is required to be prepared prior to construction. It would provide for integration of the project design with the landscape and functional characteristics of impacted open spaces, and in that regard, is supported.
- 7.7 The condition requires involvement by Mana Whenua but does not require any process for council to participate in the development of the plan or provide feedback as an affected stakeholder and landowner beyond. It is unclear how the council's intentions for these land parcels can be provided for without council involvement.
- 7.8 It is recommended that the condition be amended to provide the council to have a participatory role in the development of the UDLMP and comparable to the council role provided for in preparation of the HHAMP in condition 20.

*Amended wording*

- 7.9 Recommended amendments to condition 9 to accommodate the above matters are set out below:

**Urban and Landscape Management Plan (SCEMP)**

(a) A ULDMP shall be prepared **in consultation with the council** prior to the Start of Construction for a Stage of Work....

(b) Mana Whenua shall be invited to participate...

**(ba)** The objective of the ULDMP(s) is to:

- (i) Enable integration of the Project's permanent works into the surrounding landscape and urban **and future urban** context; and
- (iii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment;  
**and**

**(iii) Ensure the Project achieves the recommended outcomes of the Urban Design Evaluation.**

(c) The ULDMP shall be prepared in general accordance with:

...

(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version; **and**

**(vi) The Rodney Greenways Paths and Trails Plan, Pūhoi to Pakiri, May 2017 or any subsequent updated version.**

**(vii) Unitary Plan Chapter I552 Warkworth Clayden Road Precinct precinct plan [NOR4 only]**

(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:

- (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones, **and reserve land**;

...

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

- (i) planting design details including:

- ...
- c. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins, ~~and~~ open space zones **and reserves**;

#### Condition 12 – Stakeholder and Communication and Engagement Management Plan (SCEMP)

- 7.10 The stated objective of the SCEMP is “to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with through the construction works. This will include the council as owner of park, reserve and open space land within the designation.
- 7.11 The condition does not specify a timeframe or require or explain how matters raised by stakeholders would be responded to by the requiring authority. It also does not specify a time when the SCEMP must be prepared prior to construction.
- 7.12 Due to the potential impact upon parks, reserves and open spaces and the council’s wider responsibility to provide services to the community, and the 20 year timeframe in which work may occur, there should be a mechanism to review and provide feedback to the SCEMP.
- 7.13 Therefore, it is recommended that this condition be amended as follows:

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

- (a) A SCEMP shall be prepared **in consultation with the council and 12 months** prior to the Start of Construction for a Stage of Work. The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include:

...

### **8.0 Submissions**

- 8.1 I have not identified any submissions that directly raise or identify matters regarding parks, reserves or open space.

### **9.0 Recommendations**

- 9.1 The specific detail of the recommendations is set out in sections 6 and 7 above, but a summary list is set out below:
  - 1. That the extent of the designations for NORs 2, 4, 6, 7 and 8 are reviewed and tightened where possible to avoid unnecessary encroachments.
  - 2. That condition 5 of the NORs is modified to accommodate the council’s parks functions.
  - 3. That condition 9 is amended to:
    - a. include consultation with the council;
    - b. accommodate future urban land;
    - c. include reference to the Urban Design Evaluation recommended outcomes;

- d. accommodate reserve land not zoned open space;
  - e. include reference to the Greenways Plan in the series of documents that it must generally accord with; and
  - f. (for NOR4 only) include reference to precinct plans in Unitary Plan Chapter I552.
4. That condition 12 is amended to include consultation with the council.

**Historic Heritage Technical Memo – Cultural Heritage Implementation Team,  
Heritage Unit**

To:	Vanessa Wilkinson – Consultant Planner
CC:	
From:	Mica Plowman: Principal Heritage Advisor, Cultural Heritage Implementation, Heritage Unit.
Date:	4 <sup>th</sup> August 2023

**1.0 APPLICATION DESCRIPTION**

**Application and property details**

Applicant's Name:	Supporting Growth Alliance (Auckland Transport).
Application purpose description:	Notice of Requirements to the Unitary Plan to enable the construction, operation, and maintenance of 3 existing road upgrades, 4 new corridors and a public transport interchange with park and ride.
Relevant application numbers:	
Site address:	Multiple sites located at Warkworth

**2.0 INTRODUCTION**

- 2.1 I am a qualified archaeologist who has worked professionally in this field for the past 28 years. I am a Heritage New Zealand Pouhere Taonga (HNZPT) approved archaeologist under section 45 of the HNZPT Act (2014). I have worked as an independent consultant and as a contractor to archaeological and engineering consultancy firms on the North Island. As a result, I have relevant broad-based practical experience in all aspects of cultural heritage resource management and am fully conversant with Local Authority plan processes, the Resource Management Act (RMA), and HNZPT Act 2014 legislative requirements. The focus of my current role as Principal Heritage Advisor for the Auckland Council Heritage Unit (HU) is to provide specialist expertise and leadership in the development and implementation of plans, programmes and operational strategies to identify, conserve and enhance historic heritage features and landscapes within the Auckland region. I support council departments in meeting their requirements of the RMA (Part 2, Section 6 e and f matters) and the HNZPT Act (2014) and I routinely provide statutory and non-statutory heritage advice and reporting outputs into the regulatory process and work programmes across the council.
- 2.2 I have undertaken a review of the Supporting Growth Notices of Requirements for



Warkworth lodged by the Supporting Growth Alliance, on behalf of Auckland Council in relation to historic heritage and archaeological effects (Table 1).

Table 1: Warkworth Network NoRs reviewed in this memo.

Notice	Project	Description	Requiring Authority
<b>Warkworth</b>			
<b>NOR 1</b>	Northern Public Transport Hub and Western Link - North	Construction of a public transport hub with associated facilities + park and ride facility (approximately 228 carparks) Construction of a four-lane urban arterial cross-section with cycle lanes and footpaths	Auckland Transport
<b>NOR 2</b>	Woodcocks Road – West Upgrade	Upgrade of Woodcocks Road to a two-lane urban arterial cross-section with cycle lanes and footpaths	Auckland Transport
<b>NOR 3</b>	State Highway 1 – South Upgrade	Upgrade of State Highway 1 to a two-lane urban arterial cross-section with cycle lanes and footpaths	Auckland Transport
<b>NOR 4</b>	Matakana Road Upgrade	Upgrade of Matakana Road to a two-lane urban arterial cross-section with cycle lanes and footpaths	Auckland Transport
<b>NOR 5</b>	Sandspit Road Upgrade	Upgrade of Sandspit Road to a two-lane urban arterial cross-section with cycle lanes and footpaths	Auckland Transport
<b>NOR 6</b>	Western Link - South	Construction of a new two-lane urban arterial cross-section with cycle lanes and footpaths	Auckland Transport
<b>NOR 7</b>	Sandspit Link	Construction of a new two-lane urban arterial cross-section with cycle lanes and footpaths	Auckland Transport
<b>NOR 8</b>	Wider Western Link – North	Construction of a new two-lane urban arterial cross-section with cycle lanes and footpaths	Auckland Transport

### 3.0 ADEQUACY OF INFORMATION

3.1 The assessment below is based on the information submitted as part of the application. I have reviewed the following documents:

- Supporting Growth Warkworth. Volume 1 Form 18.
  - Attachment A: Designation Plans
  - Attachment C: Conditions of Designation
- Supporting Growth Warkworth. Volume 2. Assessment of Effects (AEE) on the Environment, Auckland Council Soft Lodgement Draft. Prepared by Auckland Transport, May 2023.

- Appendix A: Assessment of Alternatives
  - Appendix B: Relevant statutory and strategic planning documents assessment
  - Appendix C: Proposed NOR Conditions
- Supporting Growth Warkworth. Volume 3 - Design and Designation Boundaries
    - Appendix A: General Arrangement Layout Plans
  - Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports
    - Assessment of Archaeological Effects
- Sections relevant to my area of expertise
- Assessment of Landscape, Natural Character and Visual Effects
  - Assessment of Arboricultural Effects
- SGA revised conditions as provided in Direction 1 dated 9 August 2023

3.2 It is considered that the information submitted is sufficiently comprehensive to enable the consideration of the effects of the application on an informed basis:

- a. The level of information provides a reasonable understanding of the nature and scope of the proposed activity as it relates to the AUP: OIP.
- b. The extent and scale of any adverse effects on the environment can be assessed.

3.3 I have assessed the information in these documents against the Auckland Unitary Plan Operative in Part (updated July 2023) and whether the application can be appropriately mitigated to give effect to s6(f) of the RMA.

3.4 In making its assessment, I have also taken into account:

- a. Auckland Council Cultural Heritage Inventory (CHI) <https://chi.net.nz/>
- b. New Zealand Archaeological Association (NZAA) ArchSite Database <http://www.archsite.org.nz/>
- c. Heritage New Zealand Pouhere Taonga Rārangī Kōrero/The List <https://www.heritage.org.nz/the-list>
- d. ICOMOS New Zealand Charter <https://icomos.org.nz/charters/>
- e. Other relevant sources containing historical and archaeological information

#### **Definitions used with this memo**

3.5 Chapter J in the Auckland Unitary Plan Operative in part [AUP OIP] (updated July 2023) defines an archaeological site as having the same meaning as in the Heritage New Zealand Pouhere Taonga Act 2014. No interpretation of an archaeological site is provided within the Resource Management Act 1991; rather historic heritage is interpreted in Part 1, Section 2<sup>1</sup>. The interpretation of historic heritage is substantially

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<sup>1</sup> historic heritage— (a) means those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities:  
(i) archaeological: (ii) architectural: (iii) cultural: (iv) historic: (v) scientific: (vi) technological; and (b) includes— (i) historic sites,

broader than just an archaeological site and is not limited by the inclusion of a *terminus ante quem* date.

- 3.6 As such, when the term ‘archaeological’ is used within this memo, it specifically refers to a site that would meet the definition of an archaeological site as provided in Chapter J in the AUP OIP (updated July 2023). All other sites would fall under the Resource Management Act 1991 definition of historic heritage.
- 3.7 Auckland Council Unitary Plan Operative in part (AUP OIP) schedule IDs and Auckland Council Cultural Heritage Inventory (CHI) numbers have been used within this memo to identify historic heritage/archaeological sites in the first instance and for consistency. Where other identifiers, such as the New Zealand Archaeological Association site reference number have been used, for example within a direct quote, either AUP OIP schedule IDs or CHI numbers have been inserted in italics.

### Other Teams Involved

- 3.8 The Supporting Growth Warkworth NoR applications have been referred to Auckland Council’s Built Heritage Implementation Team because the proposed works potentially effect built heritage within the application’s boundaries.

### Exclusions

- 3.9 This memo does not include an assessment of the cultural significance of the application area to mana whenua. The cultural and other values that mana whenua place in the area may differ from its archaeology/historic heritage values and are determined by mana whenua. It is the applicant’s responsibility to liaise with mana whenua to determine mana whenua values.

### Site Visit

- 3.10 A site visit was undertaken to the project area in June 2023. The application areas were viewed from the public road. No private properties were accessed.

## 4.0 ASSESSMENT OF EFFECTS

- 4.1 Details of the project background are provided in the AEEs and supporting application material and will not be repeated here, unless when describing direct and indirect, actual and potential adverse effects on historic heritage.

### Historic heritage within the application boundaries

- 4.2 This section summarises the historic heritage of the areas within the Notice of Requirement applications’ boundaries and includes any specific historic sites that have been identified. The information derives from the NoR applications and supporting documentation, (in particular the AEE<sup>2</sup> and Historic Heritage Assessment (HAA)<sup>3</sup> and other relevant sources listed in Section 3.

structures, places, and areas; and (ii) archaeological sites; and (iii) sites of significance to Māori, including wāhi tapu; and (iv) surroundings associated with the natural and physical resources.

<sup>2</sup> Supporting Growth Warkworth. Volume 1-4. Assessment of Effects (AEE) on the Environment, Auckland Council Soft Lodgement Draft. Prepared by Auckland Transport, May 2023.

<sup>3</sup> Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and

- 4.3 The HHA has identified and assessed historic heritage sites within the proposed designation boundary, including a 200m buffer to highlight additional areas of heritage potential or sensitivity<sup>4</sup>. Sites were identified primarily through background historical and archaeological research, with supporting field surveys (limited due to landowner access permissions, project scale, and environment).

### **Warkworth Designations**

- 4.4 The location of the Supporting Growth Warkworth Designations is illustrated in Appendix 1.

### **NoR 1 Northern Public Transport Hub and Western Link; NoR 3 State Highway 1 South Upgrade; NoR 7 Sandspit Link**

- 4.5 There are no historic heritage sites recorded within NoR R1 (Transport Hub), NoR 3 State Highway 1 (South Upgrade), and NoR 7 (Sandspit Link) designation extents or the 200m buffer zones.

### **Historic heritage values and effects- NoR 1 Northern Public Transport Hub and Western Link; NoR 3 State Highway 1 – South Upgrade; NoR 7 Sandspit Link**

#### *Historic Heritage Values and Significance*

- 4.6 No historic heritage sites are recorded within or in the immediate vicinity of NoR 1, NoR 3, or NoR 7 and none were identified during the research undertaken or the field survey. The HHA concludes that NoR 1, NoR 3, and NoR 7 designations have no known heritage values.

#### *Historic Heritage Effects*

- 4.7 The construction and operation of NoR 1, NoR 3, and NoR 7 will have no effects on any known archaeological or other historic heritage values. However, the HHA cautions that in any area where archaeological sites have been recorded within or in the vicinity of the project area, it is possible that unrecorded subsurface remains may be exposed during development.<sup>5</sup>
- 4.8 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP].

### **Applicant's proposed designation conditions - NoR 1 Northern Public Transport Hub and Western Link; NoR 3 State Highway 1 South Upgrade; NoR 7 Sandspit Link**

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historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage.

4. All historic heritage sites recorded within the 200m buffer were subject to a categorical desktop review to assess if they were likely to be impacted by the proposed extent of works. Any sites within 200m of the Project which could not be ruled out by this method have been treated as within the Project corridor until able to be proven otherwise (HHA CFG May 2023, pg. 12.).

<sup>5</sup> The HHA states that the types of subsurface archaeological sites most likely to be encountered when works begin could be pre-European Māori sites, such as middens or artefact finds, or colonial sites such as rubbish pits and glass or ceramic artefacts, or material related to industrial sites like lime works. *Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage. Pg.22, (see also pg. 23 and 46).*

### Mitigation

- 4.9 The HHA<sup>6</sup> concludes that all works should be undertaken under an archaeological authority obtained from HNZPT and should be guided by a Historic Heritage Management Plan. Where there is a heightened risk of encountering archaeology or post-1900 heritage, archaeological monitoring will be undertaken. Any archaeological or heritage material identified during works will be investigated, recorded, sampled, and analysed as relevant, following archaeological best practice.
- 4.10 The AEE states<sup>7</sup> that the works will be guided by a Historic Heritage Management Plan (HHMP) to be prepared at the detailed design stage before construction commences and which is proposed as a condition for all NORs. As part of the formulation of the HHMP, further research, and survey of the Project area and specific sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the Project footprint.
- 4.11 The AEE also notes that any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.

### NoR 2 Woodcocks Road – West Upgrade

- 4.12 The Auckland Council CHI records six historic heritage sites within 200m of the proposed works. These comprise 5 historic European and one prehistoric Māori site. These include: a historic hut (CHI 17004/R09/2243), a bridge (CHI 21948/R09/2244), a track and ford (CHI 21950/ R09/2246), two WWII Camps (CHI 17004 and CHI 17006); and one prehistoric artefact cache (CHI 22816/ R09/2247). These sites are briefly described below and in Table 2. The location of historic heritage sites in relation to the NoR 2 designation footprint is illustrated in Appendix 1a.
- 4.13 **Cherry’s Bridge (CHI 21948/ R09/2244).** This site was also recorded by Brassey in 2018. Originally known as Junction Bridge or Trethowen’s Bridge, the bridge was renamed Cherry’s Bridge after some kind of controversy involving the local landowner, Francis Cherry. The original bridge was constructed in 1859, and after being washed away in a flood, a second bridge was rebuilt in 1894. The current bridge is a c.1937 construction. During Brassey’s 2018 site visit, no surface evidence of the 19th-century structures was visible due to vegetation. The HHA also notes that the original bridge location was obscured by dense vegetation and the current bridge was not safely accessible during the project field survey. Communication with the current landowner suggests that there may be remaining evidence of where the original bridge was (immediately south of the current bridge) but they did not provide further detail.<sup>8</sup>
- 4.14 **WWII Camp (CHI 17004).** This item was recorded in 2007 by Leah Stevens. It is

<sup>6</sup> Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. *Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage*, pg.46.

<sup>7</sup> Supporting Growth Warkworth. AEE, Volume 2, pg. 134-135; <sup>7</sup> Supporting Growth Warkworth. AEE, Appendix B Statutory Assessment pg. 13.

<sup>8</sup> Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. *Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage*. Pg.26-27.

the site of one of several United States WWII camps around Woodcocks Road. These camps were dismantled following 1944, with many of the structures relocated to other properties in Warkworth. A survey of the area in 2019 noted concrete remains that appeared similar to remains at related camps, including fragments of concrete with water-rolled pebble inclusions, thought to be used within larger structures in the camps such as ablution blocks, kitchens, and general foundations. The HHA notes that blocks of broken concrete were identified across much of the paddock, including directly south of the road, within the extent of the proposed designation.<sup>9</sup>

- 4.15 **Artefact Cache (CHI 22816/ R09/2247).** This site was recorded by Rod Clough and Richard Shakles in 2018, during earthworks for construction of the Ara Tuhono. A number of wooden artefacts were encountered in a peat deposit in a former tributary of the Mahurangi River. These included a number of kō (digging sticks), both fragmentary and nearly complete; a pūriri teka (foot piece of a kō); a rātā post with toki markings and; a possible handle of worked Manuka. Shakles notes that these were in a secondary deposition which was likely stream washout, although they may have been part of a cache, as the area is a floodplain suitable for taro horticulture. These artefacts have all been removed from the site for conservation, but the HHA states that there is potential for additional subsurface artefact finds to be present nearby, particularly towards the eastern edge of the proposed works.<sup>10</sup>
- 4.16 **WWII Camp (CHI 17006).** This item was also recorded by Stevens in 2007. It is another United States WWII camp, one of several which were located around Woodcocks Road. These camps were dismantled following 1944, with many of the structures relocated to other properties in Warkworth. A survey of the area in 2019 noted concrete remains that appeared similar to remains at related camps, including fragments of concrete with water-rolled pebble inclusions, thought to be used within larger structures in the camps such as ablution blocks, kitchens, and general foundations. The location of this site is partially within the proposed NoR extent, however, the HHA states that the site location was viewed from the roadside during the field assessment, but no evidence related to the camp was visible. They conclude that it is unlikely that in situ remains are present that could be affected by the designation earthworks.<sup>11</sup>
- 4.17 **Cherry’s Hut (CHI 21949/ NZAA R09/2243).** This site was recorded by Robert Brassey in 2018 and is the location of landowner and surveyor Francis Cherry’s hut, identified from old plans (SO 1150K and SO 891E). Though he owned the property, he primarily resided in Auckland. No surface evidence of the hut was identified in 2018, but it was noted that subsurface material was likely present. Communication with the current landowner confirms that glass and ceramic fragments have been occasionally noted in and on the ground around their property. This site is outside the designation extent and 200m buffer extent and is unlikely to be affected.<sup>12</sup>

9 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage. Pg.28.

10 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage. Pg.27.

11 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage. Pg.28

12 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and

- 4.18 **Track and Ford (CHI 21950/ R09/2246).** This site was recorded by Brassey, who visited the site in 2018. The natural ford over a low waterfall on the left branch of the Mahurangi River was crossed by a historic track to the Puhinui Falls, likely based on an older Māori pathway to the west coast. The road now crossing this ford has evidence of an older gravel road beneath it and cuttings in a bank north of the crossing. This site is outside the designation extent and 200m buffer extent and is unlikely to be affected.<sup>13</sup>

Table 2: Historic heritage sites identified in the HHA within NoR 2 (Woodcocks Road) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR 2 Woodcocks Road</i>				
CHI 21948	R09/2244	Cherry's Bridge	Within designation - Woodcocks Road reserve	Potentially affected
CHI 17004	n/a	WW11 Camp	Within designation - 317 Woodcocks Road	Potentially affected
CHI 22816	R09/2247	Artefacts	Adjacent designation - a tributary of the Mahurangi River.	Potentially affected
CHI 17006	n/a	WWII Camp	Adjacent designation - 317 Woodcocks Road	Unlikely affected
CHI 21949	R09/2243	Historic Hut	Outside designation and 200m buffer extent - 317 Woodcocks Road	Not affected
CHI 21950	R09/2246	Track and Ford	Outside designation and 200m buffer extent	Not affected

## Historic heritage effects and values of the proposed NoR 2 Woodcocks Road – West Upgrade designation

### *Historic Heritage Effects*

- 4.19 The construction and operation of the NoR 2 will potentially affect surviving archaeological or historic material and features associated with sites CHI 21948/R09/2244 (Cherry's Bridge), CHI 22816/R09/2247 (artefacts), and 17004 (WWII Camp).<sup>14</sup>
- 4.20 The HHA also cautions that in any area where archaeological sites have been recorded within or in the vicinity of the project area, it is possible that unrecorded subsurface remains may be exposed during development.<sup>15</sup>
- 4.21 The proposed works, as described in the AEE and supporting documents (HHA), do

historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage. Pg.25-26.

13 Supporting Growth Warkworth. Volume 4- Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage. Pg 27.

14 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage. Pg.28-29.

15 The HHA states that the types of subsurface archaeological sites most likely to be encountered when works begin could be pre-European Māori sites, such as middens or artefact finds, or colonial sites such as rubbish pits and glass or ceramic artefacts, or material related to industrial sites like lime works. Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland transport May 2023 by CFG Heritage. Pg.22, (see also pg. 23 and 46).

not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP].

#### *Historic Heritage Values and Significance*

- 4.22 **Cherry’s Bridge (CHI 21948/ R09/2244).** The primary pre-1900 components of this site have been destroyed, but remnant piles or cuttings may still be present. The HHA characterises this site as a rare site type with technological/design information potential and relatively high context values in terms of its relation to the rest of Cherry’s properties and land use, and the early European settlement of Warkworth. The site is not accessible by the general public and is assessed as having low amenity value.<sup>16</sup>
- 4.23 **Artefact Cache (CHI 22816/ R09/2247).** The primary or known artefacts associated with this site have been removed but additional deposits of artefacts may be present in the surrounding area. The HHA assesses this site type as nationally rare, with high information and contextual values with the potential to inform on both pre-European Māori tool construction and use, horticulture settlement, and land use in an under-recorded area. The site is not accessible by the general public and is assessed as having low amenity value.<sup>17</sup>
- 4.24 **WWII Camp (CHI 17004).** There is limited visible physical surface evidence of the site, but there is potentially remaining subsurface evidence. The HHA assess this site as having moderate historic and contextual values as part of New Zealand’s and the United States WWII defence campaign in the Warkworth area. The sites knowledge values are assessed as low given the limited remaining physical surface evidence of the site and minor below ground potential. Similarly, the site is characterised as unlikely to have any unique or innovative technological attributes or representative construction or style elements and no physical, or aesthetic values. Overall, the site is considered to have moderate values based on its highest values, which are its historical and context values. The HHA argues that while the retention of these values is desirable, the site does not warrant any special protections.<sup>18</sup>

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16 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage. Pg.29.

17 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage. Pg.29.

18 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage. Pg.29-30.



## Applicant's proposed designation NoR 2 Woodcocks Road – West Upgrade designation

### *Mitigation*

- 4.25 The HHA<sup>19</sup> concludes that all works should be undertaken under an archaeological authority obtained from HNZPT and should be guided by a Historic Heritage Management Plan. Where there is a heightened risk of encountering archaeology or post-1900 heritage, as is the case for NoR 2, archaeological monitoring will be undertaken in the recorded locations of potentially affected sites. Any archaeological or heritage material identified during works will be investigated, recorded, sampled, and analysed as relevant, following archaeological best practice.
- 4.26 The AEE states<sup>20</sup> that the works will be guided by a Historic Heritage Management Plan (HHMP) to be prepared at the detailed design stage before construction commences and which is proposed as a condition for all NORs. As part of the formulation of the HHMP, further research, and survey of the Project area and specific sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the Project footprint.
- 4.27 The AEE also notes that any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.

### **NoR 4 - Matakana Road Upgrade**

- 4.28 The Auckland Council CHI records one historic heritage site within the 200m of the designation extent of NoR 4 Matakana Road Upgrade project area; a historic domestic residence recorded as CHI 22199 (R09/2253). This site is briefly described below and in Table 3. The location of CHI 122199 (R09/2253) in relation to the NoR 4 designation footprint is illustrated in Appendix 1b.
- 4.29 **Historic house (CHI 22199/R09/2253).** This site, located at 190 Matakana Road comprises a timber cottage built by George Young in the mid-1870s. The house is said to have been constructed for his daughters but it is unclear whether members of the family ever resided there. The house is typical of the era and is clad in the original timber boards, but has been restored and altered in the 1970s, with a new verandah, lean-to and dormers. Associated ancillary buildings, such as an outhouse are considered to be historic, but the construction date is unknown. Five late 19<sup>th</sup>-century Oak trees are present on the property. The CHI site record form records the location of a historic bottle dump in the stream gully west of the house but notes it has been fossicked by bottle collectors.<sup>21</sup>

19 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.30,46.

20 Supporting Growth Warkworth. AEE, Volume 2, pg. 134-135; 20 Supporting Growth Warkworth. AEE, Appendix B Statutory Assessment pg. 13.

21 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.31.

Table 3: Historic heritage sites identified in the HHA within the NoR 4 (Matakana Road Upgrade Area) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR 4 Matakana Road</i>				
CHI 22199	R09/2253	Historic residence	190 Matakana Road	Potential to affect curtilage associated with 19th-century house

## Historic heritage effects and values of the proposed NoR 4 Matakana Road Upgrade

### *Historic Heritage Effects*

- 4.30 The proposed designation extent of NoR 4 extends onto the property at 190 Matakana Road and will affect later 20th-century ancillary buildings constructed adjacent to the house. The 19th-century cottage itself lies immediately outside the proposed designation boundary and is not directly affected. The HHA states that despite significant modifications to the property (driveways, landscaping, etc) that the potential exists for extant subsurface archaeological or historic material from R09/2253 (domestic) to be affected by works.<sup>22</sup>
- 4.31 The HHA also notes the removal of ancillary buildings could potentially result in accidental damage to the cottage.
- 4.32 The HHA also cautions that in any area where archaeological sites have been recorded within or in the vicinity of the project area, it is possible that unrecorded subsurface remains may be exposed during development.<sup>23</sup>
- 4.33 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP].

### *Historic Heritage Values and Significance*

- 4.34 The HHA assesses the cottage as an early example of relatively rare mid-late Victorian architecture with some information potential relating to colonial construction techniques and moderate context values as part of the early European period settlement of Warkworth. The site is not accessible by the general public but is visible and is assessed as having some amenity value. The values of any subsurface archaeological remains that may be affected are not assessed by the HHA.<sup>24</sup>

<sup>22</sup> Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.33

<sup>23</sup> The HHA states that the types of subsurface archaeological sites most likely to be encountered when works begin could be pre-European Māori sites, such as middens or artefact finds, or colonial sites such as rubbish pits and glass or ceramic artefacts, or material related to industrial sites like lime works. Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland transport May 2023 by CFG Heritage. Pg.22, (see also pg. 23 and 46).

<sup>24</sup> Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.33.

## **Applicant’s proposed designation NoR 4 (Matakana Road) conditions**

### *Mitigation*

- 4.35 The HHA<sup>25</sup> concludes that all works should be undertaken under an archaeological authority obtained from HNZPT and should be guided by a Historic Heritage Management Plan. Where there is a heightened risk of encountering archaeology or post-1900 heritage, as is the case for NoR 4, archaeological monitoring will be undertaken in the recorded locations of potentially affected sites. Any archaeological or heritage material identified during works will be investigated, recorded, sampled, and analysed as relevant, following archaeological best practice.
- 4.36 The HHA notes the importance of the HHMP for the management of construction activity in the vicinity of the cottage to ensure it is safeguarded and for outlining remedial planting once works are completed.<sup>26</sup>
- 4.37 The AEE states<sup>27</sup> that the works will be guided by a Historic Heritage Management Plan (HHMP) to be prepared at the detailed design stage before construction commences and which is proposed as a condition for all NORs. As part of the formulation of the HHMP, further research, and survey of the Project area and specific sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the Project footprint.
- 4.38 The AEE also notes that any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.

## **NoR 5 - Sandspit Road Upgrade**

- 4.39 The Auckland Council CHI records one historic heritage site within 200m of the designation extent of NoR 5 Sandspit Road Upgrade project area; a historic dam associated with the Wilsons Portland Cement Company recorded as CHI 21947 (R09/2263). As part of Plan Change 81, the 1913 Wilson Portland Cement Company Concrete Dam has been proposed for inclusion as a Category B place into Schedule 14.1 of the Auckland Unitary Plan (OIP). The plan change has been heard, was unopposed, and is awaiting confirmation from the hearings panel. In the interim, the proposed scheduled Extent of Place for the site has immediate legal effect. The site is briefly described below and in Table 4. The location of CHI 21947 (R09/2253) in relation to the NoR 5 designation footprint is illustrated in Appendix 1c and the proposed AUP OIP Schedule 14 Extent of Place is illustrated in Appendix 1e.
- 4.40 **Wilsons Portland Cement Company Dam (CHI 21947/R09/2263).** This site comprises a 1913 concrete gravity arch dam but was built on the site of an earlier

25 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.30,46.

26 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.33-34.

27 Supporting Growth Warkworth. AEE, Volume 2, pg. 134-135; 27 Supporting Growth Warkworth. AEE, Appendix B Statutory Assessment pg. 13.

(ca. 1879) dam used for water supply for steamers in Warkworth. The dam is primarily located on an unnamed tributary of the Mahurangi River within a Council esplanade reserve, and on the riverbed. The reserve and stream lie immediately to the south of Sandspit Road, Warkworth, between numbers 36 and 108 Sandspit Road. The legal description of the reserve land is Lot 7 DP 138902. The infilled reservoir likely extends onto private land (108 Sandspit Road, Lot 21 DP 703) above/upstream from the dam. The setting for the dam, in particular the streambed and sides of the stream valley below the dam, contributes to the values of the place. Part of this is within the road reserve for Sandspit Road.<sup>28</sup>

- 4.41 The Wilsons Portland Cement Company Dam is a relatively small, curved gravity dam made of reinforced concrete. The dam and its reservoir supplied high-pressure water to the Wilsons cement works approximately 1.6 kilometres away on the south bank of the Mahurangi River. Upgrading of the water supply was part of a programme of modernisation and upgrading of the works to cope with increasing demand. The 1913 dam site was recorded in 2018 and described as being in good condition, albeit viewed from a distance. No evidence of an earlier structure was identified, due to dense vegetation cover. Brassey (2020) mapped the area of the dam proper and identified an area surrounding the dam that had the potential for encountering material related to the historic dam and/or earlier structures. This extent forms the basis of the HHA assessment of effects (HHA Figure 12). Please note: that this mapped extent (Brassey 2020) is not the same as the AUP OIP Schedule 14.1 extent of place that has legal effect (illustrated in Appendix 1e-f).<sup>29</sup>
- 4.42 **Unrecorded Midden.** In addition, two areas of fragmented disturbed midden were identified during field survey by the project archaeologist along the edge of the western extent of Sandspit Road. One scatter was immediately east of the Matakana Road junction, with another at the first crossing of a Mahurangi River tributary heading east. The HHA posits that the shell is likely redeposited midden disturbed by the construction of the road or bridge, indicating an increased likelihood that an unrecorded in situ midden could be present within the proposed designation footprint. The location of these deposits in relation to the designation footprint is illustrated in Appendix 1g.<sup>30</sup>

Table 4: Historic heritage sites identified in the HHA within the NoR 5 (Sandspit Road) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR 5 - Sandspit Road Upgrade</i>				
21947	R09/2263	Wilson's Portland Cement Company Dam/ Historic dam(s)	Esplanade reserve and Sandspit Road reserve	1913 structure not affected. Potentially earlier features affected
n/a	n/a	Unrecorded prehistoric midden	Sandspit Road reserve	Potentially

28 Brassey, R., May 2020. Historic Heritage Evaluation Wilsons Portland Cement Company Dam, Sandspit Road, Warkworth Prepared by Auckland Council Heritage Unit.

29 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.35.

30 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.38.

## Historic heritage effects and values - NoR 5 Sandspit Road designation

### *Historic Heritage Values and Significance*

- 4.43 The Wilsons Portland Cement Company Dam (CHI 21947/R09/2263), forms part of a local industrial complex of sites of high historic heritage value. The site is currently awaiting confirmation as an entry to Schedule 14 of the AUP: OIP as a Category B historic heritage place. The historic heritage values assessment of the site has identified/assigned considerable regional technological and physical values, considerable local contextual values and moderate local historical and knowledge values. The proposed extent of place has immediate legal effect.
- 4.44 The disturbed redeposited midden has no archaeological value.

### *Historic Heritage Effects*

- 4.45 The HHA notes that the designation footprint intersects, albeit marginally with the 2018 mapped extent of the Wilsons Portland Cement Company Dam site (CHI 21947/R09/2263). However, the AUP OIP scheduled extent of place that has legal effect differs somewhat from the 2018 mapped extent used in the HHA. Importantly, however, the designated works area, while impinging on the now scheduled extent of CHI 21947 (R09/2263) still avoids the physical location of the 1913 dam proper. The HHA concludes that the proposed works around CHI 21947 are confined to the upper bank at the edge of the current Sandspit Road, and consequently there will not be any direct construction effects on this site.<sup>31</sup>
- 4.46 The HHA does however suggest that there is the potential for upstream changes to influence the flow of water to the dam, which could introduce long-term changes that could affect the dam over time. Specifically that increased water flow could influence and increase the effect of water abrasion on the Wilson Portland Cement Company Dam over time. However, the HHA assesses this potential for cumulative change as limited, when considering that similar weathering effects are already generated in the existing environment.<sup>32</sup>
- 4.47 The HHA notes that there is the potential to manage any change as the result of indirect operational effects through the provisions of the HHMP.
- 4.48 The two small scatters of redeposited midden indicate the potential for additional and potentially unmodified in situ midden to be present within the designation footprint.<sup>33</sup>

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31 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.38.

32 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.39.

33 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.39.

## Applicant's proposed designation NoR 5 (Sandspit Road) conditions

### *Mitigation*

- 4.49 The HHA<sup>34</sup> concludes that all works should be undertaken under an archaeological authority obtained from HNZPT and should be guided by a Historic Heritage Management Plan. Where there is a heightened risk of encountering archaeology or post-1900 heritage, as is the case for NoR 5, archaeological monitoring will be undertaken in the recorded locations of potentially affected sites. Any archaeological or heritage material identified during works will be investigated, recorded, sampled, and analysed as relevant, following archaeological best practice.
- 4.50 The HHA notes the importance of the HHMP for the management of potential indirect operational effects of the NoR 5 Sandspit Road designation on the Wilsons Portland Cement Company Dam (CHI 21947/R09/2263). The HHA nominates mitigation measures such as a structural assessment of the dam, modelling of upstream design to determine changes in flow rates, and design of any requirements to manage those flows further downstream.<sup>35</sup>
- 4.51 The AEE states<sup>36</sup> that the works will be guided by a Historic Heritage Management Plan (HHMP) to be prepared at the detailed design stage before construction commences and which is proposed as a condition for all NORs. As part of the formulation of the HHMP, further research, and survey of the Project area and specific sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the Project footprint.
- 4.52 The AEE also notes that any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.

### **NoR 6 Western Link - South**

- 4.53 The Auckland Council CHI records one historic heritage site within the 200m of the designation extent of NoR 6 Western Link Road (south) project area; a historic road recorded as R09/2284.
- 4.54 **Historic Road (R09/2284)**. This site was first recorded in 2021. It consists of a fairly extensive 19th-century road bench described on a survey plan from 1855 (SO 1150E), with several sections identified as extant and being utilised as farm tracks across its traverse over numerous properties between State Highway 1 and Wyllie Road (and the junction with Woodcocks Road). Examination of Lidar imagery (2013) undertaken as part of the HHA clearly shows parts of the road bench within the NoR 6 designation extent. However, recently consented earthworks associated with the subdivision to the north, undertaken in 2019-20 and prior to identification and

34 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.30,46.

35 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.39.

36 Supporting Growth Warkworth. AEE, Volume 2, pg. 134-135; 36 Supporting Growth Warkworth. AEE, Appendix B Statutory Assessment pg. 13.

recording of the site, have impacted significantly on the remains of the roadway at its eastern extent adjacent to SH1. Aerial imagery illustrating the recent earthworks indicate that much of the road bench within the proposed designation NoR 6 (Western Link) within the property boundary at 25 Gumfield Drive has been destroyed, but a portion of the road traverse appears to remain within the NoR 6 designation extent within the property boundary of 1773 State Highway 1?. The recorded traverse of site R09/2284 in relation to the designation extent for NoR 6 is illustrated in Appendix 1h.

Table 5: Historic heritage sites identified in the HHA within the NoR 6 (Western Link Road – south) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR 6 Western Link Road (south)</i>				
na	R09/2284	Historic Road	Numerous rural properties between Old SH1 and Wyllie Road – A portion of the site is within NoR 6 Western Link at 1773 State Highway 1.	Yes

## Historic heritage effects and values - NoR 6 Western Link – South

### *Historic Heritage Values and Significance*

- 4.55 The HHA assesses this site as being in reportedly good condition across its larger extent and as being a relatively rare site type with moderate contextual values as part of the early European settlement/colonisation landscape of Warkworth and some information potential relating to the development of Warkworth in the late 19<sup>th</sup> century. The site is located on private property and is assessed as having low amenity value.

### *Historic Heritage Effects*

- 4.56 Although not expressly stated in the HHA, the remaining portion of site R09/2284 within the property extent at 1773 State Highway 1 will likely be destroyed by earthworks associated with the designation extent of NoR 6.
- 4.57 The HHA also cautions that in any area where archaeological sites have been recorded within or in the vicinity of the project area, it is possible that unrecorded subsurface remains may be exposed during development.<sup>37</sup>
- 4.58 The proposed works, as described in the AEE and supporting documents (HHA), do not affect scheduled archaeological sites in Schedule 14.1 (Schedule of Historic Heritage) in the Auckland Unitary Plan operative in part [AUP OIP].

<sup>37</sup> The HHA states that the types of subsurface archaeological sites most likely to be encountered when works begin could be pre-European Māori sites, such as middens or artefact finds, or colonial sites such as rubbish pits and glass or ceramic artefacts, or material related to industrial sites like lime works. Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage. Pg.22, (see also pg. 23 and 46).

## Applicant’s proposed designation NoR 6 (Western Link Road- south) conditions

### Mitigation

- 4.59 The HHA<sup>38</sup> concludes that all works should be undertaken under an archaeological authority obtained from HNZPT and should be guided by a Historic Heritage Management Plan. Where there is a heightened risk of encountering archaeology or post-1900 heritage, as is the case for NoR 6, archaeological monitoring will be undertaken in the recorded locations of potentially affected sites. Any archaeological or heritage material identified during works will be investigated, recorded, sampled, and analysed as relevant, following archaeological best practice.
- 4.60 The AEE states<sup>39</sup> that the works will be guided by a Historic Heritage Management Plan (HHMP) to be prepared at the detailed design stage before construction commences and which is proposed as a condition for all NORs. As part of the formulation of the HHMP, further research, and survey of the Project area and specific sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the Project footprint.
- 4.61 The AEE also notes that any adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.

## NoR 8 – Wider Western Link - North

- 4.62 The Auckland Council CHI records one historic heritage site within 200m of the designation extent of NoR 8, Wider Western Link - North Road project area; a WWII camp recorded as CHI 17006. This site has been described in section 4.15 above as it is also situated within 200m of NoR 2 (Woodcocks Road – West Upgrade designation). The HHA states that this site’s location was viewed from the roadside during the field assessment, but no evidence of the camp was identified. There are unlikely to be any effects on this site based on the extent of the proposed designation and condition of the site.

Table 6: Historic heritage sites identified in the HHA within the NoR 8 (Wider Western Link Road – north) project area.

CHI	NZAA	Site Type	Location	Affected
<i>NoR 8 Wider Western Link Road (north)</i>				
17006	n/a	WWII Camp	317 Woodcocks Road	Unlikely

## Historic heritage values and effects - NoR 8 Western Link Road (north) designation

38 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.30,46.

39 Supporting Growth Warkworth. AEE, Volume 2, pg. 134-135; 39 Supporting Growth Warkworth. AEE, Appendix B Statutory Assessment pg. 13.



### *Historic Heritage Values and Significance*

- 4.63 The HHA does not provide a values assessment of WWII camp (CHI 17006), possibly because there are no known or visible remains of the site. The historic heritage values of any potential remains of the site are likely to be of a similar order to that of CHI 17004 WWII camp described in section 4.23 above as having moderate contextual and historic values.

### *Historic Heritage Effects*

- 4.64 The HHA states that on the basis of the current earthworks plans, NoR 8 is unlikely to affect any remains associated with CHI 17006 as earthworks are confined to the current road footprint. As such, there are no known archaeological effects on CHI 17006 as the result of NoR 8 in addition to those discussed in section 4.15 (NoR 2 Woodcocks Road – West Upgrade).

### **Applicant’s proposed designation NoR 8 (Western Link Road - North) conditions**

#### *Mitigation*

- 4.65 The HHA<sup>40</sup> concludes that all works should be undertaken under an archaeological authority obtained from HNZPT and should be guided by a Historic Heritage Management Plan. Where there is heightened risk of encountering archaeology or post-1900 heritage, as is the case for NoR 8, archaeological monitoring will be undertaken in the recorded locations of potentially affected sites. Any archaeological or heritage material identified during works will be investigated, recorded, sampled and analysed as relevant, following archaeological best practice.
- 4.66 The AEE states<sup>41</sup> that the works will be guided by a Historic Heritage Management Plan (HHMP) to be prepared at the detailed design stage before construction commences and which is proposed as a condition for all NORs. As part of the formulation of the HHMP, further research, and survey of the Project area and specific sites, will be undertaken to support a precautionary HNZPTA (2014) Authority for the Project footprint.
- 4.67 The AEE also notes that adverse effects to potential previously unrecorded archaeological sites that are exposed during the works will be mitigated under HNZPTA Authority conditions and strategies detailed in an Archaeological Management Plan prepared for the HNZPTA authority application.

## **5.0 SUBMISSIONS**

- 5.1 Five submissions from Heritage New Zealand Pouhere Taonga have been received on the Warkworth Network applications on matters concerning historic heritage.
- 5.2 These submissions, which relate to: NoR 2, Woodcocks Road, West (submission 13); NoR 4, Matakana Road (submission 16); NoR 5, Sandspit Road (submission

40 Supporting Growth Warkworth. Volume 4 - Supporting Technical Reports. Warkworth Assessment of Archaeological and historic heritage effects. Prepared for Auckland Transport May 2023 by CFG Heritage, pg.30,46.

41 Supporting Growth Warkworth. AEE, Volume 2, pg. 134-135; 41 Supporting Growth Warkworth. AEE, Appendix B Statutory Assessment pg. 13.

- 10); NoR 6, Western Link South (submission 11) and; NoR 8, Wider Western Link (submission 6) Warkworth Network Notice of requirements are summarised below.
- 5.3 As the stated reasons for support and the amendments to conditions sought are the same across all of the HNZPT submissions for the Warkworth Network Notice of Requirements, they have been consolidated and presented below using the numbering from HNZPT submission on the Woodcocks Road West NoR 2 (submission 13).
- 5.4 This memo only considers aspects of the submissions in relation to archaeological matters. Those aspects of the submissions relating to built heritage will be considered by the Auckland Council Built Heritage Implementation Team.

**Heritage New Zealand Pouhere Taonga (Notice of Requirement Submissions) supports the Notice of Requirement NoR2, NoR4, NoR5, NoR6, and NoR8.**

- 5.5 The specific parts of the Notice of Requirement that Heritage New Zealand's submission relates to are:
- (9). The following proposed conditions:
    - Condition 6 Outline Plan
    - Condition 7 Management Plans
    - Condition 8 Cultural Advisory Report
    - Condition 9 Urban and Landscape Design Management Plan (ULDMP)
    - Condition 14 Cultural Monitoring Plan
    - Condition 20 Historic Heritage Management Plan (HHMP)
  - (10). HNZPT is a submitter to the NoRs for the Airport to Botany Network and the North-West Network. Part of both sets of NoRs, HNZPT have raised concerns over the wording and the potential conflation of the roles under the RMA and the HNZPTA in the protection of archaeology. HNZPT has had post-submission discussions with Te Tupu Ngatahi Supporting Growth and reviewed the s.42a report and Te Tupa Ngatahi's evidence for the Airport to Botany NoRs. As a result, HNZPT considers clarity has now been expressed on the intent and application of the HHMP condition, along with the acknowledgment of the historic heritage requirements under both acts and how those will be managed.
  - (11). HNZPT can now support the general intent and application of the HHMP.
  - (12). HNZPT also considers Te Tupa Ngatahi's suggestion of replacing the term 'accidental' with 'unexpected' within the text of the HHMP (in their Airport to Botany evidence) assists in removing the conflation potential between the requirements under the HNZPTA and what can be managed via the Accidental Discovery Protocol Rule (E11.6.1) under the Auckland Unitary Plan (AUP).
  - (13). The requirement for an Archaeological Authority to be obtained in accordance with the HNZPTA does not mitigate the effects of the NoR identified under the RMA. It is a separate statutory obligation before any physical works undertaken to construct the proposed Warkworth Network

commence. While obtaining an Archaeological Authority does not mitigate the effects on the heritage values by the NoRs, it does ensure the archaeological values of the area are fully assessed, formally documented, and monitored. Through the HHMP, the provision of historic heritage interpretation, public awareness, and similar remedies mitigate the effects of the construction of the Network.

- (14). HNZPT is supportive of the recommendations outlined in the May 2023 ‘Warkworth Assessment of Archaeological and Heritage Effects’ being implemented. Heritage New Zealand Pouhere Taonga supports the Notice of Requirement (NoR 2).

5.6 The stated reasons for support of NoR 2, NoR 4, NoR 5, NoR 6 and NoR 8 are as follows:

- (15). The consideration, management, and mitigation of effects from the purpose of the designation on the historic heritage values of the place are required to ensure effects are appropriately mitigated.
- (16). There should be no duplication of the archaeological authority processes under the HNZPTA 2014.
- (17). The recommendations set out in the May 2023 ‘Warkworth Assessment of Archaeological and Heritage Effects’ are appropriate.
- (18). HNZPT is supportive of the proposed amendments to the wording of the HHMP through the evidence recently circulated for the Airport to Botany Network NoR hearing in removing the conflation potential between the requirements under the HNZPTA and the RMA.

5.7 Heritage New Zealand seeks the following decision from Council:

- (19). The approval of NoR 2, with the amendment of the wording of the Historic Heritage Management Plan (HHMP) condition to read (amendments shown by underlining and strikethrough):

#### Historic Heritage Management Plan (HHMP)

a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.

b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:

- any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
- methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
- known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
- any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the

NZAA SRS (ArchSite) and/or the Auckland Council's CHI index):

v. roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;

vi. specific areas to be investigated, monitored, and recorded to the extent these are directly affected by the Project;

vii. the proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;

viii. methods to acknowledge cultural values identified through the Mana Whenua Partnership Forum [Condition ##] and Urban and Landscape Design Management Plan [Condition ##] where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;

ix. methods for avoiding, remedying or mitigation adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:

a. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access.

x. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and

xi. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under [Condition ##]).

c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structure recording, and monitoring), shall be submitted to the Manager within 12 months of completion. Accidental Discoveries Advice Note: The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.

5.8 The Heritage Unit supports the HNZPT submission point 13, that recognises that the statutory obligation or requirement for an Archaeological Authority to modify pre 1900 archaeological sites in accordance with the HNZPTA does not mitigate the effects of the Warkworth Network NoRs on historic heritage as defined under the RMA.

- 5.9 The RMA term historic heritage encompasses substantially broader categories and features than an archaeological site (or pre-1900 archaeological sites) and is not limited by the inclusion of a *terminus ante quem date*. The RMA provides a statutory definition of historic heritage (outlined in paragraphs 3.5-3.6 above) and it is this definition that needs to be used when determining and mitigating the effects of a proposal for consenting/NOR purposes.
- 5.10 As noted in submission point 10, HNZPT has previously raised concerns over the wording and the potential conflation of roles under the RMA and the HNZPTA in the protection of archaeology, particularly as it relates to the formulation of Historic Heritage Management Plans.
- 5.11 As outlined in the mitigation strategies proposed for each NoR in section 4 (above), both the AEE and the HHA make the distinction between the function of the HHMP and the requirements for HNZPTA authority applications clear.
- 5.12 The Heritage Unit supports the understanding that HNZPT has reached regarding the purpose and application of the HHMP as outlined in submission points 10-11 and 13.
- 5.13 However, the Heritage Unit would also like to clarify that the HHMP serves a broader purpose than *the “provision of historic heritage interpretation, public awareness and mitigation of construction effects”*. For example, the potential effects on standing or subsurface (archaeological) features of historic heritage sites such as WWII military camps (CHI 17004; and 17006) (NoR 2, NoR 8); the scheduled extent and features of Wilsons 1913 Portland Cement Company Dam (CHI 21947/R09/2263) (NoR 5); or the protection of and post-construction re-establishment of vegetation around a historic villa (CHI22199/R09/2253) (NOR 4) cannot be considered or mitigated under the HNZPT Act. The purpose of the HHMP is to mitigate effects on Historic Heritage under the RMA.
- 5.14 For clarity, the rationale behind a Historic Heritage Management Plan (HHMP) is to provide the project with a coherent summary of effects on all historic heritage to ensure the successful implementation and compliance with required procedures to mitigate effects on historic heritage throughout all stages of construction and beyond. In the Heritage Units’ opinion, the proposed HHMP achieves this and is complementary to any archaeological management document required for HNZPT Act (2014) purposes. One should not prevail over the other.
- 5.15 Waka Kotahi has recently prepared a Heritage Specification for Infrastructure, Delivery and Maintenance, designed to recognise and provide for the intent to protect and conserve heritage places and ensure compliance with legislation including the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPT) and the Resource Management Act 1991(RMA).<sup>42</sup>
- 5.16 Section 10 (A-B) of this document outlines the purpose of a Historic Heritage Management Plan and the requirements to institute procedures to minimise adverse negative effects on heritage.<sup>43</sup>

42. Waka Kotahi P45 Heritage: Heritage Specification for Infrastructure, Delivery and Maintenance Draft for Consultation 11th April 2023. This specification sets out the minimum requirements and related procedures for the management of heritage in infrastructure delivery outlining standard procedures to be followed by Waka Kotahi and their agents.

43. Section 10 (A-B) of this document outlines the purpose of a Heritage Management Plan and the requirements to institute procedures to minimise adverse negative effects on heritage.

- 5.17 The Heritage Unit strongly supports the use of these NZTA specifications (including those for an HHMP). They are industry standard-setting documents that institute a high level of management and provide a consistent National framework.
- 5.18 The Heritage Unit does not support HNZPT proposed change of wording to the HHMP condition point bxi, which seeks to unnecessarily change the word “accidental” to “unexpected”. The rationale provided is to remove the potential for “conflation between the requirements under the HNZPTA and what can be managed via the Accidental Discovery Protocol Rule (E11.6.1) under the Auckland Unitary Plan (AUP)”.
- 5.19 The purpose of the term “accidental discovery” in clause xi of the HHMP is in specific reference to the AUP Accidental Discovery Rule- and it is important to consider HNZPT proposed change within the wider context the AUP Accidental Discovery Rule. The Accidental Discovery Rule is a standard within the AUP that provides an operational management process for six defined sensitive materials, which includes an archaeological site. “Unexpected” is not a term used with the Accidental Discovery Rule, rather the phrase “discovery of sensitive material” is. While “accidental” is the de-facto term used by stakeholders working within the parameters of the Accidental Discovery Rule, if a change needs to be made to the text, then preference should be given to “discovery of sensitive material” to ensure an alignment with the AUP.
- 5.20 It is also important to clarify and emphasise that the Accidental Discovery Rule is a standard within the AUP that provides an operational management process for six defined sensitive materials, which includes an archaeological site. The provisions of this rule will only drop away if it has been expressly provided for by a resource consent or other statutory authority. For example, for an archaeological site, if an Authority were granted under the Heritage New Zealand Pouhere Taonga Act 2014 any archaeological sites or land parcel not expressly provided for by the Authority would default to the ADR process.
- 5.21 Moreover, the term “accidental discovery”, or “accidental discovery protocol” is a long-established and accepted industry standard term. Changing it needlessly can only introduce unnecessary confusion.

## 6.0 CULTURAL HERITAGE IMPLEMENTATION TEAM’S ASSESSMENT

- 6.1 This section sets out Auckland Council’s Cultural Heritage Implementation Team’s assessment of the impact of the proposed designations, as described in the submitted documents, against the provisions in the Auckland Unitary Plan Operative in part (updated July 2023) and whether the application can be appropriately mitigated to give effect to s6(f) of the RMA.
- 6.2 The Heritage Unit appreciates the detailed Historic Heritage Assessment submitted by the applicant in support of the proposed Warkworth Network designations.
- 6.3 The Warkworth Network designations have the potential to affect six recorded historic heritage sites. In all these instances the HHA assesses the potential for effects as unknown and/or unlikely as the various heritage sites are either locationally difficult to define (NoR 2 - Bridge (CHI21948); WWII camp (CHI 17004);

(NoR 4) Historic house curtilage (CHI 122199)), and/or were inaccessible at the time of survey (NoR 5 - Historic dam (CHI 21947); (NoR 6 - Historic Road (R09/2284)), or possibly destroyed (NoR 2 - artefact cache (CHI 22816)).

- 6.4 In addition, the HHA cautions of the potential to encounter unidentified prehistoric settlement and/or colonial period sites during the project's earthworks. All of the projects NoRs run adjacent to or cross rivers and streams and NoR corridors 1,6,7 and 8 primarily traverse largely undeveloped rural land areas, all of which are high-risk areas for discovery. A summary of the HHA assessment of effects is provided in Table 7.

Table 7. Summary of Identified Historic Heritage Effects

CHI	NZAA	Site Type	NOR	Effects	Recommendations
21948	R09/2244	Historic Bridge - Cherry's Bridge	NoR 2	Potential damage	HHMP
					NZHPT authority/monitoring
22816	R09/2247	Artefact Cache	NoR 2	Potential damage	HHMP
					NZHPT authority/monitoring
17004	n/a	WWII Camp	NoR 2	Potential damage	HHMP
					NZHPT authority/monitoring
122199	R09/2253	Historic house	NoR 4	Potential effects on subsurface curtilage	HHMP
					NZHPT authority/monitoring
21947	R09/2263	Wilson's Portland Cement Works Company Dam	NoR 5	Potential operational effects	HHMP
n/a	R09/2284	Historic Road	NoR 6	Likely to destroy surviving features in designation footprint	HHMP
					NZHPT authority/monitoring
n/a	n/a	Potential unrecorded sites (prehistoric / historic)	All NoRs	Likely to destroy and surviving features in designation footprint	HHMP
					NZHPT authority/monitoring

### Further Field Survey and Assessment

- 6.5 As highlighted in paragraph 4.3 (above), the assessment of historic heritage within and surrounding the proposed designation boundaries is based on historical and archaeological research with limited field surveys. As a result, most of the project area was not able to be systematically surveyed due to the lack of landowner approvals, project scale, and environment.
- 6.6 As a result, the potential for historic heritage features and potential effects within the Warkworth Network NoR project footprint has not been assessed in detail.

- 6.7 I understand that additional field surveys and assessments will be completed once further land is acquired by Auckland Transport/Waka Kotahi and closer to detailed design and that the proposed designation conditions reference identification and assessment of historic heritage sites in the preparation of the HAMP and detailed design.
- 6.8 The Heritage Unit has concerns about the potential adverse effects of NoR 5 on the scheduled Extent of Place (pending) for the Wilsons Portland Cement Company Dam (CHI 21947/R09/2263). The site forms part of a local industrial complex of sites of high historic heritage value. The dam itself (CHI 21947/R09/2263) has been assessed as having considerable regional technological and physical values; considerable local contextual values and moderate local historical and knowledge values.
- 6.9 The inclusion of Wilsons Portland Cement Company Dam (CHI 21947/R09/2263) in the AUP [OIP] historic heritage schedule 14.1 is currently pending and the defined Extent of Place has immediate legal effect.
- 6.10 The proposed Historic Heritage Overlay extent of place for the Wilsons Portland Cement Company Dam comprises part of the unnamed Council esplanade reserve and an area of road reserve between Sandspit Road and the esplanade reserve. This area contains the dam and its immediate context/setting, within which evidence of the earlier pre-1900 dam may potentially be located. The context comprises part of the substantially infilled reservoir behind the dam, the stream bed and waterfall below the dam, and the slopes of the steep-sided valley within which the dam has been built.<sup>44</sup> The context or setting of the site is a significant part of the ability to interpret and appreciate the site.
- 6.11 The HHA has assessed the potential effects of NoR 5 on the Wilsons Portland Cement Company Dam (CHI 21947/R09/2263) as minimal on the basis of a previously defined and smaller extent of place and not the scheduled extent of place described above that extends into the Sandspit Road reserve, and which has legal effect (compare Appendix 1e and 1f).
- 6.12 The Council GIS Layer (Appendix 1f) indicates that the proposed NoR 5 designation footprint significantly intersects the extent of place defined for protection.
- 6.13 In the Heritage Units opinion, the assessment of effects of NoR 5 on potential features associated with the Wilsons Portland Cement Company Dam (CHI 21947/R09/2263) and its Extent of Place requires clarification and updating based on additional field survey to be undertaken as part of the preparation of the HHMP where options for avoidance and necessary mitigation strategies will need to be outlined.

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<sup>44</sup> Brasseley, R., May 2020. Historic Heritage Evaluation Wilsons Portland Cement Company Dam, Sandspit Road, Warkworth Prepared by Auckland Council Heritage Unit.



## Effects and Mitigation

- 6.14 Overall, I am supportive of the approach to managing historic heritage effects through the development and implementation of a Historic Heritage Management Plan.

### 7.0 RECOMMENDATION

- 7.1 Subject to further assessment of effects on the extent of place setting of scheduled site Wilsons Portland Cement Company Dam (CHI 21947/R09/2263) provided as part of the preparation of the HHMP, I am supportive of the approach to managing historic heritage effects through the development and implementation of a Historic Heritage Management Plan as outlined in the proposed draft conditions.

### 8.0 REVIEW

**Memo reviewed by:**

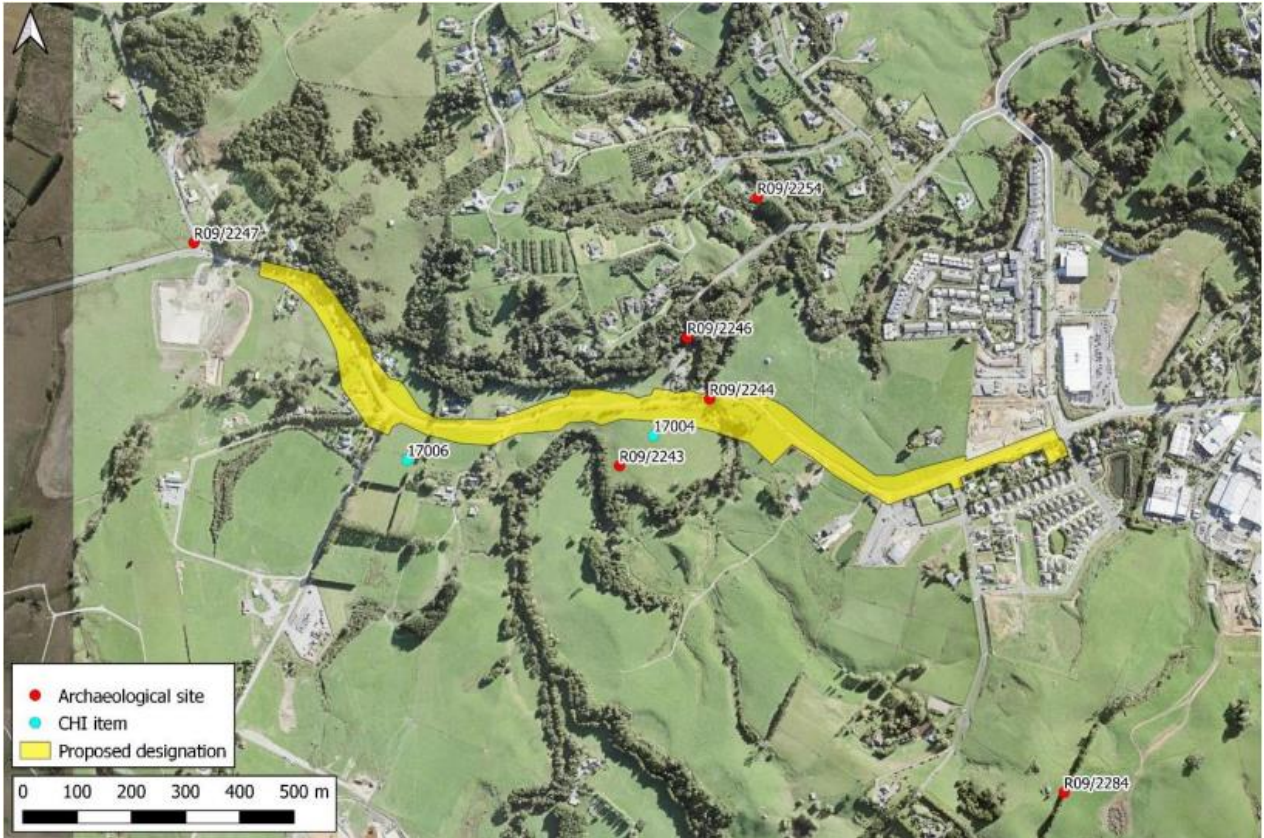
Chris Mallows – Team Leader Cultural Heritage Implementation, Heritage Unit.

**Date:**

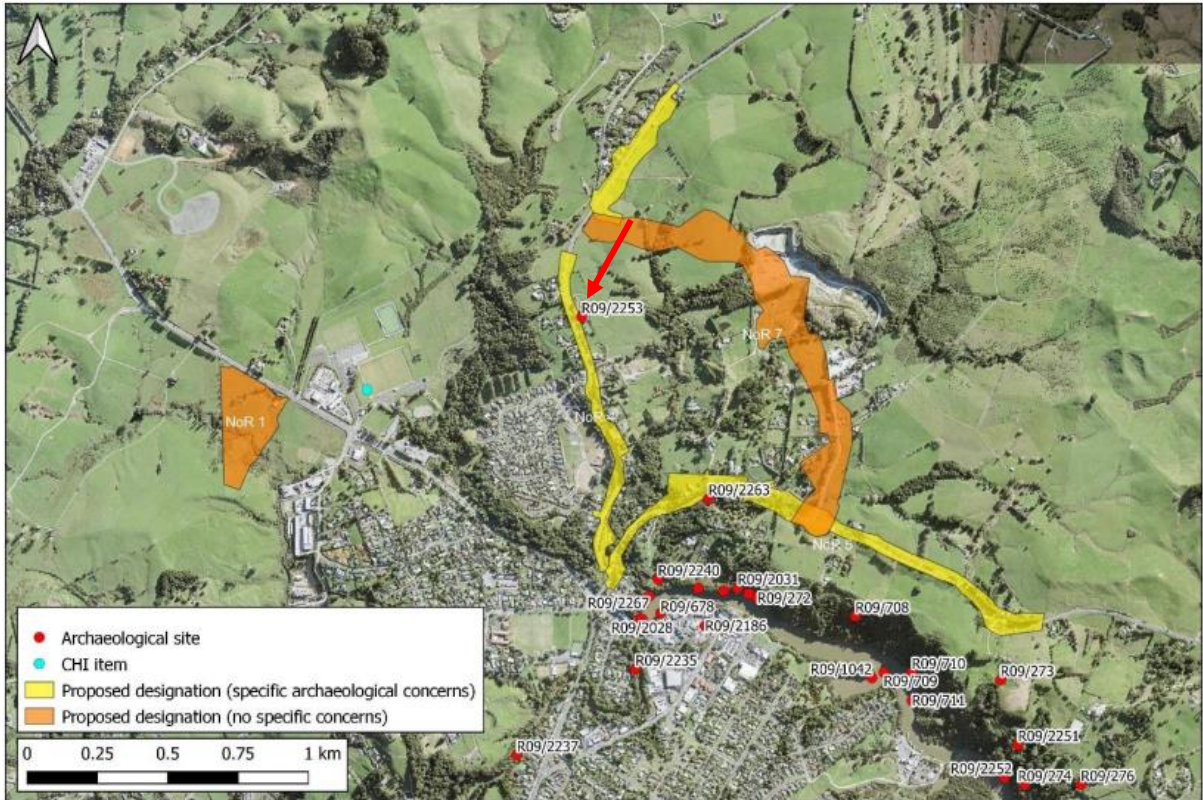
4/8/2023

**Appendix 1: Location of the Warkworth Designations.**

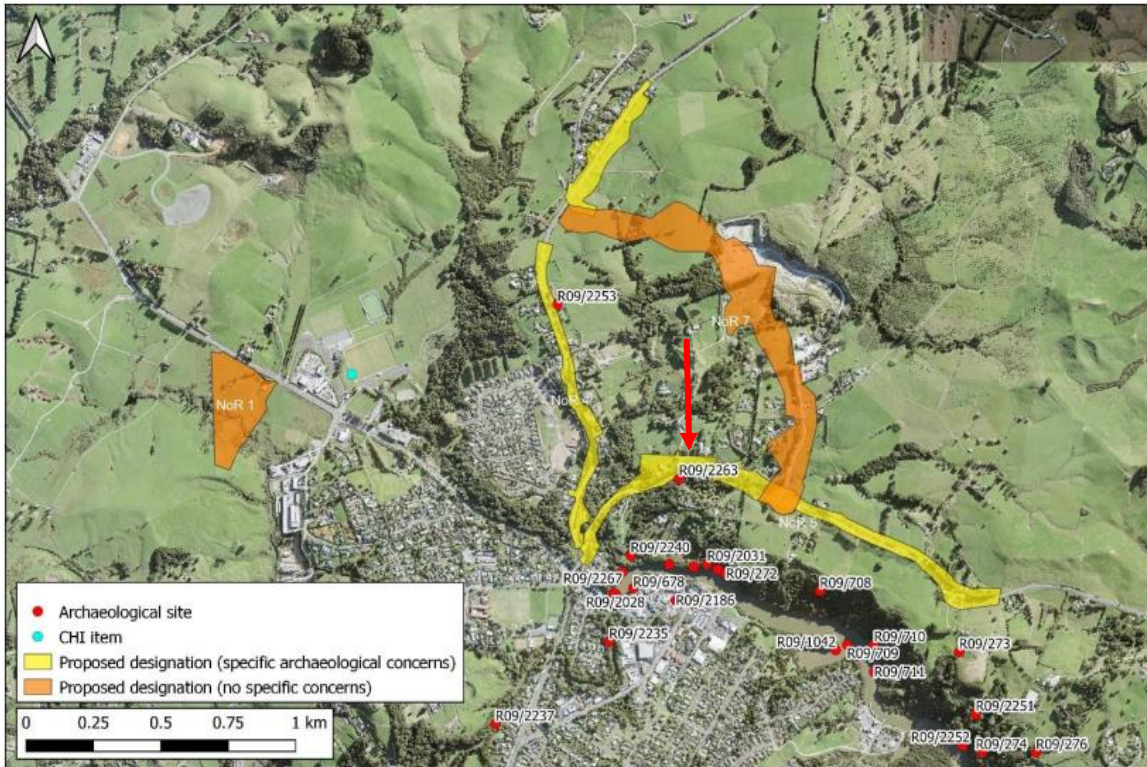




Appendix 1a. Map of NOR 2: showing recorded historic heritage sites in proximity to the designation footprint. Source CFG Heritage May 2023.



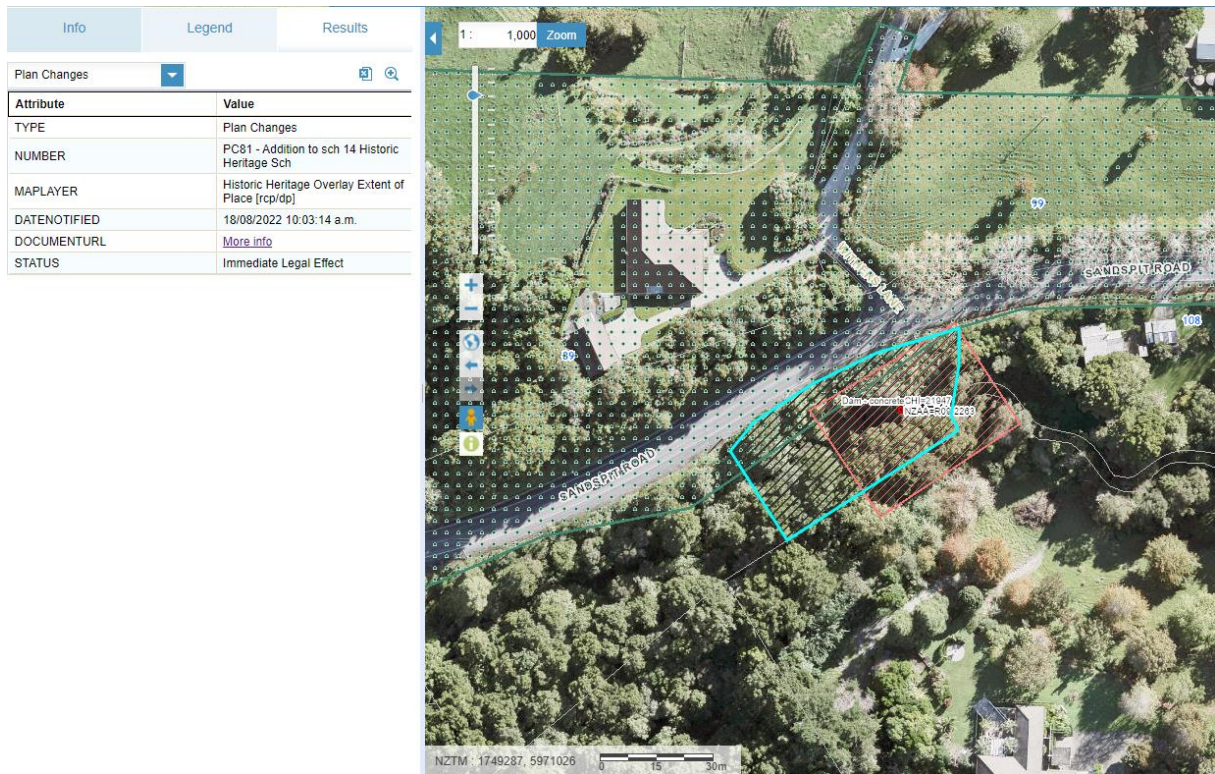
Appendix 1b. Map of NOR 1,4,5 and 7; Showing location of recorded historic heritage site CHI 122199 (R09/2253) historic house in proximity to NoR 4 designation footprint (red arrow). Source CFG Heritage May 2023.



Appendix 1c. Map of NOR 1,4,5 and 7; Showing location of recorded historic heritage site CHI 21947 (R09/2263) historic dam in proximity to NoR 5 designation footprint (red arrow). Source CFG Heritage May 2023.



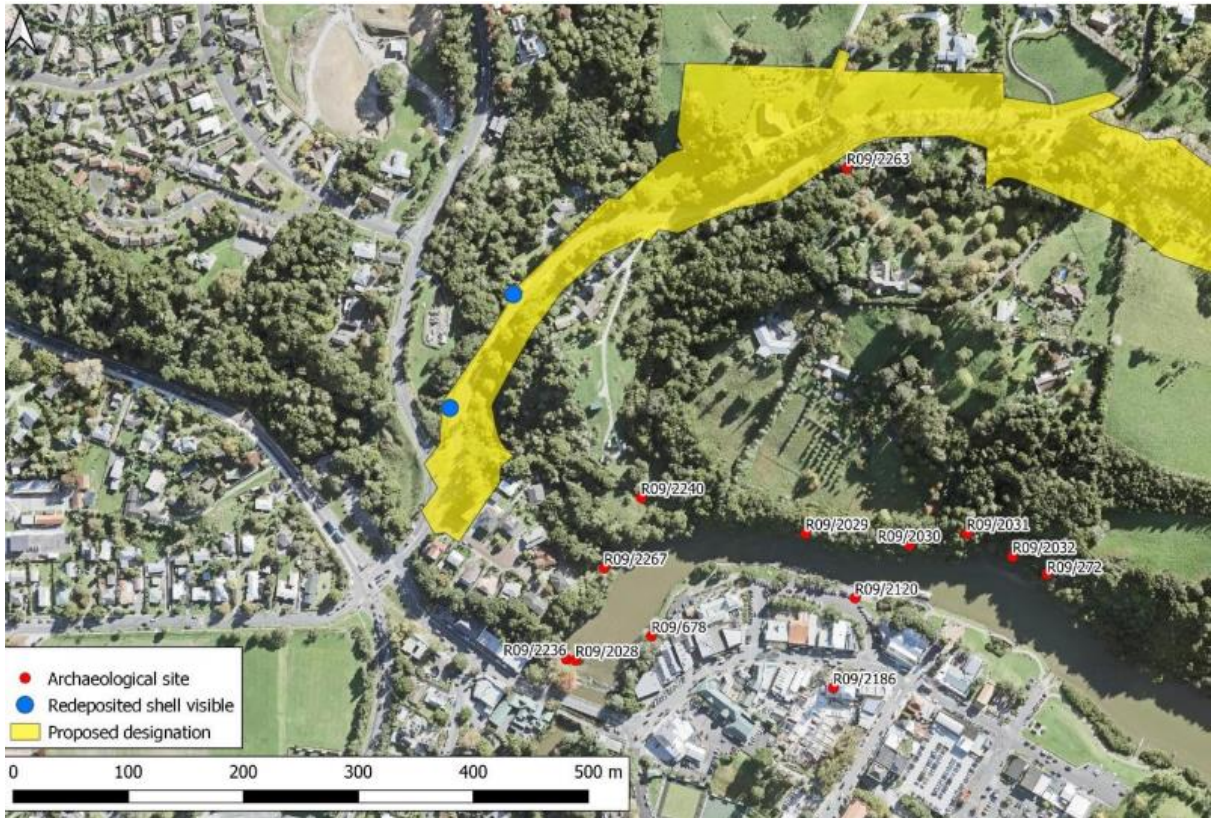
Appendix 1d. Map of proposed NoR 5 designation. Showing works in relation to the proposed extent of place for CHI 21947 (R09/2263) historic dam. Source CFG Heritage May 2023.



Appendix 1e. Map of proposed schedule 14 Historic Heritage Overlay Extent of Place (blue outline) for CHI 21947 (R09/2263) historic dam. Source Auckland Council GIS July 2023.



Appendix 1f. Map of proposed schedule 14 Historic Heritage Overlay Extent of Place (Black) for CHI 21947 (R09/2263) historic dam in relation to proposed NOR (green dots) Source Auckland Council GIS Layer -Proposed Plan Changes July 2023.



Appendix 1g. location of areas where redeposited midden were visible along Sandspit Road (marked in blue) within NoR 5 designation footprint.



Appendix 1h. Recorded extent of site Historic Road (R09/2284) (pink hatching) within NoR 6 designation footprint. Source Auckland Council GIS layer.

## **APPENDIX 3**

### **SUMMARY OF SUBMISSIONS FOR EACH NoR**





## NOR 1 – SUMMARY OF SUBMISSIONS

NOR 1 - NORTHERN PUBLIC TRANSPORT HUB AND WESTERN LINK NORTH						
Summary of Submissions	Sub Point #	Submitter Name	Oppose/Support	Topic	Summary of Key Issues	Relief Sought
1	1.1	Neighbourhood Holdings Ltd	Support	Extend Designation	Extend Designation to south to include crown land	Include the crown land at the southern end of the Western Link North. Why has this not been included and what is the process to ensure that this can be used to extend the asset into the adjacent land down to Falls Road.
2	2.1	Middle Hill Ltd and the Tyne Trust	Support	NoR Alignment (confirm alignment of WLR). Proceed with Designations ASAP	Will improve connectivity to transport network and give access to 4 hectares of land-locked land that Middle Hill is beneficial owner of. That NoR1 proceed as it the only way to unlock this area of land, including the 4 hectares of interest to Middle Hill.	Confirm alignment of WLR. Proceed with Designations ASAP.
2	2.2	Middle Hill Ltd and the Tyne Trust	Support	Ongoing Consultation	Middle Hill would like to contribute to the design and funding process. Middle Hill has done a lot of work on proposed WLR through the PC25 process.	Seek minor flexibility on WLR alignment, noting that WLR/GNR/MLR intersection is fixed but queries whether the alignment of the southern approach to the intersection can be further optimised.
2	2.3	Middle Hill Ltd and the Tyne Trust	Support	Ongoing Consultation	Middle Hill seeks that AT/Auckland Council, investigate with submitters the opportunity to optimise earthworks over their combined sites which would assist to mitigate effects.	Optimise design and earthworks over submitters land.
2	2.4	Middle Hill Ltd and the Tyne Trust	Support	Ongoing Consultation	Consult further with affected parties on landscape and design matters.	Consult further with affected parties on landscape and design matters.
3	3.1	Patricia Sullivan	Oppose	NoR not necessary. Change NoR	Methodology does not account for the fact that the submitter has owned 27 SH1, Warkworth since 1974 and that the interim transport hub has sufficient adjacent land and accessibility.	Interim transport hub be increased. Prefer Option 4A. Property owners should be valued, respected and informed early on.
4	4.1	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	NoR Alignment	Prefer Option 4A. The proposed site of the Final Transport Centre proposed (Option 2a) is poorly located relative to retail facilities. It would be better to locate these facilities (Option 4a) behind Pak and Save so it is adjacent to the retail facilities without crossing a major road. The Spatial Plan clearly shows a future retail centre immediately to the south of Option 4a.	Change requirement to Option 4A.
4	4.2	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	NoR Alignment. Timeframe/Lapse Period	There is a very strong need for the Western Link Road Collector on the alignment shown. Construction of the WLR from the Motorway through to Mansell Ave and the Woodcocks Industrial Estate is urgent given that Hudson Road is a very poor alternative access in terms of its alignment and surface. We understand that only progressive development of the WLR is proposed. This is not acceptable.	Develop road sooner.
4	4.3	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Timeframe/Lapse Period	The Interim Park and Ride Facility and Transport Interchange constructed by the Rodney Local Board will operate on its site half a km down SH1 until it is repurposed as an art centre or similar. Current indications are that this interim facility may be needed to be operational for a decade or more	Confirm timeframe and continued use of existing transport interchange.

4	4.4	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	NoR Alignment	A bus link road could be constructed to Hudson Road. This would achieve a much safer circulation with left turn movements only and no need for pedestrians to cross major roads.	Alter alignment.
4	4.5	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Traffic	Bus routes need to be considered, particularly for a Warkworth Internal shuttle bus. A frequent service using the Western Link Road, and SH1 to the CBD. Integration with retail facilities would seem obvious.	Consider future bus routes.
4	4.6	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Construction Effects	Many of the NOR proposals disregard the disruption caused by the construction and the consequent loss of service. For works to be carried out a limited operational Network has to be in place. Major works (especially bridges) are proposed to be built on the existing alignment with no apparent alternative route.	Reconsider construction disruption.
4	4.7	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Extent of NoR	The NORs shown are generous in plan area and the area include additional works beyond the highway such as detention wetlands and areas to allocated for construction purposes. While these areas will be needed there may be alternatives available that may be more acceptable to the affected landowners.	Wherever possible the NOR should be reduced to the bare minimum to minimize alienating the land.
4	4.8	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Timeframe/Lapse Period. Blight	Land designated by the NOR process may not required for decades. The Draft Auckland Development Strategy, currently out for consultation, threatens to extend the construction delay for 20 years or more. Holding off the land purchase indefinitely is not tolerable. In many cases the scope of works indicated is so generous that it would be unlikely to be fundable within the foreseeable future.	Timing should be reviewed.
4	4.9	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Improvements to land and Compensation	The NOR should not preclude all land improvement and approved developments.	Reasonable improvements by landowners should be included in eventual compensation agreements.
4	4.10	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Traffic Modelling	Traffic modelling in the Assessment of Traffic Effects were substantial lower (sometimes half the volume) of that given by SGA in 2019. We still have disagreement with Auckland Council over the persons per residential unit being used in Warkworth being considerably lower than anywhere else in the Auckland area. The variance in Traffic modelling data needs to be resolved.	Review and resolve traffic modelling differences.
4	4.11	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Ongoing Consultation	Consultation by SGA should include community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association as they have shown themselves to be responsible representatives of the community with extensive knowledge and considerable expertise in engineering and planning matters with their members. This consultation has not been carried out.	Consult with community organistaions such as Warkworth Area Liaison Group and One Mahurangi Business Association.
5	5.1	P2W Services Limited	Oppose	Traffic Modelling	P2W is the road controlling authority (asset management and maintenance services) for SH1 for new motorway, including MLR and roundabout. Has contractual obligations for performance of SH1/MLR intersection based on traffic demand forecasts undertaken in 2016.	Traffic predication at SH1/MLR intersection predicted in the NOR differ from those when new motorway was designed and developed. The NOR will impact on future operation of new motorway and result in adverse traffic effects and worse AMM service levels.

6	6.1	Northern Express Group, NX2 LP	Oppose	Traffic Modelling	There are a number of discrepancies in SGA assessment when compared to figures that were used to calculate capacity for the northern connection to the new motorway. It is not clear whether volumes properly account for the park and ride station and other recent consented development. Specifically, volumes of key movements that provide access to the park and ride appear to reduce in the NÖR assessment compared to the 2048 SATURN volumes i.e. MLR AM peak and SH1 West Right Turn - AM peak. NOR1 could result in unacceptable traffic effects on the environment, including delays, poor performance and worsened levels of service. It would not be consistent with rPS, AUP and Regional Land Transport Strategy, NPS-UD or RMA. Insufficient consideration of alternatives.	Clarification required on the appropriateness of SGA's traffic model about the MLR / WLR intersection and whether the models reflects the traffic predictions included in recent development applications i.e. Pak n save, PC25 and PC40 and the forecast SATURN traffic models available for Warkworth. Reject NoR or redesign to address concerns or consequential relief to give effect to submission.
7	7.1	Grant Hewison and Associates Ltd	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.
8	8.1	Foodstuffs North Island Limited	Support	Traffic. Access	Foodstuff owns Pak N Save at 12 Hudson Rd and is about the commence development of consented large format retail, retail/food and beverage tenancies and a drive through restaurant. Will comprise a total of 5,400m2 GFA supermarket, 5,150m2 large format retail and 570m2 of retail/food and beverage, and a drive thru restaurant. With an area of 9.679 hectares there is a significant unrealised development opportunity on the site and for the Northern Warkworth Precinct.	Seeks to ensure full vehicle access is available between its sites and the WLR-North and that the construction effects on the operation of its activities are minimised. Also seeks that: (a) full access (left and right turns) is provided between the Western Link – North road and its development at 12 Hudson Road; (b) the existing site levels are retained as part of the design and construction of the Western Link – North road; and (c) the effects from construction are appropriately managed to avoid insofar as that is practicable, adverse effects on its activities at 12 Hudson Road.
8	8.2	Foodstuffs North Island Limited	Support	Traffic. Access	Supports the aim to improve connectivity, contribute to mode shift in a manner that is safe for users and improves network resilience.	Notwithstanding the intention for the WLR– North to be a limited access road, the location of 12 Hudson Road proximate to the Northern Public Transport Hub and the proposed intersection with Great North Road is such that Foodstuffs considers full access (left and right turns) can be provided between the WLR – North and its development in a manner that will not affect the safety or performance of the road network. The provision of better access between sites will assist with reducing the number of trips on the wider network.
9	9.1	Watercare Services Limited	Neutral	Ongoing Consultation	Neither supports or opposes the NoR but seeks to ensure that a live and continual process is provided by AT in developing the NoRs which recognises that asset management and construction plans are constantly being updated and amended. Watercare supports the sharing of information, data and commercial models. Collaboration could also include the need for shared utility corridors, potential cost shared delivery of opportunistic works and engagement on timing and asset phasing. Seeks early and ongoing engagement from AT for its planning and construction works relating to the NoRs including prior to detailed design and during construction.	(a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; (b) amendments to the NoRs to ensure that AT is to engage with Watercare, along with other infrastructure providers (such as relevant developers), in a timely manner that enables the consideration of cost-shared delivery models; and (c) such further relief or consequential amendments as considered appropriate and necessary to address the concerns as set out above.

10	10.1	Equal Justice Project	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.
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## NOR 2 – SUMMARY OF SUBMISSIONS

NOR 2 WOODCOCKS ROAD – WEST UPGRADE						
Summary of Submissions	Sub Point #	Submitter Name	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought
1	1.1	Falls Rd Body Corporate Ltd	Neutral	Ongoing Consultation	Will provide late submission after AGM at end of July.	Unknown at this stage.
2	2.1	Anne Ronaldson	Oppose	NoR Alignment. Construction Effects. Traffic	A better route between Woodcocks Road and the new motorway would be via a direct road to the future southern interchange. That would obviate the need to replace the single lane with a double lane bridge and be a more direct route to the light residential area and Warkworth township.	Consider the other option which would prevent traffic disruption while bridge construction is underway. It would also help prevent large traffic flow along Falls road ford, which is dangerous to both traffic and pedestrians and cyclists. The proposed walk/cycleway at the beginning of Falls Rd could be extended to incorporate the remainder of Falls Rd along to the reserve and future park . The council is currently supporting Forest and Bird and the local residents to improve and upgrade the Reserve to meet the future needs of Warkworth growth.
3	3.1	Summerset Villages (Warkworth) Limited	Support	Ongoing Consultation	Owns land 84 Woodcocks Rd and 31 Mansel Drive, Warkworth. Supports no designation proposed over the property, noting that the designation design and layout can be accommodated in existing carriageway and land south of existing Woodcocks Rd layout. Understands that eventual design will reflect landscape, security, lighting and layout sensitive to adjoining owners.	Seeks condition requiring engagement on specific detailed design as it relates to integrating NoR into the existing road and pedestrian network, including all direction pedestrian movement across Woodcocks Rd.
3	3.2	Summerset Villages (Warkworth) Limited	Support	Construction Effects	Owns land 84 Woodcocks Rd and 31 Mansel Drive, Warkworth. Supports no designation proposed over the property, noting that the designation design and layout can be accommodated in existing carriageway and land south of existing Woodcocks Rd layout. Understands that eventual design will reflect landscape, security, lighting and layout sensitive to adjoining owners.	Conditions are imposed to ensure that construction effects are appropriately avoided, remedied and mitigated so that impacts on Summerset are minimised.
4	4.1	Kerry and Glenis Claydon	Oppose	Ongoing Consultation	Require a timeframe for route construction; lease details and that nothing be appended to the properties title.	Require a timeframe for route construction; lease details and that nothing be appended to the properties title.
5	5.1	Grange Ridge Limited	Oppose	Traffic. Conditions	Owns 59 Woodcocks Rd; 20-22 and 24 Morrison Drive and Lot 1 DP556765 which is currently used for a range of industrial activities consistent with its light industrial zoning. It is not clear how the Woodcocks Road extension is to be tied back into the existing transport network, namely the eastern portion of Woodcocks Road (Mansell Drive to SH1) and resulting effects including those on the wider urban environment. How will the increase in pedestrian and cyclists impact the operation of the existing / eastern end of Woodcocks Rd which is used by industrial vehicles and how will safety effects be managed noting that while	Further information and conditions of consent required to ensure that when the Woodcocks Rd upgrade is undertaken that the upgrade of the eastern portion is also undertaken to ensure management of adverse effects. Current conditions insufficient to do this.

					their are footpaths down both side of existing road there are not separated cycle lanes.	
5	5.2	Grange Ridge Limited	Oppose	Traffic	There is no assessment on the effects from the resulting increase in traffic on the intersection of Morrison Drive and Woodcocks Rd which is amin intersection for freight transport supporting industrial land use activities. Such an assessment is required.	Require an assessment of effects on the intersection of Morrison Drive and Woodcocks Rd; and if necessary upgrade this intersection as part of the NoR2.
6	6.1	Cameron McLay	Support	NoR Alignment. Timeframe/Lapse Period	Owns 99 Woodcocks Rd. Supports alignment that doesn't designate whole property. Transport upgrades are long overdue to support growth. Seeks certainty on timing and earlier completion.	Seeks certainty on timing and earlier completion.
7	7.1	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	NoR Alignment	The NOR 2 option shows the single lane bridge being replaced on the same alignment. This will be very difficult to construct in that the only alternative route is via Old Kaipara Flats Road and Carran Road or via the one way ford, which has a bend in it. The alternative we suggest can be built entirely separate from the existing route.	Change alignment
7	7.2	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Future Use. Park	The existing one way bridge does not have to be demolished as it can be used for a walkway / cycleway to access the Falls Reserve and future park. The walks can be loop tracks via Falls and Woodcock Road and can include Summerset Retirement Village. The park could be one of the most attractive parks in Warkworth and would enhance the whole of the proposed new development areas to the west and the south. Forest and Bird, Warkworth Area, fully support the proposal for developing the Falls Reserve as a Park for Warkworth West. They are already clearing weeds and planting as a F&B centennial project.	Do not demolish bridge, instead use it for walking and cycling access and develop park.
7	7.3	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Flooding	Falls Road Ford is not suitable for motorised traffic. It floods regularly and the ford has a bend in its alignment. There have been several accidents due to vehicles being carried away by flood waters. 2 accidents in the past 2 decades have been fatalities. 2 truck and trailer units got stuck here in the past week alone.	Falls Road should be closed to all motorised vehicles.
7	7.4	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Traffic	The use of the ford by motorised vehicles is a real hazard to pedestrians. Families also come to the ford in summer to enjoy the water and the ambience. Falls Road should be closed to all motorised vehicles. This view is supported by the local community and the Body Corporate of the Viv Davy- Martin Subdivision who find the Falls Road and the ford a rat run. A problem that will only become worse as Warkworth West develops.	Falls Road should be closed to all motorised vehicles.



7	7.5	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Construction Effects	Many of the NOR proposals disregard the disruption caused by the construction and the consequent loss of service. For works to be carried out a limited operational Network has to be in place. Major works (especially bridges) are proposed to be built on the existing alignment with no apparent alternative route.	Reconsider construction disruption.
7	7.6	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Extent of NoR	The NORs shown are generous in plan area and the area include additional works beyond the highway such as detention wetlands and areas to allocated for construction purposes. While these areas will be needed there may be alternatives available that may be more acceptable to the affected landowners.	Wherever possible the NOR should be reduced to the bare minimum to minimize alienating the land.
7	7.7	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Timeframe/Lapse Period	Land designated by the NOR process may not required for decades. The Draft Auckland Development Strategy, currently out for consultation, threatens to extend the construction delay for 20 years or more. Holding off the land purchase indefinitely is not tolerable. In many cases the scope of works indicated is so generous that it would be unlikely to be fundable within the foreseeable future.	Timing should be reviewed.
7	7.8	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Improvements to land and Compensation	The NOR should not preclude all land improvement and approved developments.	Reasonable improvements by landowners should be included in eventual compensation agreements.
7	7.9	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Traffic Modelling	Traffic modelling in the Assessment of Traffic Effects were substantial lower (sometimes half the volume) of that given by SGA in 2019. We still have disagreement with Auckland Council over the persons per residential unit being used in Warkworth being considerably lower than anywhere else in the Auckland area. The variance in Traffic modelling data needs to be resolved.	Review and resolve traffic modelling differences.
7	7.10	One Mahurangi Business Association and Warkworth Area Liaison Group	Oppose	Ongoing Consultation	Consultation by SGA should include community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association as they have shown themselves to be responsible representatives of the community with extensive knowledge and considerable expertise in engineering and planning matters with their members. This consultation has not been carried out.	Consult with community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association.

8	8.1	Denise and Ian Civil	Oppose	Trees. Ecology	<p>The removal of mature native trees on the northern side of Woodcocks Road particularly in the vicinity of 141 Carran Road. The Assessment of Arboricultural Effects Section 8.2.2 is vague on whether the 8 Totara within the designation are impacted by the proposed work. These trees are included in the riparian margin of the Mahurangi River which also includes mature Kahikatea and Kauri and are acknowledged as a part of the SEA. As the owners of the adjacent land, we are surprised that the AEE only identifies 8 mature trees in the designation. Whilst the AEE (Terrestrial Ecology Table 14.2.1) suggests that the trees are to be retained "(where practicable)", where practicable is not sufficient to ensure that these trees will be save. The trees should only be removed if it is unavoidable to retain them. Where practicable is too low a standard. The trees are within the narrow section of land that exists between the river and the existing road carriage way and beyond them on the other side of the river there is also a narrow strip of similar mature trees. Should the trees be removed, there would be a significant gap in the wildlife corridor that the SEA creates and it would create a visual disruption to the natural landscape. The removal of these trees would not be negligible from an ecological perspective as considered by the authors of the AEE. This issue should have been addressed comprehensively in the AEE. The NoR 2 SEA vegetation has not been considered as it is deemed a matter for a Regional Consent application. However, it should have been considered for the effects on the wildlife corridors and the visual effects. The proposed mitigation is inadequate and non-specific. The suggestion that removed trees be replaced on a ratio of 1:2 of equivalent species is pathetic. The subject trees are mature. They were mature trees when the Civil family started farming the adjacent land in 1884. The mitigation suggested does not adequately address the life replacement of the existing vegetation.</p>	<p>Improve the conditions to the NoR 2 to protect the existing mature trees by requiring that they are to be retained and protected during the construction works and operation of the project. If it is unavoidable and the trees are removed then the replacement planting should be on an age equivalent basis; i.e. at an at least a 1: 25 ratio.</p>
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9	9.1	Justin and Trudi Molloy	Oppose	NoR alignment, Timeframe/Lapse Period, Blight	Own 93 & 95 Woodcocks Rd and 4 Evelyn St. Oppose proposed works on 93 & 95 Woodcocks Rd for the construction of a stormwater wetland and the adjacent cross corridor active mode connection. The designation will be a blight on the land and will inhibit the ability to develop the properties. Noting that up to 3 dwellings in PA as of right under PC78 and no resource consent is required.	That the Requiring Authority undertake further analysis as to the most appropriate location for the proposed stormwater wetland including whether alternative stormwater treatment devices can be utilised thus removing the designation from the submitters land so that it can be developed for residential purposes. Submitter also seeks written confirmation from the Requiring Authority that there will be early acquisition of their land given the blight the designation poses for their land and impacts on the planned development of the land.
9	9.2	Justin and Trudi Molloy	Oppose	NoR Alignment. Timeframe/Lapse Period. Blight	Own 4 Evelyn St. It is unclear whether the proposed designation boundary will result in a front yard setback applying to the northern site boundary. If applicable, this would reduce the overall area of the site available for residential development and have the potential to impact on the privacy and amenity of this site.	Clarify extent and affect of designation over 4 Evelyn St. Submitter also seeks written confirmation from the Requiring Authority that there will be early acquisition of their land in recognition of the blight the designation poses for their land and impacts on the planned development of the land.
9	9.3	Justin and Trudi Molloy	Oppose	NoR Alignment. Traffic	Section 9.4.1 of the AEE outlines that the remainder of the Woodcocks Road corridor from the intersection with Mansel Drive through to SH1 (the urban section) is not being designated as the existing road space can be reallocated to upgrade the road corridor to provide for dedicated walking and cycling facilities. The Notice of Requirement does not adequately demonstrate how these upgrades will integrate to form a cohesive transport network.	Clarify how NoR will tie in/ integrate into remainder of Woodcocks Rd.
9	9.4	Justin and Trudi Molloy	Oppose	Timeframe/Lapse Period. Blight	Oppose 15 year timeframe as it will be a blight on the land and stagnate the development of the properties.	Reduce lapse date.
9	9.5	Justin and Trudi Molloy	Oppose	Conditions	Amend Condition 9 ULDMP to require consultation to demonstrate that ULDMP achieves the outcomes specified in the condition with respect to adjacent land.	Seek to review and input into conditions to ensure optimal urban outcomes are achieved.
9	9.6	Justin and Trudi Molloy	Oppose	Policy Assessment	Proposal contrary to relevant objectives and policies of NPS-UD, RPS, AUP and does not integrate the transport network, supporting infrastructure into the environment in a manner that achieves good urban design outcomes and an efficient use of land.	
10	10.1	John Wynyard	Support in part	Timeframe/Lapse Period	Owns 32.2 hectares being 4 DP 473567, Lot 2 DP 473567 and Lot 1 DP 437211. Opposes the 15-year lapse period sought. The lapse period sought provides uncertainty as to timeframes for when the Woodcocks Road upgrade will be implemented. This creates long-term uncertainty in terms of the ongoing use of the affected land and the future planning and urbanisation of this land. Any future use or development of the Wynyard Land will be constrained as prior written approval will be required from the requiring authority.	That a lesser lapse period be applied to NOR2 to ensure that transport upgrades will be delivered prior to the development of the Future Urban zoned land to ensure that the roading network is fit for purpose to cater for increased demand from urbanisation of future urban land.

10	10.2	John Wynyard	Support in part	Extent of Timeframe/Lapse Blight NoR. Period.	Opposes the extent of his Land that is proposed to be designated. The general arrangement layout plan identifies large areas of cut and fill battering proposed along the southern aspect of Woodcocks Road. The designation boundary substantially extends into the Wynyard Land to accommodate the battering and associated surface flow conveyance. The application documentation does not adequately justify whether the earthworks batters are entirely necessary to facilitate the roading upgrades, given the flat nature of the land directly adjoining Woodcocks Road. Alternative measures (such as retaining) or changes to the design have not been adequately considered in order to minimise the amount of private land required to be designated. Although conditions seek to resolve these issues in the future, the designation is a blight on the land and provides a legal ability for activities to be undertaken on the land in the future. A minimisation of the designation footprint would better align with the objectives of the Notice of Requirement and the relevant planning provisions.	That the extent of the proposed designation be considered in further detail and potentially reduced; including consideration of alternatives to the cut and fill batters proposed.
10	10.3	John Wynyard	Support in part	Access	Woodcocks Road is currently identified as an arterial road under the AUP meaning that the site frontage is subject to a Vehicle Access Restriction. The NOR application outlines that both Woodcocks Road and the Wider Western Link Road will be limited access roads. The Wynyard Land will front both limited access roads and there are no options to access the land via a collector road. Suitable, safe and efficient access needs to be maintained for all anticipated uses of the Wynyard Land as part of the designated works. Without adequate alternative access being provided parts of the land will become unusable for farming.	That the Requiring Authority provide detail to prove how a functional and appropriate vehicle access to the Wynyard Land will be retained and that the access will be designed, located and of an appropriate standard to facilitate the future anticipated land use of the Wynyard Land.
10	10.4	John Wynyard	Support in part	Conditions	That condition 9 UDLMP be amended to require evidence of consultation with adjoining land owners, developers and other stakeholders to be provided within the UDLMP. It is likely that other changes will also be required to be designation conditions to ensure that optimal urban outcomes are achieved. This submission includes scope to enable a full review and input to the designation conditions, including matters relating to earthworks and stormwater.	Conditions requiring appropriate engagement with landowners regarding earthworks and stormwater management.

10	10.5	John Wynyard	Support in part	Policy Assessment	Proposal contrary to relevant objectives and policies of NPS-UD, RPS, AUP, specifically those provisions which seek that the planning, funding and delivery of transportation infrastructure is undertaken in a manner that integrates with urban growth and facilitates good urban outcomes.	That the conditions achieve optimal urban outcomes which includes ensuring the works relate to the adjacent land and the timing of urban development.
11	11.1	Wynyard Family	Support in part	Timeframe/Lapse Period	Owns 32.2 hectares being 4 DP 473567, Lot 2 DP 473567 and Lot 1 DP 437211. Opposes the 15-year lapse period sought. The lapse period sought provides uncertainty as to timeframes for when the Woodcocks Road upgrade will be implemented. This creates long-term uncertainty in terms of the ongoing use of the affected land and the future planning and urbanisation of this land. Any future use or development of the Wynyard Land will be constrained as prior written approval will be required from the requiring authority.	That a lesser lapse period be applied to NOR2 to ensure that transport upgrades will be delivered prior to the development of the Future Urban zoned land to ensure that the roading network is fit for purpose to cater for increased demand from urbanisation of future urban land.
11	11.2	Wynyard Family	Support in part	Extent of Timeframe/Lapse Period. NoR. Blight	Opposes the extent of his Land that is proposed to be designated. The general arrangement layout plan identifies large areas of cut and fill battering proposed along the southern aspect of Woodcocks Road. The designation boundary substantially extends into the Wynyard Land to accommodate the battering and associated surface flow conveyance. The application documentation does not adequately justify whether the earthworks batters are entirely necessary to facilitate the roading upgrades, given the flat nature of the land directly adjoining Woodcocks Road. Alternative measures (such as retaining) or changes to the design have not been adequately considered in order to minimise the amount of private land required to be designated. Although conditions seek to resolve these issues in the future, the designation is a blight on the land and provides a legal ability for activities to be undertaken on the land in the future. A minimisation of the designation footprint would better align with the objectives of the Notice of Requirement and the relevant planning provisions.	That the extent of the proposed designation be considered in further detail and potentially reduced; including consideration of alternatives to the cut and fill batters proposed.
11	11.3	Wynyard Family	Support in part	Traffic. Access	Woodcocks Road is currently identified as an arterial road under the AUP meaning that the site frontage is subject to a Vehicle Access Restriction. The NOR application outlines that both Woodcocks Road and the Wider Western Link Road will be limited access roads. The Wynyard Land will front both limited access roads and there are no options to access the land via a collector road. Suitable, safe and efficient access needs to be maintained for all anticipated uses of the Wynyard Land as part of	That the Requiring Authority provide detail to prove how a functional and appropriate vehicle access to the Wynyard Land will be retained and that the access will be designed, located and of an appropriate standard to facilitate the future anticipated land use of the Wynyard Land.

					the designated works. Without adequate alternative access being provided parts of the land will become unusable for farming.	
11	11.4	Wynyard Family	Support in part	Conditions	That condition 9 UDLMP be amended to require evidence of consultation with adjoining land owners, developers and other stakeholders to be provided within the UDLMP. It is likely that other changes will also be required to be designation conditions to ensure that optimal urban outcomes are achieved. This submission includes scope to enable a full review and input to the designation conditions, including matters relating to earthworks and stormwater.	Conditions requiring appropriate engagement with landowners AND regarding earthworks and stormwater management.
11	11.5	Wynyard Family	Support in part	Policy Assessment	Proposal contrary to relevant objectives and policies of NPS-UD, RPS, AUP, specifically those provisions which seek that the planning, funding and delivery of transportation infrastructure is undertaken in a manner that integrates with urban growth and facilitates good urban outcomes.	That the conditions achieve optimal urban outcomes which includes ensuring the works relate to the adjacent land and the timing of urban development.
11	11.6	Wynyard Family	Support in part	Stormwater	The conveyance of stormwater and its impacts on Wynyard land have also not been appropriately addressed.	Further detail is provided to demonstrate the proposed earthworks and stormwater flow conveyance will not adversely impact the subject land or adjacent stream banks and associated riparian areas.
12	12.1	Watercare Services Limited	Neutral	Ongoing Consultation	Neither supports or opposes the NoR but seeks to ensure that a live and continual process is provided by AT in developing the NoRs which recognises that asset management and construction plans are constantly being updated and amended. Watercare supports the sharing of information, data and commercial models. Collaboration could also include the need for shared utility corridors, potential cost shared delivery of opportunistic works and engagement on timing and asset phasing. Seeks early and ongoing engagement from AT for its planning and construction works relating to the NoRs including prior to detailed design and during construction.	(a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; (b) amendments to the NoRs to ensure that AT is to engage with Watercare, along with other infrastructure providers (such as relevant developers), in a timely manner that enables the consideration of cost-shared delivery models; and (c) such further relief or consequential amendments as considered appropriate and necessary to address the concerns as set out above.
13	13.1	Heritage New Zealand Pouer Taonga	Support	Heritage. Archaeology. Conditions	Supports NoR 2. Seeks amendments to HHMP condition so this reflects the wording identified in evidence for Airport to Botany NoR in removing the conflation potential between the requirements under the HNZPTA and the RMA.	Refer to submission for revised HHMP Condition wording.
14	14.1	McDonalds Warkworth - All Businesses in the Grange complex	Neutral	Construction Effects Traffic. Timeframe/Lapse Period	Concerned about interruptions to business and others in the Grange complex. Require more information on how this will effect traffic flow around the Grange and our business. We have already lost 30% in sales due to the new motorway and we cant afford any further disruption. Require a timeframe for the works.	Information on the works and confirmation that it will not impact on the business in the Grange.

15	15.1	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Extent of NoR. Construction Effects (Noise and Vibration). Operation. Conditions	Mahurangi College and a site at 100 -138 Woodcocks Road, which MoE have acquired for a future primary and secondary school, are within the Project area. MoE seeks to appropriately address and manage construction-related effects and the on-going potential effects the projects may have on the operation and management of the schools, particularly for NoR 2, NoR 6, and NoR 8. Additionally, there is a designation overlap of NoR 2 with MoEs site (see Figure 2) that MoE wish to address.	Revised SCEMP and CTMP conditions (refer to submission) to reflect the need for further engagement / consultation with MoE and schools regarding extent of works and construction noise and vibration.
15	15.2	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Traffic	MoE requests the inclusion of a pedestrian crossing outside the MoEs site once the schools have been established. This will ensure students can safely cross Woodcocks Road. We understand Auckland Transport do not have detailed design plans, but the MoE seeks reassurance that it will be provided for in the subsequent Project implementation.	Additions to conditions (refer to wording on page 10 of submission).
15	15.3	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Extent of NoR. NoR Alignment. Ongoing Consultation. Traffic. Stormwater	Auckland Transport propose to acquire 6,350m2 of the MoEs land. This will mainly consist of the walking and cycling facilities and surface water flow conveyance channels. The current proposed road alignment moves north into the MoE site in order to provide for clear sightlines to the existing and proposed bridge. Further consideration should be given to an alternative arrangement that shifts the alignment of the bridge. A suggested consideration is provided below (Figure 4 of submission). This would improve sightlines for the anticipated access points to the school site, and potentially reduce the need to acquire land within the school site. In discussions with Auckland Transport/SGA they indicated the location of the SW pond has not yet been determined and could possibly be located elsewhere in the vicinity.	MoE would like to work with Auckland Transport to consider an alternative road layout that would remove this curve and straighten the road. This would improve the overall safety of the road by enhancing sightlines and providing a safer road environment for all road users. Seeks amendments to conditions.
15	15.4	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Traffic	NoR 2 proposes a 50km/h speed limit from Falls Road in the west to Mansel Drive in the east. MoE seek a reconsidered speed i.e. 30 km/h to align with safer speed implementation that is currently being undertaken by Auckland Transport. Either with a variable speed limit or a permanent speed limit. Given that Mahurangi College is also located along Woodcocks Road, the variable speed limit should apply from the Falls Road intersection to the intersection of Woodcocks Road and Auckland Road adjacent to Mahurangi College.	Reconsider speed i.e. 30 km/h to align with safer speed implementation that is currently being undertaken by Auckland Transport. Either with a variable speed limit or a permanent speed limit. Given that Mahurangi College is also located along Woodcocks Road, the variable speed limit should apply from the Falls Road intersection to the intersection of Woodcocks Road and Auckland Road adjacent to Mahurangi College. Seeks amendments to conditions.

15	15.5	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Construction Effects (Noise and Vibration)	If the future schools are operative before the construction of the proposed works, the schools may be affected by construction noise and vibration. Under proposed condition 16, Auckland Transport is required to develop a Construction Noise and Vibration Management Plan (CNVMP) before construction commences.	MoE requests that they and the future schools are engaged with regarding any potential construction noise and vibration impacts. In addition, the MoE requests that any construction activities that will significantly exceed the permitted noise and/or vibration levels are undertaken outside of exam periods to minimise disruptions to students' learning. Seeks amendments to conditions.
15	15.6	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Traffic. Road Design. Ongoing Consultation	NoR2 has allowed space for a flush median down the centre of Woodcocks Road as part of the proposed works (see Figure 3 in submission). The MoE supports the inclusion of a standard, flat flush median outside the MoEs site to enable appropriate queuing space for cars entering the school grounds. MoE does not support any solid median that prevents flexibility in manoeuvring to and from the MoEs site. MoE wishes to work with Auckland Transport on the detailed design to suitably integrate works with school access. MoE notes visibility constraints due to horizontal bends and vertical gradients on Woodcocks Road (particularly at the eastern end of the school), which create complications in designing a safe access point to the future schools. The bridge appears to be a fixed point which determines the future road layout and MoE requests that Auckland Transport collaborate with MoE during the various design phases of the road to ensure the bridge and approach road to the west of the MoE site incorporates existing or proposed entrances, and ensures safe and adequate access to our site.	Seeks amendments to conditions.



15	15.7	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Extent of NoR	MoE supports the proposed condition 3, which requires the Requiring Authority to review the physical extent of the designation and pull it back after construction. When the Ministry develops the site, it will undertake earthworks to prepare the site for development. The development of the school site may result in earthworks by Auckland Transport not being required. The earthworks undertaken by the Ministry will change the gradient and interface on the school site with the road, and the existing levels that inform the extent of the NoR and the estimated earthworks may no longer apply. The Ministry requests recognition in the condition that earthworks on the school site can be designed to be appropriate for both the school development and the road and that if the Ministry delivers these earthworks, then the NoR boundaries can be revised. The Ministry requests that if the Ministry finish the earthworks required by Auckland Transport, Auckland Transport roll back the designation earlier. The relief sought is outlined below.	Seeks amendments to conditions (refer to submission for wording)
15	15.8	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Construction Effects. Traffic. Conditions	Mahurangi College is located at the corner of Woodcocks Road and Auckland Road. The College will potentially be affected by an increased volume of heavy vehicles using Woodcocks Road to access the construction area of NoR2, NoR3, NoR6 and NoR8. This is a traffic safety concern for students walking and cycling to school at peak pick-up and drop-off times. Proposed condition 15 requires the preparation of a Construction Traffic Management Plan (CTMP) prior to the start of construction. MoE supports the inclusion of this condition but requests minor alterations to the condition to include details on how all heavy construction vehicles will avoid schools (and any new schools established before construction commences) during pick-up and drop-off times and to maintain a safe environment for students to walk and cycle to and from school. MoE also request that truck drivers are briefed on maintaining safe speeds around schools.	Amendments to CTMP condition (refer submission for wording).
16	16.1	Equal Justice Project	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.

17	17.1	Grant Hewison	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.
18	18.1	Mason Heights Gospel Church	Oppose	Insufficient Information. Traffic. Access	Own 10 Mason Heights. Zoned FUZ, used as a church with Resource consent in 2010. Council currently processing s127 RC to increase numbers and events. Insufficient information has been provided to understand how locating the proposed cycleway and walkway within the road reserve of Woodcocks Road will affect access, gradient, safety and integration for the land at 10 Mason Heights and its current, and future, use as a church.	a. Evidence to address the matters raised above and to demonstrate that the proposed NOR will not adversely affect the existing and/or future use of the site at 10 Mason Heights as a church facility which is an important community asset. b. Conditions updated to address the outcomes sought. c. Any other relief required to achieve the outcomes sought in this submission.
18	18.2	Mason Heights Gospel Church	Oppose	Traffic. Access. Extent of NoR	TEAMS engineering have reviewed NoR2 and note for the land Traffic that: <ul style="list-style-type: none"> <li>• The proposal will require regrading of vehicle crossings to achieve integration with the proposed road widening. This will likely require the steepening of accesses which may be outside the designation.</li> <li>• Has the proposed design given consideration of the potential safety issues that could arise at a high-volume access such as the Church site (10 Mason Heights, Warkworth). There is no specific mention of this activity.</li> <li>• The proposed 24m wide road reserve would place the edge of the new road quite close to the existing site boundary. Clarity is sought regarding the exact width of the road upgrade.</li> <li>• Pedestrian/cycling and vehicle intervisibility will be critical for safety and should be considered.</li> <li>• Auckland Transport has indicated in NOR2 that Woodcocks Road is intended to be a limited access route for protection of its arterial function. The church should be recognised as an activity that currently has, and will need to continue to have, access from Woodcocks Road</li> <li>• The proposal documents mention that a new school site is being proposed within the NOR2 area and would increase the pedestrian and cycle volumes along this route. The pedestrian footpaths and cycleways help separate these volumes from road traffic to some extent but how this integrates with the existing Church access at 10 Mason Heights is currently unknown.</li> <li>• The proposed regrading should enable safe entry exit platforms in line with E27.6.4.4.4 where feasible. This looks to be unlikely given the existing grade separation to the site access on Woodcocks Road.</li> </ul>	a. Evidence to address the matters raised above and to demonstrate that the proposed NOR will not adversely affect the existing and/or future use of the site at 10 Mason Heights as a church facility which is an important community asset. b. Conditions updated to address the outcomes sought. c. Any other relief required to achieve the outcomes sought in this submission.

18	18.3	Mason Heights Gospel Church	Oppose	Traffic. Access. Extent of NoR	The entire road reserve adjacent to 10 Mason Heights is identified as being within the proposed designation boundary, implying that works can be undertaken right up to the subject site boundary. According to the General Arrangement Plan (Figure 3) a fill batter slope is proposed to enable the widening of the corridor, and the proposed pedestrian footpath, cycleway and berm are located where the site's existing vehicle crossing meets the existing Woodcocks Road formation. The gradient of the driveway post-construction and associated safety values such as sight distances need be disclosed.	<ul style="list-style-type: none"> <li>a. Evidence to address the matters raised above and to demonstrate that the proposed NOR will not adversely affect the existing and/or future use of the site at 10 Mason Heights as a church facility which is an important community asset.</li> <li>b. Conditions updated to address the outcomes sought.</li> <li>c. Any other relief required to achieve the outcomes sought in this submission.</li> </ul>
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## NOR 3 – SUMMARY OF SUBMISSIONS

NOR 3: STATE HIGHWAY 1 – SOUTH UPGRADE						
Summary of Submissions	Sub Point #	Submitter Name	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought
1	1.1	Nicholas Paul Grainger	Oppose	Extent of NoR. Blight.	Owns 1673 SH1. NoR will hinder future development / subdivision of the property.	Reduce extent of NoR given SH1 in Warkworth now secondary SH because of new motorway.
2	2.1	Karen and Stefan Richardson	Support	Traffic. Access. Stormwater. Flooding	Own 1768 SH1. Land used for dwelling and rural. Access currently via pan handle from SH1. That access to land is maintained and future development access will not be compromised by proposed stormwater culvert or earth fill batter. That stormwater culvert will have capacity for future urban land development and will not require further upgrade or expansion for to accommodate development. That the identified overland flow will be appropriately directed to the culvert and there will be no flooding or stormwater effect on the subject land as a result of the proposed fill and stormwater conveyance.	That access to land is maintained and future development access will not be compromised by proposed stormwater culvert or earth fill batter. That stormwater culvert will have capacity for future urban land development and will not require further upgrade or expansion for to accommodate development.
2	2.2	Karen and Stefan Richardson	Support	Conditions. Urban Design. Ongoing Consultation	The ULDMP should include a requirement for evidence of consultation with affected landowners, or otherwise be amended so that there are no adverse effects. Condition 12 should be amended to cross reference to amended ULDMP condition.	Amended ULDMP condition and condition 12.
2	2.3	Karen and Stefan Richardson	Support	Ongoing Consultation.	The proposed Cross corridor active mode, bridge structure, and other features on the plans for NOR 3 (Southern Section) – Outcomes and Opportunities Plan – Sheet 2/2 – Attachment A, need to be designed in communication with, and in conjunction with any planned development of the Submitter's land to ensure the submission is addressed.	Need ongoing consultation and consideration in design of works.
2	2.4	Karen and Stefan Richardson	Support	Conditions. Access. Flooding	Condition 10 flood hazard should extend to demonstrating that the outcomes apply also to access ways, particularly where there are no alternatives for access. It should also be a requirement that the Agency identify opportunities to improve flood hazard risk and if those opportunities exist it should be demonstrated how improvements will be secured, or if improvements cannot be secured then the reasons why need to be clearly stated.	Amend Condition 10 regarding access and flooding.
3	3.1	Ash Hames and Fiona Rayner		Traffic. Access	Owns 1684A SH1. Land use for small scale farming and 1 dwelling with accessory buildings. Access via pan handle access from SH1. Access appear to be affected by proposed fill batter. Unclear what impacts on this on access will be.	Seek that reasonable and appropriate access is retained.
3	3.2	Ash Hames and Fiona Rayner		Conditions. Urban Design. Ongoing Consultation	The ULDMP should include a requirement for evidence of consultation with affected landowners, or otherwise be amended so that there are no adverse effects. Condition 12 should be amended to cross reference to amended ULDMP condition.	Amended ULDMP condition and condition 12.
3	3.3	Ash Hames and Fiona Rayner		Access. Landscape.	The identified Interface visual/ landscape buffer needs to be specially designed to address the entrance to Warkworth from the south and not limit current and future access to and from the site for current and the anticipated future land uses.	a. Confirm the Notice of Requirement subject to the changes and further detail sought in the submission. b. Amend the conditions as necessary to address matters raised in the submission. c. Any other relief required to achieve the outcomes sought in this submission.

4	4.1	Warkworth Natural Farm Limited	Neutral	Flooding	Lot 1 DP201410; Lot 2 DP 456189 and Loy 3 DP 456189. The raised embankment of the existing alignment of SH1 south of McKinney Road cuts across the drainage paths of several catchments and effectively forms a 'dam' resulting in water ponding immediately upstream of the SH1 embankments – refer figure in submission that shows three separate areas where water ponds behind SH1. The culvert at this location is undersized resulting in nuisance flooding on adjacent properties and the entrance to our property. If the current pavement is widened (as indicated by the NoR documents) and potentially raised in level (increasing the height of the dam), when coupled with future increased intensity of rainfall events, nuisance flooding could be much more severe in the future.	Seek stormwater design improvements within the designation to ensure flooding is not made worse by the NoRs and a reduction in flood sensitive areas to pre-SH1 areas i.e. mitigate the dam effect of SH1 to pre-development levels. flood prone areas are limited in extent to natural pre-development area, prior to formation of the motorway - refer to detail in attachment in submission.
5	5.1	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Traffic. Access.	Access to the Driving Range needs to be resolved. It is immediately adjacent to a new Bridge Abutment. Toovey Road is also very close to the bridge. Toovey Road is used by heavy freight transport. Pedestrian and Cycle access to the Grange is not Clear. There is no clear access from the new housing areas in the south. Refer also the McKinney Subdivision Private Plan Change 72 just approved in part.	Access to Driving range needs to be resolved as it is right against a bridge. Access to Transcom etc is also unresolved. Improved Pedestrian and Cycle access to Grange needs to be resolved.
5	5.2	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Construction Effects	Many of the NOR proposals disregard the disruption caused by the construction and the consequent loss of service. For works to be carried out a limited operational Network has to be in place. Major works (especially bridges) are proposed to be built on the existing alignment with no apparent alternative route.	Reconsider construction disruption.
5	5.3	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Extent of NoR	The NORs shown are generous in plan area and the area include additional works beyond the highway such as detention wetlands and areas to allocated for construction purposes. While these areas will be needed there may be alternatives available that may be more acceptable to the affected landowners.	Wherever possible the NOR should be reduced to the bare minimum to minimize alienating the land.
5	5.4	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Timeframe/Lapse Period. Blight.	Land designated by the NOR process may not required for decades. The Draft Auckland Development Strategy, currently out for consultation, threatens to extend the construction delay for 20 years or more. Holding off the land purchase indefinitely is not tolerable. In many cases the scope of works indicated is so generous that it would be unlikely to be fundable within the foreseeable future.	Timing should be reviewed.
5	5.5	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Improvements to land and Compensation	The NOR should not preclude all land improvement and approved developments.	Reasonable improvements by landowners should be included in eventual compensation agreements.
5	5.6	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Traffic Modelling	Traffic modelling in the Assessment of Traffic Effects were substantial lower (sometimes half the volume) of that given by SGA in 2019. We still have disagreement with Auckland Council over the persons per residential unit being used in Warkworth being considerably lower than anywhere else in the Auckland area. The variance in Traffic modelling data needs to be resolved.	Review and resolve traffic modelling differences.

5	5.7	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Ongoing Consultation	Consultation by SGA should include community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association as they have shown themselves to be responsible representatives of the community with extensive knowledge and considerable expertise in engineering and planning matters with their members. This consultation has not been carried out.	Consult with community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association.
6	6.1	Aztek Projects Limited and McKinney Road Estate Limited	Oppose	Timeframe/Lapse Period	Aztek Projects Ltd were applicant for PC72 to rezone 8.2 hectares of land at McKinney Rd to RMHS. Approved and made operative on 9 June 2023. PC72 sets out requirements for delivery of upgrades to SH1 / McKinney Rd intersection and walking and cycling connections. Submitter opposes the 15-year lapse period sought. The upgrades to SH1 1 / McKinney Road Intersection need to occur now in order to provide safe and efficient transportation for current and future residential development and growth within Warkworth. The NOR3 works need to occur in a manner that is integrated with urban development in order to create good urban outcomes and integrate with future urban development.	Reduce the lapse date.
6	6.2	Aztek Projects Limited and McKinney Road Estate Limited	Oppose	Ongoing Consultation. Conditions	The conditions in their current form do not adequately provide for consultation with adjacent landowners, developers and stakeholders to ensure that the design of the NOR3 works integrate with future urban development of the surrounding area.	Amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar) and to ensure that the works are undertaken in a manner that integrate with the future urban development of the surrounding area.
6	6.3	Aztek Projects Limited and McKinney Road Estate Limited	Oppose	Policy Assessment	Proposal contrary to relevant objectives and policies of NPS-UD, RPS, AUP, specifically those provisions which seek that the planning, funding and delivery of transportation infrastructure is undertaken in a manner that integrates with urban growth and facilitates good urban outcomes.	That the conditions achieve optimal urban outcomes which includes ensuring the works relate to the adjacent land and the timing of urban development.
7	7.1	Bevan Morrison	Oppose	Future Development. Insufficient Information	1829 SH1. There is no detail on what is going to be done in the zone across our land. We have a historic family daffodil patch in the which we need protecting or some plan on how that is going to be affected as well as what is going to happen to our driveway and septic field that lie within that designation area.	Would like to understand a more detailed plan on what is planned to happen in this area including how the daffodils will be protected.
8	8.1	Kyle Stephen and Heather Deans	Oppose	Amenity. Extent of NoR.	Own 3 McKinney Rd, 1012m2 in SHZ. Little consideration of the effects that the new/upgraded arterial corridors will have on residential properties, and particularly the submitter's property. Road formation, footpaths or cycleways are not located within the site but the new layout will require a cut batter face which extends into the site. No dimensions are shown on the general arrangement plans, but the cut face appears to generally extend 5m into the submitter's property. The designation is located up to 2m from the house in some locations. The proposed cut batter and designation boundary adversely affect the outdoor living space for the existing dwelling. The vegetation screening this area from the State Highway will also be removed as it falls within the designated area affecting privacy and amenity for the existing dwelling.	Decline unless change to - Extend the designation to the west of the existing designation where it adjoins the SHZ land – so no extension of the designation into SHZ properties. This allows the undeveloped FUZ land to be utilised where practicable without unduly compromising the amenity of established residential properties. If the designation is to extend into SHZ properties, consider alternatives to cut/fill batter faces such as retaining walls. This would enable the majority of the outdoor living space to be retained. Any other relief required to address the adverse effects.

8	8.2	Kyle Stephen and Heather Deans	Oppose	Alternatives	The NoR includes a consideration of alternatives. Alternatives focus on the FUZ land as this adjoins both sides of the new road alignments for the majority of their length. There is a short but significant section where the new State Highway 1 alignment adjoins established residential properties zoned SHZ. The consideration of alternatives makes little mention of the interface between the existing residential properties and the new road corridor.	Decline unless change to - Extend the designation to the west of the existing designation where it adjoins the SHZ land – so no extension of the designation into SHZ properties. This allows the undeveloped FUZ land to be utilised where practicable without unduly compromising the amenity of established residential properties. If the designation is to extend into SHZ properties, consider alternatives to cut/fill batter faces such as retaining walls. This would enable the majority of the outdoor living space to be retained. Any other relief required to address the adverse effects.
8	8.3	Kyle Stephen and Heather Deans	Oppose	Future Development. Blight	The site is proposed to be rezoned MHU zone under PC 78. While PC78 is currently on hold, it will eventually enable the subdivision of the site into three 300m2 lots under Rule E.38.8.2.3 of the AUP. The proposed reduction in the area of the site resulting from subsequent acquisition of the designated area will likely reduce the subdivision potential from 3 to 2 lots with an associated reduction in the value of the site.	Decline unless amended to address concerns.
9	9.1	Watercare Services Limited	Neutral	Ongoing Consultation	Neither supports or opposes the NoR but seeks to ensure that a live and continual process is provided by AT in developing the NoRs which recognises that asset management and construction plans are constantly being updated and amended. Watercare supports the sharing of information, data and commercial models. Collaboration could also include the need for shared utility corridors, potential cost shared delivery of opportunistic works and engagement on timing and asset phasing. Seeks early and ongoing engagement from AT for its planning and construction works relating to the NoRs including prior to detailed design and during construction.	(a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; (b) amendments to the NoRs to ensure that AT is to engage with Watercare, along with other infrastructure providers (such as relevant developers), in a timely manner that enables the consideration of cost-shared delivery models; and (c) such further relief or consequential amendments as considered appropriate and necessary to address the concerns as set out above.
10	10.1	KA Waimanawa Limited Partnership and Stepping Towards Far Limited	Support in part	Extent of NoR. Private Plan Change - Warkworth South	Owner/developer of 1711, 1723 and 1738 SH1, Warkworth. Submitters are requestors of PPC - Warkworth South. Submitters affected by the proposed location of the SH1 intersection because it is marginally inconsistent with the alignment of the WWLR provided for in the Private Plan Change. The proposed intersection between the existing SH1 and the WWLR is included within both NOR 3 and NOR 8. The location and spatial extent of the proposed SH1 intersection with WWLR is modified by shifting the proposed designation boundary marginally north.	Modify the NoR alignment by shifting the location and spatial extent of proposed SH1 intersection NoR boundary marginally north (refer diagram in submission). Seek that conditions are imposed that ensure the adverse effects on the Submitters are addressed, including by identifying the extent of land required for permanent operation of the road and for temporary construction works. In particular, the post construction road boundary should be as shown on the notice of requirement plan. It should exclude the residual land required for construction which should remain in private land ownership.



10	10.2	KA Waimanawa Limited Partnership and Stepping Towards Far Limited	Support in part	Future Use. Ecology	The portion of the proposed designation that provides for the SH1 intersection with the WWLR does not represent an efficient use of land because: (i) the spatial extent of the intersection exceeds the land required for the proposed works; (ii) the resultant alignment of the WWLR over the Private Plan Change land will reduce the amount of usable land for the local town centre area and potentially for the transportation hub; and (iii) the resultant alignment of the WWLR over the Private Plan Change land will create a segregated strip of potentially undevelopable residential land north of the WWLR. The location of the intersection and resultant alignment of the WWLR has the potential to create reverse sensitivity effects on the adjoining Morrison Orchard if this residual land is developed for residential use or another sensitive land use. The location of the intersection will have adverse ecological effects on a natural wetland, which is located on 1738 SH 1, Warkworth, to the immediate southeast of the proposed Intersection. The Submitter's preferred alignment of the WWLR was developed as a result of an intensive master planning process and will create fewer adverse effects than the alignment resulting from the proposed designation. To date, the SGA justification for the location of the intersection and alignment of the WWLR is to ensure a 10m setback from a stream located on 1711 SH1 and that it will avoid adverse effects on a "natural" wetland within the property at 1711 SH. However, a sufficient setback is provided by the location of the WWLR in the Private Plan Change and the wetland is not subject to a covenant and is a constructed wetland for the purposes of the NPS-FM 2020 and therefore is not protected by the NPS-FM.	Modify the NoR alignment by shifting the location and spatial extent of proposed SH1 intersection NoR boundary marginally north (refer diagram in submission). Seek that conditions are imposed that ensure the adverse effects on the Submitters are addressed, including by identifying the extent of land required for permanent operation of the road and for temporary construction works. In particular, the post construction road boundary should be as shown on the notice of requirement plan. It should exclude the residual land required for construction which should remain in private land ownership.
10	10.3	KA Waimanawa Limited Partnership and Stepping Towards Far Limited	Support in part	Extent of NoR. Private Plan Change - Warkworth South	Submitters have made a similar submission on NoR8.	Modify the NoR alignment by shifting the location and spatial extent of proposed SH1 intersection NoR boundary marginally north (refer diagram in submission).
11	11.1	McDonalds Warkworth - All Businesses in the Grange complex	Neutral	Construction Effects. Traffic. Timeframe/Lapse Period	Concerned about interruptions to business and others in the Grange complex. Require more information on how this will effect traffic flow around the Grange and our business. We have already lost 30% in sales due to the new motorway and we cant afford any further disruption. Require a timeframe for the works.	Information on the works and confirmation that it will not impact on the business in the Grange. Details of what is happening and when.

12	12.1	Tom and Robyn Morrison	Oppose	Ongoing Consultation. Extent of NoR. NoR Alignment	Own 1765 SH1. Lack of consultation. Object to the extent of the area affected around the orchard on this title shown by the large blue lined strip along the western side of SH1 the full eastern length of the southern title from the south corner of the orchard. We understand that a small strip is needed for the earthworks for the proposed improvements to the highway, but there is a much larger area designated around the fruit shed and encompassing the flat area in front of the house, the driveway and the exit onto the highway, that doesn't appear to serve any purpose. There is no need to replace the culvert. The existing (very large ) culvert under the road was replaced and extended years ago and this current very large one has never overflowed since. There is no point is changing ("fixing" ) what isn't broken. That is a just a waste of both time and money, let alone the totally unnecessary disruption to the traffic flow.	Remove NoR wider area around the fruit shed and in front of house on the land at 1765 SH1.
12	12.2	Tom and Robyn Morrison	Oppose	Ongoing Consultation. Extent of NoR. NoR Alignment	Own 1791 SH1. Lack of consultation. Object to the large detention pond that is proposed to be placed in property, opposite the golf/cricket driving range. Fail to see what catchment this will service. The catchment to the east of it can't drain into it as firstly the main highway is in the way and secondly it isn't the lowest point. To the north is a small moderate hillside in grass and trees, that doesn't require a pond, and to the south of the proposed pond, the land falls gently away and can't possible drain into a pond in this position. Water doesn't flow uphill. The western valley and associated hillside currently all drain to the south of the proposed pond and into a creek system that continues south west to eventually join the Mahurangi river. This is not a wetland area. We feel that it will be a total waste of space, as well as a waste of the time and money spent constructing it. There is no point in constructing an artificial wetland where none currently exists.	Remove pond designation from the land at 1791 SH1.
13	13.1	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Extent of NoR. Construction Effects. Operation. Conditions.	Mahurangi College and a site at 100 -138 Woodcocks Road, which MoE have acquired for a future primary and secondary school, are within the Project area. MoE seeks to appropriately address and manage construction-related effects and the on-going potential effects the projects may have on the operation and management of the schools, particularly for NoR 2, NoR 6, and NoR 8. Additionally, there is a designation overlap of NoR 2 with MoEs site (see Figure 2) that MoE wish to address.	Revised SCEMP and CTMP conditions (refer to submission) to reflect the need for further engagement / consultation with MoE and schools regarding extent of works and construction noise and vibration.
13	13.2	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Construction Effects (Noise and Vibration)	If the future schools are operative before the construction of the proposed works, the schools may be affected by construction noise and vibration. Under proposed condition 16, Auckland Transport is required to develop a Construction Noise and Vibration Management Plan (CNVMP) before construction commences.	MoE requests that they and the future schools are engaged with regarding any potential construction noise and vibration impacts. In addition, the MoE requests that any construction activities that will significantly exceed the permitted noise and/or vibration levels are undertaken outside of exam periods to minimise disruptions to students' learning. Seeks amendments to conditions.

13	13.3	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Traffic. Road Design. Ongoing Consultation.	NoR2 has allowed space for a flush median down the centre of Woodcocks Road as part of the proposed works (see Figure 3 in submission). The MoE supports the inclusion of a standard, flat flush median outside the MoEs site to enable appropriate queuing space for cars entering the school grounds. MoE does not support any solid median that prevents flexibility in manoeuvring to and from the MoEs site. MoE wishes to work with Auckland Transport on the detailed design to suitably integrate works with school access. MoE notes visibility constraints due to horizontal bends and vertical gradients on Woodcocks Road (particularly at the eastern end of the school), which create complications in designing a safe access point to the future schools. The bridge appears to be a fixed point which determines the future road layout and MoE requests that Auckland Transport collaborate with MoE during the various design phases of the road to ensure the bridge and approach road to the west of the MoE site incorporates existing or proposed entrances, and ensures safe and adequate access to our site.	Seeks amendments to conditions.
13	13.4	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Extent of NoR	MoE supports the proposed condition 3, which requires the Requiring Authority to review the physical extent of the designation and pull it back after construction. When the MoE develops the site, it will undertake earthworks to prepare the site for development. The development of the school site may result in earthworks by Auckland Transport not being required. The earthworks undertaken by the MoE will change the gradient and interface on the school site with the road, and the existing levels that inform the extent of the NoR and the estimated earthworks may no longer apply. The MoE requests recognition in the condition that earthworks on the school site can be designed to be appropriate for both the school development and the road and that if MoE delivers these earthworks, then the NoR boundaries can be revised. MoE requests that if the MoE finish the earthworks required by Auckland Transport, Auckland Transport roll back the designation earlier.	Seeks amendments to conditions (refer to submission for wording)

13	13.5	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	NoR Alignment	In NoR 3, a roundabout is proposed along the urban arterial. MoE is investigating a possible school site to serve this future urban area. The school may be located on either side of the urban arterial, but the likely catchment will be all of this new urban area, with students required to cross this arterial to access the school sites by active modes. The school site may be some distance from the arterial so may not be able to support safe crossing by kea or other supervision. MoE supports signalised intersections over roundabouts to connect these urban areas across the arterial, as this provides a safer environment for students to access the school. Signalised intersections can better manage the safe movement (active modes) of people and vehicles. These deliver on and align with government policy to support well-functioning urban environments as well as thriving communities.	
13	13.6	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Construction Traffic. Conditions	Mahurangi College is located at the corner of Woodcocks Road and Auckland Road. The College will potentially be affected by an increased volume of heavy vehicles using Woodcocks Road to access the construction area of NoR2, NoR3, NoR6 and NoR8. This is a traffic safety concern for students walking and cycling to school at peak pick-up and drop-off times. Proposed condition 15 requires the preparation of a Construction Traffic Management Plan (CTMP) prior to the start of construction. MoE supports the inclusion of this condition but requests minor alterations to the condition to include details on how all heavy construction vehicles will avoid schools (and any new schools established before construction commences) during pick-up and drop-off times and to maintain a safe environment for students to walk and cycle to and from school. MoE also request that truck drivers are briefed on maintaining safe speeds around schools.	Amendments to CTMP condition (refer submission for wording).
14	14.1	Equal Justice Project	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.
15	15.1	Grant Hewison	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.
16	16.1	Greg and Michele Garnett	Oppose	Timeframe/Lapse Period	Own 1794 SH1 - The Range gold driving range, baseball/softball batting cages, air rifle shooting, indoor cricket machines and 9-hole mini golf activities. NoR will blight the land and inhibit the ability to undertake a range of permitted or other consent able activities. Oppose the proposed 15-year lapse period sought for the designation. The timeframe sought will be a blight on the land and stagnate any development of these properties. The land is anticipated to be urbanised within the 15-year timeframe (currently 2028 – 2032 in the Future Urban Land Supply Strategy).	Reduce the 15 year lapse date.

16	16.2	Greg and Michele Garnett	Oppose	Traffic. Access	Alternatives have not been fully investigated or discounted, in relation to the extent of the subject site the proposed Designation relates to and the alternatives to installation of a bridge structure in this location.	Seek that the Requiring Authority demonstrate that long-term access to the existing business activity will continue to be possible as the plans show a bridge in the location of the existing crossing point which is likely to unduly limit or restrict access. They also seek that the Requiring Authority demonstrate that all available alternatives for a crossing in this location have been considered and provide a robust assessment demonstrating that the proposal represents the best outcome in terms of urban development and efficient use of land. A bridge is a significant and costly structure. There is currently no bridge in this location.
16	16.3	Greg and Michele Garnett	Oppose	Conditions	That condition 9 UDLMP be amended to require evidence of consultation with adjoining land owners, developers and other stakeholders to be provided within the UDLMP. It is likely that other changes will also be required to be designation conditions to ensure that optimal urban outcomes are achieved. This submission includes scope to enable a full review and input to the designation conditions.	Amendments to conditions requiring appropriate engagement with landowners.
16	16.4	Greg and Michele Garnett	Oppose	Policy Assessment	Proposal contrary to relevant objectives and policies of NPS-UD, RPS, AUP, specifically those provisions which seek that the planning, funding and delivery of transportation infrastructure is undertaken in a manner that integrates with urban growth and facilitates good urban outcomes.	That the conditions achieve optimal urban outcomes which includes ensuring the works relate to the adjacent land and the timing of urban development.
16	16.5	Greg and Michele Garnett	Oppose	Stormwater. Traffic Modelling	The extent of works are potentially based on flawed modelling and assumptions relating to stormwater flooding and roading, traffic effects.	That the Requiring Authority demonstrates that the proposed works are the optimal and required outcome given stormwater considerations that need to take account of the full urbanisation of the adjacent land and demonstrates that the works are based on valid transportation modelling that reflects the future urban development of surrounding land in the context of the existing legislative framework.
17	17.1	The Range Warkworth Limited	Oppose	Timeframe/Lapse Period	Own 1794 SH1 - The Range gold driving range, baseball/softball batting cages, air rifle shooting, indoor cricket machines and 9-hole mini golf activities. NoR will blight the land and inhibit the ability to undertake a range of permitted or other consent able activities. Oppose the proposed 15-year lapse period sought for the designation. The timeframe sought will be a blight on the land and stagnate any development of these properties. The land is anticipated to be urbanised within the 15-year timeframe (currently 2028 – 2032 in the Future Urban Land Supply Strategy).	Reduce the 15 year lapse date.

17	17.2	The Range Warkworth Limited	Oppose	Traffic. Access	Alternatives have not been fully investigated or discounted, in relation to the extent of the subject site the proposed Designation relates to and the alternatives to installation of a bridge structure in this location.	Seek that the Requiring Authority demonstrate that long-term access to the existing business activity will continue to be possible as the plans show a bridge in the location of the existing crossing point which is likely to unduly limit or restrict access. They also seek that the Requiring Authority demonstrate that all available alternatives for a crossing in this location have been considered and provide a robust assessment demonstrating that the proposal represents the best outcome in terms of urban development and efficient use of land. A bridge is a significant and costly structure. There is currently no bridge in this location.
17	17.3	The Range Warkworth Limited	Oppose	Conditions	That condition 9 UDLMP be amended to require evidence of consultation with adjoining land owners, developers and other stakeholders to be provided within the UDLMP. It is likely that other changes will also be required to be designation conditions to ensure that optimal urban outcomes are achieved. This submission includes scope to enable a full review and input to the designation conditions.	Amendments to conditions requiring appropriate engagement with landowners.
17	17.4	The Range Warkworth Limited	Oppose	Policy Assessment	Proposal contrary to relevant objectives and policies of NPS-UD, RPS, AUP, specifically those provisions which seek that the planning, funding and delivery of transportation infrastructure is undertaken in a manner that integrates with urban growth and facilitates good urban outcomes.	That the conditions achieve optimal urban outcomes which includes ensuring the works relate to the adjacent land and the timing of urban development.
17	17.5	The Range Warkworth Limited	Oppose	Stormwater. Traffic Modelling	The extent of works are potentially based on flawed modelling and assumptions relating to stormwater flooding and roading, traffic effects.	That the Requiring Authority demonstrates that the proposed works are the optimal and required outcome given stormwater considerations that need to take account of the full urbanisation of the adjacent land and demonstrates that the works are based on valid transportation modelling that reflects the future urban development of surrounding land in the context of the existing legislative framework.

## NOR 4 – SUMMARY OF SUBMISSIONS

NOR 4 -MATAKANA ROAD UPGRADE						
Summary of Submissions	Sub Point #	Submitter Name	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought
1	1.1	Pinglu Chen Jinhua Yang	Oppose	NoR Alignment. Traffic. Access	Owns 98 Matakana Rd. NoR will block entrance to property.	Change the route design and provide sufficient space for normal front door entrance.
2	2.1	Murray Parker	Neutral	Timeframe/Lapse Period. Compensation	Works affecting 297 Matakana Rd. Nor proposes to take a portion of land away. What are the compensation arrangements for this? Do you have a time frame, when will work commence?	Seeks compensation for land to be taken.
3	3.1	Robert Hugh Alwyn Blair	Oppose	NoR not necessary. Change NoR	Owns 289 Matakana Rd. No need for road planned. If existing road was kerbed there would be enough width for a footpath and cycleway on one side only, as has been done with the Matakana Link Rd. No-one will walk to township as it is too steep. Waste of money and no need for NoR/road.	Do not want to have to move from property after 56 years of living there.
4	4.1	Jinhua Yang	Support	NoR Alignment. Construction Effects (Noise and Vibration). Operation. Traffic. Future Use	98 Matakana Rd. The government can expropriate our land according to the original plan ensure that the normal use of the main house will not be damaged, including the structure of the house, the foundation of the house, the safety of the house and other issues. While ensuring that the main house is not damaged, the normal use of the original garage should be preserved as far as possible. It is hoped that the existing land can be divided into six separate titles. The government builds a drive away to be connected to the six separate titles.	Support the NoR but amend alignment, ensure no damage to house and enable access for current and future development.
5	5.1	Stuart Alexander Wells	Oppose in part	NoR Alignment.	Oppose designation insofar as it generally affects submitter and all other owners/occupiers of impacted properties. But supports updated reduced designation footprint shown on AT plan dated 9 May 2023 (attached to submission) as it no longer requires the demolition of an buildings on 96 Matakana Rd.	Not stated.
6	6.1	Rod Frizzell	Oppose	Trees	160 Matakana Rd. Do not remove native and specimen trees that are in the designation boundaries.	Do not remove native and specimen trees that are in the designation boundaries.
6	6.2	Rod Frizzell	Oppose	Timeframe/Lapse Period.	It is completely unreasonable to expect privately owned land to be locked up for 20-30 years in the assumption it will happen, especially with the pushback being reported " council applies brakes to Mahurangi growth". The country is broke because of the current Labour govt who have completely neglected infrastructure , but this type of project will be well delayed as a result, main highways WW to Whangarei will take precedence and so they should.	Delay NoR 10 years and get important basics done i.e. improving roads locally first.
7	7.1	Karariki Limited	Support		154 Matakana Rd and Lot 2 DP 188363. Support the NoR.	Support the NoR.
8	8.1	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Extent of NoR. Traffic. Access.	Multiple access problems on east side created by NOR boundary.	Reduce NoR extent.



8	8.2	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Road Design. Construction Effects	It would be more appropriate to have a combined walkway cycleway the full length of the west side from the Matakana Link Road through to the Hill St Intersection and to provide a minimum walkway on the east side for owner access only. The walkway cycleway on west side could be built on piles or screw piles to avoid long fill slopes or retaining walls and thus allow ground water natural passage. The option of timber decks should not be ruled out as this further minimizes weight and minimizes impermeable surfaces.	Need to improve details for walking and cycling and to make it a combined walkway on west side.
8	8.3	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Construction Effects	Many of the NOR proposals disregard the disruption caused by the construction and the consequent loss of service. For works to be carried out a limited operational Network has to be in place. Major works (especially bridges) are proposed to be built on the existing alignment with no apparent alternative route.	Reconsider construction disruption.
8	8.4	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Extent of NoR	The NORs shown are generous in plan area and the area include additional works beyond the highway such as detention wetlands and areas to allocated for construction purposes. While these areas will be needed there may be alternatives available that may be more acceptable to the affected landowners.	Wherever possible the NOR should be reduced to the bare minimum to minimize alienating the land.
8	8.5	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Timeframe/Lapse Period. Blight.	Land designated by the NOR process may not required for decades. The Draft Auckland Development Strategy, currently out for consultation, threatens to extend the construction delay for 20 years or more. Holding off the land purchase indefinitely is not tolerable. In many cases the scope of works indicated is so generous that it would be unlikely to be fundable within the foreseeable future.	Timing should be reviewed.
8	8.6	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Improvements to land and Compensation	The NOR should not preclude all land improvement and approved developments.	Reasonable improvements by landowners should be included in eventual compensation agreements.
8	8.7	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Traffic Modelling	Traffic modelling in the Assessment of Traffic Effects were substantial lower (sometimes half the volume) of that given by SGA in 2019. We still have disagreement with Auckland Council over the persons per residential unit being used in Warkworth being considerably lower than anywhere else in the Auckland area. The variance in Traffic modelling data needs to be resolved.	Review and resolve traffic modelling differences.
8	8.8	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Ongoing Consultation	Consultation by SGA should include community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association as they have shown themselves to be responsible representatives of the community with extensive knowledge and considerable expertise in engineering and planning matters with their members. This consultation has not been carried out.	Consult with community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association.

9	9.1	Robyn Alexander and Katherine Heatley	Support in part	Extent of NoR. Timeframe/Lapse Period	Own 3 Matakana Rd. Large lot zone and contains an existing dwelling. Underway with land use and subdiviosn development for 9 lots with common accessway from Matakana Rd and protecting an area of SEA and notable trees. Oppose extent of NoR over land and 15-year lapse date as will prevent submitter from proceeding with their development. NoR not in keeping with NPS-Ud requirement to deliver infrastructure upgrades with land development and highly likely Matakana Rd will be urbanised ahead of the 15 year timeframe.	That the extent of the NoR be reduced and that the lapse date be reduced.
9	9.2	Robyn Alexander and Katherine Heatley	Support in part	Alternatives	NoR does not adequately demonstrate that all alternative options for this portion of the Matakana Road upgrades have been considered and discounted for robust and valid reasons. Design changes to the road layout could reduce the extent of submitter land required to be designated - options could include reducing the width of the grassed berm and cut batter proposed, or ideally tying in with the proposed development of the subject land to ensure the frontage is urbanised appropriately but does not compromise the intended development of the land.	Seek that the Requiring Authority demonstrate that all available alternatives have been considered and robustly demonstrates that the proposed represents the best urban outcome.
9	9.3	Robyn Alexander and Katherine Heatley	Support in part	Access. Stormwater. Earthworks. Construction Effects	A cut batter is proposed over the site's existing vehicle crossing. The NoR does not demonstrate how safe, efficient and functional vehicle access to 3 Matakana Road will be retained as part of the designated works and how the earthworks and stormwater will be managed.	That the Requiring Authority demonstrate how functional and appropriate access to 3 Matakana Rd will be provided, plus how stormwater will be managed.
9	9.4	Robyn Alexander and Katherine Heatley	Support in part	Trees	The proposed designation boundary is located near to one of the notable trees on the site. It is unclear whether the proposed works will adversely impact the notable tree.	That the Requiring Authority demonstrate impacts on notable trees at 3 Matakana Rd.
9	9.5	Robyn Alexander and Katherine Heatley	Support in part	Integration with other works	The NoR does not adequately demonstrate how the Matakana Road upgrades will integrate with the future upgrades to the Hill Street / SH 1 intersection, including how the bi-directional cycling facilities will tie into these upgrades and the timeframes for when these upgrades will occur. Section 8.7 of the AEE outlines that the Hill Street / SH1 intersection upgrades are planned for 2026, however based on the publicly available information there is no final design or construction timeframe for these works.	That the Requiring Authority provide further detail demonstrating how the Matakana Rd upgrade will integrate with the design and delivery of the Hill Street / SH 1 Intersection upgrade.
9	9.6	Robyn Alexander and Katherine Heatley	Support in part	Conditions	That condition 9 UDLMP be amended to require evidence of consultation with adjoining land owners, developers and other stakeholders to be provided within the UDLMP. It is likely that other changes will also be required to be designation conditions to ensure that optimal urban outcomes are achieved. This submission includes scope to enable a full review and input to the designation conditions.	Amendments to conditions requiring appropriate engagement with landowners.

9	9.7	Robyn Alexander and Katherine Heatley	Support in part	Policy Assessment	Proposal contrary to relevant objectives and policies of NPS-UD, RPS, AUP, specifically those provisions which seek that the planning, funding and delivery of transportation infrastructure is undertaken in a manner that integrates with urban growth and facilitates good urban outcomes.	That the conditions achieve optimal urban outcomes which includes ensuring the works relate to the adjacent land and the timing of urban development.
10	10.1	Northwood Developments Ltd	Oppose	Extent of NoR	Owns 49 Matakana Rd. Property has consent for 25 lot residential subdivision which is mostly given effect to. 7 lots within NoR extent. Requiring Authority has not considered the approved development in assessment. Consented development will need to be re-designed.	Footprint be modified to avoid 49 Matakana Rd.
10	10.2	Northwood Developments Ltd	Oppose	Construction Effects (Noise and Vibration). Operation. Amenity. Visual Effects	Adverse construction, noise, vibration, dust, visual and amenity effects. Adverse operational effects from road including noise, vibration, visual and vegetation removal. No adequate mitigation proposed.	Appropriate conditions be imposed to fully mitigate effects on the Property including, without limitation: • A requirement to assess and mitigate noise and vibration effects on any future residences on the Property, at both construction and operational stages; • A requirement that AT compensate Northwood for the cost of redesigning and re-consenting its proposed development of the property, together with the reduction in value.
10	10.3	Northwood Developments Ltd	Oppose	Adverse Effect	If the development permitted by the Consents cannot be implemented, then that results in a direct loss of residential capacity, which is contrary to outcomes sought in higher order planning documents, including the NPS-UD. That loss is an adverse effect not able to be fully addressed, including through compensation.	That AT provides further information in relation to the effects of the designation and works on the property specifically, including in relation to how it proposes to address adverse effects on the existing environment which includes residential development in accordance with the Consents.
10	10.4	Northwood Developments Ltd	Oppose	Alternatives	Inadequate consideration of the alternative sites, routes or methods for proposed works and NoR.	Withdraw or modify NoR
10	10.5	Northwood Developments Ltd	Oppose	Traffic Modelling	Traffic flows on Matakana Road are expected to decrease dramatically as a result of the opening of Te Honohono ki Tai Road, and a widened road corridor is not necessary to cater for increased traffic and the existing road corridor has sufficient capacity to accommodate an extension to the existing footpath and a new cycleway – the significant widening proposed by NoR4 is unnecessary to achieve that outcome.	Withdraw or modify NoR
10	10.6	Northwood Developments Ltd	Oppose	Timeframe/Lapse Period. Blight	AT has publicly stated it does not have funding for the proposed works and this calls into serious question whether sterilising the land in the meantime is “reasonable”. The convenience to AT in allowing itself a longer lapse period is not sufficient to justify the unnecessary stress and uncertainty to current and future owners and occupiers of the Property.	Northwood opposes an extended lapse date for NoR4 and seeks that the standard lapse period of 5 years apply. Having an extended lapse period, with no commitment or ability to undertake the works within a reasonable time, will have a blighting effect on the property which has not been justified in the documentation.
11	11.1	John E Halligan	Oppose	Extent of NoR. NoR Alignment. Amenity. Trees.	Own 23 Norwood Close. The proposed changes to Matakana Rd will impact upon privacy and security of owners and the whole Northwood development by bringing the road closer to the boundary. It will also increase impacts on protected trees on land.	Reconsider NoR and alignment. Reduce purposed speed limit from 80 km/hr to 50km/hr.

12	12.1	Richard James and Robyn Frances Fisher	Oppose	Extent of NoR. Trees. Land Value. Access	Own 120 Matakana Rd. Extent of NoR is excessive and unnecessary. Concerned about impact on 50 plus native trees i.e. Tanekaha, Puketea, Pohutukawa, Titoki, Kakaha, Kahikat, loss of land value and maintenance of access during construction.	Seek a realistic proposal for what is required. Provide access during construction.
13	13.1	SG and SM Wiggill	Oppose	Insufficient Information. Trees. Noise	Provide evidence of the need for upgrades. What are the impacts on existing trees in the road reserve. Trees provide significant contribution to mitigating noise from road traffic along Matakana Rd. Not clear how NoR impacts submitters land or what future speed limit will be for upgraded road. Speed and road surface will have a significant effect on the amount of noise imposed on occupiers.	Object to NoR
14	14.1	Marj Taylor	Neutral	Compensation. Timeframe/Lapse Period. Social Impacts	Owns 170 Matakana Rd. In the process of selling house to relocate to aged care facility. Have contacted AT regarding property impact obligations. Impact is significant. Will be continuing to work with the property team to secure the appropriate support for hardship that will be experienced as a result of the designation.	Seeks a requirement that statutory hardship management obligations will be proactively addressed by Auckland Transport as a consequence of the impact on land owners of the very long NoR duration that has been sought.
15	15.1	Watercare Services Limited	Neutral	Ongoing Consultation	Neither supports or opposes the NoR but seeks to ensure that a live and continual process is provided by AT in developing the NoRs which recognises that asset management and construction plans are constantly being updated and amended. Watercare supports the sharing of information, data and commercial models. Collaboration could also include the need for shared utility corridors, potential cost shared delivery of opportunistic works and engagement on timing and asset phasing. Seeks early and ongoing engagement from AT for its planning and construction works relating to the NoRs including prior to detailed design and during construction.	(a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; (b) amendments to the NoRs to ensure that AT is to engage with Watercare, along with other infrastructure providers (such as relevant developers), in a timely manner that enables the consideration of cost-shared delivery models; and (c) such further relief or consequential amendments as considered appropriate and necessary to address the concerns as set out above.
16	16.1	Heritage New Zealand Pouhere Taonga	Support	Heritage. Archaeology. Conditions	Seeks amendments to HHMP condition so this reflects the wording identified in evidence for Airport to Botany NoR in removing the conflation potential between the requirements under the HNZPTA and the RMA.	Refer to submission for revised HHMP Condition wording.

17	17.1	Arvida Limited	Oppose	Time Frame/Lapse Period. Future Use. Extent of NoR.	Owns Paddison Farm - land SECT 19 SO 588806, Lot 2 DP 375478, Lot 3 DP 76450, Lot 4 DP 76450. Opposes 25-year lapse date sought by AT. The proposed lapse date of 25 years creates blight. Lapse date does not take account of the timing of future urban development of the surrounding area which will likely occur sooner than the proposed 25 year lapsed date. The timeframe for construction of the road needs to align with the planned urban development of the surrounding future urban zoned land area. Auckland Council's draft Future Development Strategy proposes the Warkworth North area (containing the subject site and surrounding area) to be development ready by 2030+. Arvida is progressing a private plan change - it is likely that the land will be developed ahead of 2030+. Other sites in Warkworth North have been recently consented for urban development i.e. The Kilns at 34 and 36 Sandspit Road. Other necessary infrastructure is already available or will become available - water supply capacity and related bulk infrastructure is already available while wastewater infrastructure which will be available circa 2025.	Amend Lapse Date to 10 years. Remove or Reduce extent of NoR over sites.
17	17.2	Arvida Limited	Oppose	Extent of NoR. Alternatives	Opposes extent of works within and alongside the subject site shown on the General Arrangement Plan. It is not needed. Inadequate consideration has been given to alternative sites, routes including the local road network, and methods for undertaking the works for NOR 4. In particular NOR 4 does not seek to utilise the existing road corridor which could accommodate the proposed upgrade;	Reduce extent of NoR over sites.
17	17.3	Arvida Limited	Oppose	Alternatives. Stormwater	Opposes the location of the proposed wetland on the subject site opposite the intersection with Clayden Road and Matakana Road. Alternatives to the stormwater devices, design or location have not been adequately considered. AT has not adequately considered alternatives to stormwater management than the current plans showing a wetland on the subject site opposite the intersection with Clayden Road and Matakana Road.	Remove or Reduce extent of NoR over sites.
17	17.4	Arvida Limited	Oppose	Planning	Will not promote the sustainable management of natural and physical resources of Tāmaki Makaurau. Inconsistent with RMA, NPS-UD, AUP. Does not avoid, remedy or mitigate actual and potential adverse effects on the environment.	Amend the conditions to address Arvida's concerns, including to provide for, and enable, active mode connections that integrate with the future urban development of the surrounding area and safe connections across Matakana Road into the Warkworth Town Centre.
17	17.5	Arvida Limited	Oppose	Traffic Modelling	Traffic modelling (SATURN model) is potentially flawed and outdated land use assumptions that do not reflect the current policy and legislative framework.	Ensure the technical transportation assessment is informed by modelling based on current and foreseeable land use assumptions.
17	17.6	Arvida Limited	Oppose	Integration with other works	Indicative cross corridor active mode connections are shown in NOR 4. While these are supported in principle, the locations of these connections need to be better integrated with future urban development.	Remove or Reduce extent of NoR over sites.

17	17.7	Arvida Limited	Oppose	Ongoing Consultation	Does not adequately provide for consultation with adjacent landowners, developers and other stakeholders to ensure that the design integrates with future urban development of the surrounding area. Engage with other groups and developers active in providing connections and land development in this location e.g. Matakana Coast Trail Trust, and developers such as The Kilns, Warkworth Ridge, Goatley Holdings and Northland Waste. Working with adjoining developers will provide the opportunity to create consistent earthworks levels and minimise the need for batters and retaining structures.	Amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar);
17	17.8	Arvida Limited	Oppose	Integration with other works	NOR 4 does not adequately provide for consistent multi modal safe connections along Matakana Road into Warkworth Town Centre. This is potentially one of the main connections into Warkworth Town Centre and people from the eastern side of Matakana Road need to safely access the Town Centre, including having safe locations to cross the road or have a clear and safe path for pedestrian and cycle access into the Town Centre.	Amend the conditions to address Arvida's concerns, including to provide for, and enable, active mode connections that integrate with the future urban development of the surrounding area and safe connections across Matakana Road into the Warkworth Town Centre.
18	18.1	Laroc Farm Limited	Oppose	Timeframe/Lapse Period. Blight. Conditions.	Own 76 Matakana Rd. FUZ zoned with SEA. Oppose the 25-year lapse date sought by the Requiring Authority. Will blight the land for up to 25-years. The proposed lapse timeframe and the proposed conditions do not appropriately provide for integration with existing or future urban development.	Seek Auckland Council recommends NOR 4 be rejected or that amendments are made to: a. remove the extent of NOR 4 from the subject site; or Reduce the extent of NOR 4 alongside the subject site so that all works are undertaken within the existing road corridor; amend the lapse date to ten years maximum; amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); such further or other consequential amendments as considered appropriate and necessary to address the concerns.

18	18.2	Laroc Farm Limited	Oppose	Extent of NoR	Opposes the extent of works shown affecting the subject site as shown on the General Arrangement Plan for NOR 4. The extent of works are potentially based on flawed modelling and assumptions.	Seek Auckland Council recommends NOR 4 be rejected or that amendments are made to: a. remove the extent of NOR 4 from the subject site; or Reduce the extent of NOR 4 alongside the subject site so that all works are undertaken within the existing road corridor; amend the lapse date to ten years maximum; amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); such further or other consequential amendments as considered appropriate and necessary to address the concerns.
18	18.3	Laroc Farm Limited	Oppose	Stormwater. Flooding. Earthworks.	Opposes the location of the proposed stormwater wetland and fill batter as shown on the Urban Design Outcomes and Opportunities Plan.	Seek Auckland Council recommends NOR 4 be rejected or that amendments are made to: a. remove the extent of NOR 4 from the subject site; or Reduce the extent of NOR 4 alongside the subject site so that all works are undertaken within the existing road corridor; amend the lapse date to ten years maximum; amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); such further or other consequential amendments as considered appropriate and necessary to address the concerns.
18	18.4	Laroc Farm Limited	Oppose	Access	Opposes the fact that no connection is shown between the proposed Sandspit Road NOR and associated upgrade and NOR 4. Also opposes that the NoR does not demonstrate how the upgrade will tie into the Hill Street / SH 1 intersection upgrades or the Matakana Road Upgrades.	Seek Auckland Council recommends NOR 4 be rejected or that amendments are made to: a. remove the extent of NOR 4 from the subject site; or Reduce the extent of NOR 4 alongside the subject site so that all works are undertaken within the existing road corridor; amend the lapse date to ten years maximum; amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); such further or other consequential amendments as considered appropriate and necessary to address the concerns.
18	18.5	Laroc Farm Limited	Oppose	Traffic Modelling	Opposes NOR 4 because of the transportation modelling upon which the Project is based is out of date and is not prepared on the basis of the likely form of development that will arise for Warkworth under the NPS UD, including outcomes that may arise as a result of Proposed Plan Change 78 and the Auckland Council Draft Future Development Strategy ("FDS").	Seek Auckland Council recommends NOR 4 be rejected or that amendments are made to: a. remove the extent of NOR 4 from the subject site; or Reduce the extent of NOR 4 alongside the subject site so that all works are undertaken within the existing road corridor; amend the lapse date to ten years maximum; amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); such further or other consequential amendments as considered appropriate and necessary to address the concerns.

19	19.1	ECM Signs Limited	Oppose	Extent of NoR. Timeframe/Lapse Period. Blight	Operates business from 76 Matakana Rd. Land zoned FUZ and Has SEA. Opposes the 15-year lapse date sought by the Requiring Authority. Will blight the land and render the existing buildings unusable, and will prevent the existing businesses from operating. ECM Signs is a long-established business operating from this location.	NOR4 be rejected or that amendments are made to: a. remove the extent of NOR 4 from the subject site; b. reduce the extent of NOR 4 alongside the subject site so that all works are undertaken within the existing road corridor; c. amend the lapse date to ten years maximum; d. amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); e. such further or other consequential amendments as considered appropriate and necessary to address the concerns.
19	19.2	ECM Signs Limited	Oppose	Extent of NoR. Stormwater. Earthworks. Construction Effects	Opposes the extent of works shown affecting the subject site as shown on the General Arrangement Plan for NOR 4. Opposes the location of the proposed stormwater wetland and fill batter as shown on the Urban Design Outcomes and Opportunities Plan. Alternatives have not been fully investigated or discounted, in relation to the extent of the subject site the proposed Designation relates to.	NOR4 be rejected or that amendments are made to: a. remove the extent of NOR 4 from the subject site; b. reduce the extent of NOR 4 alongside the subject site so that all works are undertaken within the existing road corridor; c. amend the lapse date to ten years maximum; d. amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); e. such further or other consequential amendments as considered appropriate and necessary to address the concerns.
19	19.3	ECM Signs Limited	Oppose	Integration with other works. Traffic Modelling	Opposes the fact that no connection is shown between the proposed Sandspit Road NOR and associated upgrade and NOR 4. Opposes NOR 4 on the basis the transportation modelling upon which the Project is based is out of date and is not prepared on the basis of the likely form of development that will arise for Warkworth under the NPS-UD, including outcomes that may arise as a result of PC78 and the Draft Future Development Strategy.	NOR4 be rejected or that amendments are made to: a. remove the extent of NOR 4 from the subject site; b. reduce the extent of NOR 4 alongside the subject site so that all works are undertaken within the existing road corridor; c. amend the lapse date to ten years maximum; d. amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); e. such further or other consequential amendments as considered appropriate and necessary to address the concerns.
20	20.1	ECM Laser Limited	Oppose	Extent of NoR. Timeframe/Lapse Period. Blight	Operates business from 76 Matakana Rd. Land zoned FUZ and Has SEA. Opposes the 15-year lapse date sought by the Requiring Authority. Will blight the land and render the existing buildings unusable, and will prevent the existing businesses from operating. ECM Signs is a long-established business operating from this location.	NOR4 be rejected or that amendments are made to: a. remove the extent of NOR 4 from the subject site; b. reduce the extent of NOR 4 alongside the subject site so that all works are undertaken within the existing road corridor; c. amend the lapse date to ten years maximum; d. amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); e. such further or other consequential amendments as considered appropriate and necessary to address the concerns.



20	20.2	ECM Laser Limited	Oppose	Extent of NoR. Stormwater. Earthworks. Construction Effects	Opposes the extent of works shown affecting the subject site as shown on the General Arrangement Plan for NOR 4. Opposes the location of the proposed stormwater wetland and fill batter as shown on the Urban Design Outcomes and Opportunities Plan. Alternatives have not been fully investigated or discounted, in relation to the extent of the subject site the proposed Designation relates to.	NOR4 be rejected or that amendments are made to: a. remove the extent of NOR 4 from the subject site; b. reduce the extent of NOR 4 alongside the subject site so that all works are undertaken within the existing road corridor; c. amend the lapse date to ten years maximum; d. amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); e. such further or other consequential amendments as considered appropriate and necessary to address the concerns.
20	20.3	ECM Laser Limited	Oppose	Integration with other works. Traffic Modelling	Opposes the fact that no connection is shown between the proposed Sandspit Road NOR and associated upgrade and NOR 4. Opposes NOR 4 on the basis the transportation modelling upon which the Project is based is out of date and is not prepared on the basis of the likely form of development that will arise for Warkworth under the NPS-UD, including outcomes that may arise as a result of PC78 and the Draft Future Development Strategy.	NOR4 be rejected or that amendments are made to: a. remove the extent of NOR 4 from the subject site; b. reduce the extent of NOR 4 alongside the subject site so that all works are undertaken within the existing road corridor; c. amend the lapse date to ten years maximum; d. amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); e. such further or other consequential amendments as considered appropriate and necessary to address the concerns.
21	21.1	Equal Justice Project	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.
22	22.1	Grant Hewison	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.

23	23.1	Michael and Cindy Lincoln	Oppose	Construction Effects (Noise and Vibration). Operation. Amenity. NoR Alignment.	Area impacted is very close to the home – and earthworks and construction activity is within metres of the homes 3 bedrooms. – see attachment to submission with bedroom area labelled in red. Area impacted is very close to the home – and the noise of earthworks and construction activity will severely impact our ability to run our two businesses from home offices. Specifically, Business 1 = management consulting including tele and online coaching which requires quiet and the reason the property was purchased in November 2022, and Business 2 = commercial Blinds with client phone consultations. The land proposed for construction is steep as the house is located below the Matakana road line. A more viable route would use the flatter land on the other side of Matakana Road. Amount of land impacted reducing the outside area for personal recreation .	Not stated.
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## NOR 5 - SUMMARY OF SUBMISSIONS

NOR 5: SANDSPIT ROAD UPGRADE						
Summary of Submissions	Sub Point #	Submitter Name	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought
1	1.1	Julia Fraser		Timeframe/Lapse Period.	Now that the new motorway is open it is apparent that rather than widening Sandspit Road it is much more important to prioritise the link road between Sandspit rd and Matakana road therefore relieving even more the amount of traffic descending on Hill street. To travel from Snells, Sandspit or Algies etc to the motorway it some 2kms further to use Sharp Rd to the Link Rd and the motorway than to come via Sandspit and Hill St.	Prioritise timing of link road between Sandspit Rd and Matakan Rd.
2	2.1	Visser Family Trust	Neutral	Stormwater. Land Stability	89A Sandspit Rd retains road access beside or through proposed rain garden. Agree with location of proposed rain garden as it is the lowest part of the road development. However, the proposed wetland should be moved and the plan submitted has not been the subject of an 'on-site' inspection by a competent Geotech Engineer. No practical planner would create a wetland in a sandstone embankment requiring an excavation of 3,500m3 to capture a watershed of 1,500m2 and requiring the displacement of a property valued at approx. \$3.5 million.	Seek a competent Goetech inspection/review before a decision on placement of wetland / rain gardens.
3	3.1	Michael and Diane Kelly	Oppose	Ongoing Consultation	Own 99 and 101-105 Sandspit Rd. NoR5 applies to 5,411m2 of site. Inadequate engagement with affected persons. Inconsistencies with the Future Development Strategy notified for consultation by Auckland Council on 6 June 2023.	Seek that the territorial authority recommend that the requiring authority withdraw NOR5 or modify NOR5 to not include the Site.
3	3.2	Michael and Diane Kelly	Oppose	Alternatives	Inadequate assessment of alternatives	Seek that the territorial authority recommend that the requiring authority withdraw NOR5 or modify NOR5 to not include the Site.
3	3.3	Michael and Diane Kelly	Oppose	Adverse Effects. Property Value. Amenity. Construction Effects (noise and vibration)	Adverse effects include, that the taking of a significant portion of the property will drastically reduce the value of their land. Reliance on this land value for retirement, so will severely adversely affect the submitters ability to provide for themselves. The reduction of the buffer distance between Sandspit Road and their home will result in significantly increased noise levels and road vibration. This will adversely affect their quality of life and will devalue the property for future buyers.	Seek that the territorial authority recommend that the requiring authority withdraw NOR5 or modify NOR5 to not include the Site.
3	3.4	Michael and Diane Kelly	Oppose	Timeframe/Lapse Period. Blight	The proposed extended lapse period, which is an unreasonable length of time for the designation to be held over their property. Concerned that this will adversely restrict their ability to plan for their retirement.	Seek that the territorial authority recommend that the requiring authority withdraw NOR5 or modify NOR5 to not include the Site.

4	4.1	Antony Paul Nagel	Oppose	Timeframe/Lapse Period. Blight	Owns 2 Millstream Place. NoR will take land for footpath, cycleway and require earthworks. Timing of any decision to take the land will likely be some time in the next 20-30 years. Property is unable to be developed and sold. Unfair, impacting the owner economically and psychologically. No compensation or offering to buy the property has occurred. Property was purchased as an investment to provide security for retirement, and will now be effectively unsaleable for the 20-30 years.	One of the following: 1. Revoke the Notice of Requirement over 2 Millstream Place, Warkworth; or 2. Change the Notice of Requirement over 2 Millstream Place, Warkworth to one requiring the construction of the retaining wall on the northern boundary of the property to allow the cycleway and footpath to be built; or 3. Immediately offer to purchase 2 Millstream Place, Warkworth from the owner at a fair price to be agreed.
4	4.2	Antony Paul Nagel	Oppose	Ongoing Consultation	Poor consultation, submitter was not contacted until March 2023 due to a database error (meant to be contacted in early 2022). Inadequate response from Council (SGA?) following the submitters request for the engineering team to investigate. Investigation agreed to but not undertaken as no evidence of investigation has been provided to the owner.	One of the following: 1. Revoke the Notice of Requirement over 2 Millstream Place, Warkworth; or 2. Change the Notice of Requirement over 2 Millstream Place, Warkworth to one requiring the construction of the retaining wall on the northern boundary of the property to allow the cycleway and footpath to be built; or 3. Immediately offer to purchase 2 Millstream Place, Warkworth from the owner at a fair price to be agreed.
5	5.1	Jillian Gabriel	Oppose	Construction Effects. Traffic	Operates the Bin Inn at 9-11 Elizabeth St. Reliant on vehicle street access for operation. Opposed until provided with details of works required. Sales reduced since opening of Matakana Link Rd and diversion of traffic from Warkworth township.	Seeks clarity on what the proposed roadworks will include for Elizabeth Street Warkworth and how traffic flow and foot traffic to this area will be affected, and specifically how the property at 9-11 Elizabeth St, Warkworth will be affected.
6	6.1	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Extent of NoR	Avoid taking property 2 Millstream Place. It should be possible to build a piled retaining wall adjacent to the boundary to avoid taking this property. See design proposals for Hill St Intersection	Build a piled retaining wall adjacent to the boundary to avoid taking this property. See design proposals for Hill St Intersection in submission.
6	6.2	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	NoR Alignment. Traffic. Stormwater	Alternatives for the crossing of the Vipond stream have been tabled with the 'Kiln Hearing'. This would involve sharing the bridge built by the developer (See diagram in submission) and taking the route away from the rather dubious retaining walls on Sandspit Road. Resolve by negotiation with the 'Kilns' Developer. The combined Walkway at the Kilns should be carried up to the Sandspit Link intersection. At Park Lane the road crosses a narrow culvert. This will have to be replaced with a bridge. It would be much easier to build the bridge to the north and keep Sandspit Road operational during the upgrade. Relocation of the road would also avoid the house at 126 Sandspit Road	Change Alignment to make better use of remaining industrial land.
6	6.3	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Construction Effects	Many of the NOR proposals disregard the disruption caused by the construction and the consequent loss of service. For works to be carried out a limited operational Network has to be in place. Major works (especially bridges) are proposed to be built on the existing alignment with no apparent alternative route.	Reconsider construction disruption.

6	6.4	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Extent of NoR	The NORs shown are generous in plan area and the area include additional works beyond the highway such as detention wetlands and areas to allocated for construction purposes. While these areas will be needed there may be alternatives available that may be more acceptable to the affected landowners.	Wherever possible the NOR should be reduced to the bare minimum to minimize alienating the land.
6	6.5	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Timeframe/Lapse period. Blight	Land designated by the NOR process may not required for decades. The Draft Auckland Development Strategy, currently out for consultation, threatens to extend the construction delay for 20 years or more. Holding off the land purchase indefinitely is not tolerable. In many cases the scope of works indicated is so generous that it would be unlikely to be fundable within the foreseeable future.	Timing should be reviewed.
6	6.6	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Improvements to land. Compensation	The NOR should not preclude all land improvement and approved developments.	Reasonable improvements by landowners should be included in eventual compensation agreements.
6	6.7	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Traffic Modelling	Traffic modelling in the Assessment of Traffic Effects were substantial lower (sometimes half the volume) of that given by SGA in 2019. We still have disagreement with Auckland Council over the persons per residential unit being used in Warkworth being considerably lower than anywhere else in the Auckland area. The variance in Traffic modelling data needs to be resolved.	Review and resolve traffic modelling differences.
6	6.8	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Ongoing Consultation	Consultation by SGA should include community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association as they have shown themselves to be responsible representatives of the community with extensive knowledge and considerable expertise in engineering and planning matters with their members. This consultation has not been carried out.	Consult with community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association.
7	7.1	The Kilns Limited	Oppose	Extent of NoR. NoR Alignment. Alternatives. Traffic.	Owns 34 & 36 Sandspit Rd. Resource consent granted on 25 May 2023 to construct 49 dwellings, construction works and subdivision. Opposes NoR5, specifically the portion of proposed Sandspit Rd upgrade between Millstream Place and the Lime Works private road. NoR does not take account of viable and consented alternatives or demonstrate why extent of NoR is required.	That NOR 5 as it relates to the subject land, be rejected Or withdrawn unless amendments are made to the NOR to address the matters raised in the submission.
7	7.2	The Kilns Limited	Oppose	Extent of NoR. NoR Alignment. Traffic.	The impact on the consented development creates an inefficient use of the scarce land resource within close proximity to Warkworth Town Centre. Although the now consented development is acknowledged in the AEE this does not seem to acknowledge the shared path that will connect to Millstream Place that is also a consented part of the development. A frontage arrangement was agreed with Auckland Transport prior to the hearing enabling a 1.8 metre footpath along the frontage and without affecting the consented development. A snip of the approved plan is in submission. The extent of NoR should be reduced to reflect alternative frontage arrangement.	That NOR 5 as it relates to the subject land, be rejected Or withdrawn unless amendments are made to the NOR to address the matters raised in the submission.

7	7.3	The Kilns Limited	Oppose	Timeframe/Lapse Period. Blight.	The Designation will blight the land owned by The Kilns for potentially 25-years. The lapse date time period is opposed. The portion of the designation adjacent to the site and between the Lime Works Road and Warkworth Town Centre needs to be urbanised in a much shorter timeframe. This is because of the proximity of this portion of road to the Town Centre and the likely development that will occur in this area within a lesser time period.	That NOR 5 as it relates to the subject land, be rejected Or withdrawn unless amendments are made to the NOR to address the matters raised in the submission.
7	7.4	The Kilns Limited	Oppose	Heritage. Ecology	The site is subject to a Heritage Extent of Place overlay and Significant Ecological Area ("SEA"). The AEE and supporting technical assessments do not appear to acknowledge the potential adverse effects that could be associated with the proposed works. The consented development appropriately addresses the heritage and archaeological values.	That NOR 5 as it relates to the subject land, be rejected Or withdrawn unless amendments are made to the NOR to address the matters raised in the submission.
7	7.5	The Kilns Limited	Oppose	Conditions	Condition 1 should be amended to alter the extent of the Designation affecting the subject land. Condition 9 relating to the Urban and Landscape Design Management Plan (ULDMP) should include a requirement for evidence of consultation with any affected landowners and if there are aspects of the ULDMP that impact on the use or otherwise affects land then the landowner should be consulted, and written approval obtained. Otherwise, the ULDMP should be amended so that there are no effects, or so that the landowner provides written approval. This is required because, amongst other matters the Urban Design assessment provided with the NoR seeks to minimise land disturbance. Condition 12 the Stakeholder and Communication and Engagement Management Plan could be amended to address this requirement or could be cross referenced.	That NOR 5 as it relates to the subject land, be rejected Or withdrawn unless amendments are made to the NOR to address the matters raised in the submission.
7	7.6	The Kilns Limited	Oppose	Traffic Modelling	The NOR is based on transportation modelling that is out of date with likely changes to urban form and density in Warkworth.	That NOR 5 as it relates to the subject land, be rejected Or withdrawn unless amendments are made to the NOR to address the matters raised in the submission.
7	7.7	The Kilns Limited	Oppose	Policy Assessment	The NOR does not fulfil the outcomes sought by the NPS-UD, the RPS or the relevant provisions of the AUP.	That NOR 5 as it relates to the subject land, be rejected Or withdrawn unless amendments are made to the NOR to address the matters raised in the submission.
8	8.1	Northland Waste Limited	Oppose	Insufficient Information. Alternatives	163 and 183 Sandspit Rd - transfer station on 183 has resource consent. Insufficient information provided to demonstrate effects are appropriate and that a full assessment of alternatives has been undertaken.	Seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of NOR will not result in adverse effects on the existing and future urban form. Amend conditions to give effect to submission.

8	8.2	Northland Limited	Waste	Oppose	Alternatives. Trees. Ecology	Flooding.	The General Arrangement plans submitted with NOR5 show a potential construction yard area within the proposed designation area on 163 Sandspit Road hence the reason for a wider designation footprint in this location. The Right of Way adjacent to the indicative construction area, which serves 163 and 183 Sandspit Road, also serves the quarry and several other properties. It is a highly utilised right of way by cars and large trucks. Further this entire area is identified on Auckland Council Geomaps as containing a flood plain and flood prone area which is unlikely to be a suitable place to locate a construction yard. In addition, the majority of the indicative construction area is subject to a consent notice which protects the vegetation in this area (consent notice attached to submission). There is no assessment provided to demonstrate that the effects of a construction yard in this location are appropriate nor is there any assessment of alternatives provided with respect to the location of the construction yard. Given the potential adverse effects of a construction yard in this location, alternative locations should have been assessed and considered. There are other areas on the submitters land that a construction yard could be established, and we would be happy to discuss these with Auckland Transport.	Seeks that issues raised by addressed. Seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of the NoR will not result in adverse effects on the existing and future urban form. Seeks amendments to conditions and the ability to review and input into the conditions.
8	8.3	Northland Limited	Waste	Oppose	Traffic. Access		Section 5.32 of the Assessment of Traffic Effects covers the Assessment of Construction Effects. Table 5.3 lists sites for consideration within future CTMP; the Quarry site is the only site identified as a site for specific consideration. The Warkworth Resource Recovery operation should be added as a site for specific consideration. It is essential that the Warkworth Resource Recovery operation maintains full access for all vehicles, including heavy vehicles, to and from the site during the construction of the Sandspit Road Upgrade project.	Seeks that issues raised by addressed. Seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of the NoR will not result in adverse effects on the existing and future urban form. Seeks amendments to conditions and the ability to review and input into the conditions.
8	8.4	Northland Limited	Waste	Oppose	Traffic. Access		The proposed roundabout at the future intersection of the Sandspit Link Road provides a leg into the private ROW that is used to access the land which Northland Waste has an interest in as well as the Quarry. Given the arrangement proposed it is likely that public traffic will likely make a turn into the ROW at some point in time – this raises safety and efficiency concerns. How is this to be managed? It does not appear to have been assessed.	Seeks that issues raised by addressed. Seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of the NoR will not result in adverse effects on the existing and future urban form. Seeks amendments to conditions and the ability to review and input into the conditions.
8	8.5	Northland Limited	Waste	Oppose	Traffic Modelling		SATURN modelling has been completed on the basis that the Hill Street intersection has been upgraded; this is uncertain, and the project has been in discussion for decades. If the NOR is dependent upon this intersection being upgraded, then this should be a condition otherwise modelling shall be undertaken to demonstrate effects if the Hill Street intersection has not been upgraded. Further there is a concern that the traffic assessment is based on the SATURN model that itself is based on flawed assumptions that do not reflect the current legislative or policy framework.	Seeks that issues raised by addressed. Seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of the NoR will not result in adverse effects on the existing and future urban form. Seeks amendments to conditions and the ability to review and input into the conditions.



8	8.6	Northland Limited	Waste	Oppose	Future Timeframe/Lapse Blight	Use. Period.	Figure 33-1 in the Urban Design Evaluation Report shows an 'ecological connectivity' outcome on or adjacent to 163 Sandspit Road. Ecological Connectivity is described as landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity along the Mahurangi River. Does this mean that this area of land is to be utilised for long term ecological enhancement and as such is not a temporary construction area – this information should be made clear as the NoR seeks a 25 year lapse period which places blight on the property. Without clear information, the landowner is unable to plan for any development within the next 25 years and it makes it difficult for the Requiring Authority to provide a future s176 approval if what is required in this area is not known	Seeks that issues raised by addressed. Seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of the NoR will not result in adverse effects on the existing and future urban form. Seeks amendments to conditions and the ability to review and input into the conditions.
9	9.1	Watercare Limited	Services	Neutral	Ongoing Consultation		Neither supports or opposes the NoR but seeks to ensure that a live and continual process is provided by AT in developing the NoRs which recognises that asset management and construction plans are constantly being updated and amended. Watercare supports the sharing of information, data and commercial models. Collaboration could also include the need for shared utility corridors, potential cost shared delivery of opportunistic works and engagement on timing and asset phasing. Seeks early and ongoing engagement from AT for its planning and construction works relating to the NoRs including prior to detailed design and during construction.	(a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; (b) amendments to the NoRs to ensure that AT is to engage with Watercare, along with other infrastructure providers (such as relevant developers), in a timely manner that enables the consideration of cost-shared delivery models; and (c) such further relief or consequential amendments as considered appropriate and necessary to address the concerns as set out above.
10	10.1	Heritage New Zealand Pouhere Taonga		Support	Heritage. Archaeology. Conditions		Supports NoR 2. Seeks amendments to HHMP condition so this reflects the wording identified in evidence for Airport to Botany NoR in removing the conflation potential between the requirements under the HNZPTA and the RMA.	Refer to submission for revised HHMP Condition wording.
11	11.1	Laroc Farm Limited		Oppose	Timeframe/Lapse Blight. Conditions.	Period.	Own 76 Matakana Rd. FUZ zoned with SEA. Oppose the 25-year lapse date sought by the Requiring Authority. Will blight the land for up to 25-years. The proposed lapse timeframe and the proposed conditions do not appropriately provide for integration with existing or future urban development.	Seek Auckland Council recommends NOR 5 be rejected or that amendments are made to: a. remove the extent of NOR 5 from the subject site; b. amend the lapse date to ten years maximum; c. amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); d. such further or other consequential amendments as considered appropriate and necessary to address the concerns.

11	11.2	Laroc Farm Limited	Oppose	Extent of NoR	Opposes the extent of works shown affecting the subject site as shown on the General Arrangement Plan for NOR 5. The extent of works are potentially based on flawed modelling and assumptions.	Seek Auckland Council recommends NOR 5 be rejected or that amendments are made to: a. remove the extent of NOR 5 from the subject site; b. amend the lapse date to ten years maximum; c. amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); d. such further or other consequential amendments as considered appropriate and necessary to address the concerns.
11	11.3	Laroc Farm Limited	Oppose	Stormwater. Earthworks. Flooding.	Opposes the location of the proposed stormwater wetland and fill batter as shown on the Urban Design Outcomes and Opportunities Plan.	Seek Auckland Council recommends NOR 5 be rejected or that amendments are made to: a. remove the extent of NOR 5 from the subject site; b. amend the lapse date to ten years maximum; c. amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); d. such further or other consequential amendments as considered appropriate and necessary to address the concerns.
11	11.4	Laroc Farm Limited	Oppose	Access	Opposes the fact that no connection is shown between the proposed Sandspit Road NOR and associated upgrade and NOR 5. Also opposes that the NoR does not demonstrate how the upgrade will tie into the Hill Street / SH 1 intersection upgrades or the Matakana Road Upgrades.	Seek Auckland Council recommends NOR 5 be rejected or that amendments are made to: a. remove the extent of NOR 5 from the subject site; b. amend the lapse date to ten years maximum; c. amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); d. such further or other consequential amendments as considered appropriate and necessary to address the concerns.

11	11.5	Laroc Farm Limited	Oppose	Traffic Modelling	Opposes NOR 5 because of the transportation modelling upon which the Project is based is out of date and is not prepared on the basis of the likely form of development that will arise for Warkworth under the NPS UD, including outcomes that may arise as a result of Proposed Plan Change 78 and the Auckland Council Draft Future Development Strategy ("FDS").	Seek Auckland Council recommends NOR 5 be rejected or that amendments are made to: a. remove the extent of NOR 5 from the subject site; b. amend the lapse date to ten years maximum; c. amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); d. such further or other consequential amendments as considered appropriate and necessary to address the concerns.
11	11.6	Laroc Farm Limited	Oppose	Policy Assessment	Will not promote the sustainable management of natural and physical resources of Tāmaki Makaurau. Is inconsistent with Part 2 of the RMA. Is inconsistent with planning documents (Auckland Unitary Plan) and the NPS-UD. Is not reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought. Does not avoid, remedy or mitigate actual and potential adverse effects on the environment.	Seek Auckland Council recommends NOR 5 be rejected or that amendments are made to: a. remove the extent of NOR 5 from the subject site; b. amend the lapse date to ten years maximum; c. amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar); d. such further or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
12	12.1	Equal Justice Project	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.
13	13.1	Grant Hewison	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.

## NOR 6 – SUMMARY OF SUBMISSIONS

NOR 6 WESTERN LINK - SOUTH						
Summary of Submissions	Sub Point #	Submitter Name	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought
1	1.1	Samuel Holmes	Neutral	Ongoing Consultation. Boundary Treatment.	Private property boundary to public road boundary interface. Submitter would like to be included in options of the boundary treatment between private property and public road boundary. Will the area be densely vegetated with a boundary fence. This will aid with light pollution, noise pollution, whilst clearly identifying maintenance requirements.	Submitter would like to be included in options of the boundary treatment between private property and public road boundary.
2	2.1	Grange Ridge Limited	Oppose	Stormwater. Flooding.	Owns 59 Woodcocks Rd; 24, 20-22 Morrison Drive and Lot 1 DP556765. Land adjacent to existing public stormwater pond. NOR6 has insufficient information provided to demonstrate the quantum of effects associated with the proposed discharge of stormwater; or that stormwater impacts are able to be appropriately mitigated and that effects on neighbouring properties and the existing stormwater system are appropriate. The requiring authority should demonstrate that all available alternatives have been considered and that the stormwater system proposed will not result in adverse effects on adjoining properties, that devises proposed are efficient and will not compromise the future urban development of the land. The overflow from the stormwater pond proposed on Evelyn Street will discharge to the existing stormwater pond adjacent to the southern boundary of the submitters land. This pond already overflows resulting in flooding of the Submitters land. In addition, further development which has recently been consented in this catchment is going to direct its stormwater to this existing pond. This existing pond is at capacity and it is not appropriate for the proposed new stormwater pond at Evelyn Street to have an outfall into this existing pond. The AEE is brief and there is no evidence that the operational stormwater and flooding effects have been assessed.	Provide evidence that there will be no additional flooding on submitters land as a result of NoR6.
2	2.2	Grange Ridge Limited	Oppose	Stormwater. Conditions	Condition 10 Flood Hazard is not sufficient to address flooding on industrial land and its use i.e. there are no habitable buildings, the reference to flood level is not appropriate and additional flooding would result in more than minor effects.	Amend conditions and enable review and input in to wording from submitters.
3	3.1	Te Whatu Ora Health New Zealand	Oppose	Extent of NoR	Warkworth Community Services is currently located on a temporary basis at : 77 Morrison Drive (Rodney Surgical Centre) and 47 Morrison Drive (Harbour Hospice). Te Whatu Ora plans to develop a new Community Hub adjacent to the Rodney Surgical Centre, on a new lot to be subdivided (Subdivision application BUN60416053 lodged) from the north-eastern corner of 25 Gumfield Drive (Lot 2 DP 583685) and subsequently purchased by Te Whatu Ora. 25 Gumfield Drive is a property directly affected by the proposed NoR corridor. The notified drawing of the proposed corridor shows the proposed corridor as intersecting the southern corner of the proposed Community Hub lot. The landowner of 25 Gumfield Drive (Mr Bevan Morrison) and Te Whatu Ora have previously engaged with SGA to improve the alignment of the project with the proposed subdivision and future Community Hub and to exclude the proposed Community Hub lot from the designation area. Recent correspondence with Simon Titter (SGA Warkworth Planning Lead) and Ms Michelle Seymour (SGA Warkworth Project Lead) did include an amendment to the proposed designation boundary to exclude the proposed Community Hub lot.	NoR be withdrawn unless it is amended so that the proposed designation boundary is amended to exclude the proposed Community Hub lot.

3	3.2	Te Whatu Ora Health New Zealand	Oppose	Extent of NoR. Access.	Te Whatu Ora seeks that a two-way connection between Morrison Road and the proposed corridor is provided for. This will enable a logical and convenient connection between the area and the existing and anticipated residential land to the west and south as well as State Highway 1 to the east. This would benefit those working at or visiting the proposed Community Hub, workers, visitors, customers, patients or students of local businesses, Rodney Surgical Centre, Harbour Hospice and the Early Learning Centre (33 Glenmore Drive). This amendment will not adversely impact existing and future industrial activities in the area.	Nor is withdrawn unless it is amended so that a two-way connection between Morrison Road and the proposed corridor is provided for.
4	4.1	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	NoR Alignment	Change NoR alignment.	Change NoR alignment.
4	4.2	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Traffic	No details given of the Mansell Drive – Woodcocks Road intersection. This is the site of many accidents. There is always broken glass on the road. Needs to be signalised .	Provide further detail and assessment
4	4.3	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Future Use. Traffic.	At some stage in the future Mansell Drive may need to be 4 laned to match the Western Link Road through to SH1.	Mansell Drive needs to be 4 laned to match the Western Link Road through to SH1.
4	4.4	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	NoR Alignment	There is a serious need for providing land zoned Industrial in Warkworth. The alignment of NOR6 shown shows little respect for this demand. This should be resolved by discussion with the landowners rather by issuing an NOR. An alignment further from Gumfield Drive should be adopted to maximise usable industrial land. The bridge over the gully should be replaced with a box culvert and the location should be moved further up the gully. The culvert would allow a continuous curve rather than 2 curves in the same direction which is undesirable because traffic will not recognise the straight section. The alignment of the next straight section should be moved further from the industrial property to allow better land utilization. An intersection at Morrison Drive should be shown. This should be shown as a signalized crossroads to allow access to the land to the south for further development. The industrial section at the top left of Morrison Drive should be retained intact as this has been committed to a Hospital Board facility. An intersection to provide access to the Maxwell property should be shown as access to this land via Campbell Drive is narrow and comes out directly opposite Mahurangi College. Extra traffic from the Maxwell subdivision outside the school is highly undesirable.	Change NoR alignment.
4	4.5	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Construction Effects	Many of the NOR proposals disregard the disruption caused by the construction and the consequent loss of service. For works to be carried out a limited operational Network has to be in place. Major works (especially bridges) are proposed to be built on the existing alignment with no apparent alternative route.	Reconsider construction disruption.
4	4.6	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Extent of NoR	The NORs shown are generous in plan area and the area include additional works beyond the highway such as detention wetlands and areas to allocated for construction purposes. While these areas will be needed there may be alternatives available that may be more acceptable to the affected landowners.	Wherever possible the NOR should be reduced to the bare minimum to minimize alienating the land.

4	4.7	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Timeframe/Lapse Period	Land designated by the NOR process may not required for decades. The Draft Auckland Development Strategy, currently out for consultation, threatens to extend the construction delay for 20 years or more. Holding off the land purchase indefinitely is not tolerable. In many cases the scope of works indicated is so generous that it would be unlikely to be fundable within the foreseeable future.	Timing should be reviewed.
4	4.8	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Improvements to land, Compensation	The NOR should not preclude all land improvement and approved developments.	Reasonable improvements by landowners should be included in eventual compensation agreements.
4	4.9	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Traffic Modelling	Traffic modelling in the Assessment of Traffic Effects were substantial lower (sometimes half the volume) of that given by SGA in 2019. We still have disagreement with Auckland Council over the persons per residential unit being used in Warkworth being considerably lower than anywhere else in the Auckland area. The variance in Traffic modelling data needs to be resolved.	Review and resolve traffic modelling differences.
4	4.10	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Ongoing Consultation	Consultation by SGA should include community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association as they have shown themselves to be responsible representatives of the community with extensive knowledge and considerable expertise in engineering and planning matters with their members. This consultation has not been carried out.	Consult with community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association.
5	5.1	Gumfield Property Ltd	Oppose	NoR Alignment. Ongoing Consultation.	Concerned about consultation and NoR alignment / boundaries as they affect submitters land and current development plans.	Requests for a proper consultation, two way planning on how to make the connection between Morrison Drive, WLR and the neighbouring subdivision at Lot 57 DP145377 an acceptable solution for all parties since this is likely the first part of WLR to be constructed. Only 3 land owners, all want to work together for a better outcome than the proposal. Note the email from SGA confirming a commitment to reduce the NoR boundary from 20m to 6m off the toe of the road batter. This would move the boundary outside the proposed Te Wahtu Ora health site and would be agreeable to submitter. But requires on-going consultation.
5	5.2	Gumfield Property Ltd	Oppose	Extent of NoR. NoR Alignment.	Major concerns with the restrictions that the WLR will put on the continuing development of their live zoned industrial land. The WLR cuts the industrial area in two, making the southern portion inaccessible and the earthworks needed on both sides makes the development very restricted. SGA chose not to consider the future extension of Morrison Drive, nor the position of their road and designation boundary with respect to the proposed Healthcare facility and chose to put the designation boundary through the middle of the proposed Te Whatu Ora site.	Requirement for the WLR to be reconsidered as consider that the Wider Western Road will suffice as south of Warkworth increases. Developers of the land do not require the WLR for their development. They have constructed Morrison Drive and Gumfield Drive and have provided plans to SGA as to how their development will be serviced with these roads. If AT/SGA confirm the road is needed then request the alignment be updated in consultation with the 3 land owners the WLR passes through, such that the short-term impact is minimised and live zoned land can be properly developed without hinderance or restriction. If no new alignment can be agreed with AT/SGA then seeks the boundary of the eWLR be moved (as per submission) to ensure the proposed Te Whatu Ora Health site at the top of Morrison Drive is outside the NoR boundary, avoids the water reservoir and provides a more appropriate boundary with live and future zoned development land.

5	5.3	Gumfield Property Ltd	Oppose	Extent of NoR. NoR Alignment. Timeframe. Lapse Period. Blight	Land proposed to be developed i.e. current application being processed by Council and SGA has been advised of this. However, the alignment has not been altered to reflect discussions and agreements with SGA. Also there are no plans by AT to buy the land in the foreseeable future, just to tie it up for an unspecified time i.e.. 20-30 years. How is property owner expected to service the debt and pay for the land when it is not possible to develop it.	If alignment can not be changed then as a minimum, designation boundaries need to be adjusted to allow live zoned land to be suitably developed over the next few years, well in advance of the 10-30yr time frame for AT constructing this WLR.
6	6.1	Nauwhakahoki Limited	Oppose	Traffic. Access. Ongoing Consultation. Conditions	Lot 57 DP 145377 and 25 Gumfield Drive. Need to clarify how access is provided to properties. Plus require on-going consultation.	Seek local road connections from submitter's sites and future collaborative working relationship for delivering the next phase, better than a status quo (requiring authority approval). Amend conditions as necessary to give effect to this submission.
7	7.1	Woodcocks Property Limited	Oppose	Stormwater. NoR Alignment.	Owns 6 Lachlan Drive (formerly 35 Mason Heights). Submitter applied for 71 lot residential and 1 lot light industrial/commercial subdivision consent which was declined by Council but has been appealed by the submitter to the Environment Court. The Submitter will be affected by the proposed location and spatial extent of the corridor, by the proposed stormwater pond, and the wider NoR footprint. Suggests amending the location of the corridor and reducing the spatial extent of the NoR 6 boundary (including the stormwater pond which is not required), such that the Submitter's Site is either no longer within the NoR 6 footprint, or, at the very least, is located further east as shown in diagram (refer to Attachment 1 to submission) which was developed as part of a master planning exercise; and imposing conditions that ensure any adverse effects on the Submitter are addressed.	(a) NoR 6 is withdrawn; or (b) NoR 6 is amended such that the Submitter's Site is either no longer located within the NoR footprint, or a reduced portion of the Site is located within the NoR footprint (as shown in Attachment 1), including by: (i) relocating the corridor further east of the Submitter's Site; and (ii) reducing the spatial extent of the NoR boundary. (c) Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
8	8.1	Aztek Projects Limited and McKinney Road Estate Limited	Oppose	Timeframe. Lapse Period	Submitter was requestor for PC72 which was approved and now operative to rezone land at McKinney Rd to MHS with a Precinct for wastewater staging, transport, ecology and water matters. The submitter opposes the 20-year lapse period sought. The upgrades to State Highway 1 / McKinney Road Intersection need to occur now in order to provide safe and efficient transportation for current and future residential development and growth within Warkworth. The NOR6 works need to occur in a manner that is integrated with urban development in order to create good urban outcomes and integrate with future urban development.	Reduce lapse date
8	8.2	Aztek Projects Limited and McKinney Road Estate Limited	Oppose	Conditions	The Designation Conditions in their current form do not adequately provide for consultation with adjacent landowners, developers and stakeholders to ensure that the design of the NOR6 works integrate with future urban development of the surrounding area.	Amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar) and to ensure that the works are undertaken in a manner that integrate with the future urban development of the surrounding area.
8	8.3	Aztek Projects Limited and McKinney Road Estate Limited	Oppose	Policy Assessment	Proposal contrary to relevant objectives and policies of NPS-UD, RPS, AUP, specifically those provisions which seek that the planning, funding and delivery of transportation infrastructure is undertaken in a manner that integrates with urban growth and facilitates good urban outcomes.	Withdraw or reject NoR6.
9	9.1	Kyle Stephen and Heather Deans	Oppose	Amenity. Extent of NoR.	Own 3 McKinney Rd, 1012m2 in SHZ. Little consideration of the effects that the new/upgraded arterial corridors will have on residential properties, and particularly the submitter's property. Road formation, footpaths or cycleways are not located within the site but the new layout will require a cut batter face which extends into the site. No dimensions are shown on the general arrangement plans, but the cut face appears to generally extend 5m into the submitter's property. The designation is located up to 2m from the house in some locations. The proposed cut batter and designation boundary adversely affect the outdoor living space for the existing dwelling. The vegetation screening this area from the State	Decline unless change to - Extend the designation to the west of the existing designation where it adjoins the SHZ land – so no extension of the designation into SHZ properties. This allows the undeveloped FUZ land to be utilised where practicable without unduly compromising the amenity of established residential properties. If the designation is to extend into SHZ properties, consider alternatives to cut/fill batter faces such as retaining walls. This would enable the majority of the outdoor living space to be retained. Any other relief required to address the adverse effects.



					Highway will also be removed as it falls within the designated area affecting privacy and amenity for the existing dwelling.	
9	9.2	Kyle Stephen and Heather Deans	Oppose	Alternatives	The NoR includes a consideration of alternatives. Alternatives focus on the FUZ land as this adjoins both sides of the new road alignments for the majority of their length. There is a short but significant section where the new State Highway 1 alignment adjoins established residential properties zoned SHZ. The consideration of alternatives makes little mention of the interface between the existing residential properties and the new road corridor.	Decline unless change to - Extend the designation to the west of the existing designation where it adjoins the SHZ land – so no extension of the designation into SHZ properties. This allows the undeveloped FUZ land to be utilised where practicable without unduly compromising the amenity of established residential properties. If the designation is to extend into SHZ properties, consider alternatives to cut/fill batter faces such as retaining walls. This would enable the majority of the outdoor living space to be retained. Any other relief required to address the adverse effects.
9	9.3	Kyle Stephen and Heather Deans	Oppose	Future Development . Blight	The site is proposed to be rezoned MHU zone under PC 78. While PC78 is currently on hold, it will eventually enable the subdivision of the site into three 300m2 lots under Rule E.38.8.2.3 of the AUP. The proposed reduction in the area of the site resulting from subsequent acquisition of the designated area will likely reduce the subdivision potential from 3 to 2 lots with an associated reduction in the value of the site.	Decline unless amended to address concerns.
10	10.1	Watercare Services Limited	Neutral	Ongoing Consultation	Neither supports or opposes the NoR but seeks to ensure that a live and continual process is provided by AT in developing the NoRs which recognises that asset management and construction plans are constantly being updated and amended. Watercare supports the sharing of information, data and commercial models. Collaboration could also include the need for shared utility corridors, potential cost shared delivery of opportunistic works and engagement on timing and asset phasing. Seeks early and ongoing engagement from AT for its planning and construction works relating to the NoRs including prior to detailed design and during construction.	(a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; (b) amendments to the NoRs to ensure that AT is to engage with Watercare, along with other infrastructure providers (such as relevant developers), in a timely manner that enables the consideration of cost-shared delivery models; and (c) such further relief or consequential amendments as considered appropriate and necessary to address the concerns as set out above.
11	11.1	Heritage New Zealand Pouhere Taonga	Support	Heritage. Archaeology. Conditions	Supports NoR 6. Seeks amendments to HHMP condition so this reflects the wording identified in evidence for Airport to Botany NoR in removing the conflation potential between the requirements under the HNZPTA and the RMA.	Refer to submission for revised HHMP Condition wording.
12	12.1	Tom and Robyn Morrison	Oppose	Ongoing Consultation. Extent of NoR. NoR Alignment	Own 1791 SH1. Lack of consultation. Object to the extent of the area apparently needed for a batter above the road and the area at the northern end of the property. Concerned with the size of the area needed for construction of the road. The area encompasses a large water tank that supplies water for 4 houses and all the stock. The tank sits at the highest area above the pump, so that it can gravity feed everything on the farm. Moving it is impractical.	Alter the road alignment. If the road alignment was higher at this point, instead of being cut down with a large batter, then the impact would be a lot less.
13	13.1	Te Tāhuhu o the Mātauranga Ministry of Education	Neutral	Construction Effects. Operation. Conditions	MoE seeks to appropriately address and manage construction-related effects and the on-going potential effects the projects may have on the operation and management of the schools, particularly for NoR 2, NoR 6, and NoR 8. If the future schools are operative before the construction of the proposed works, the schools may be affected by construction noise and vibration. Under proposed condition 16, Auckland Transport is required to develop a Construction Noise and Vibration Management Plan (CNVMP) before construction commences. Mahurangi College is located at the corner of Woodcocks Road and Auckland Road. The College will potentially be affected by an increased volume of heavy vehicles using Woodcocks Road to access the construction area of NoR2, NoR3, NoR6 and NoR8. This is a traffic safety concern for students walking and cycling to and from school.	Amendments to condition wording (refer to submission for wording).

13	13.2	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Traffic.	MoE supports the provision of separated walking and cycle facilities that will provide safe access to the current and future wider school network. Encouraging mode shift will provide significant health benefits for students and staff, reducing traffic generation at pick-up and drop-off times. Schools should be well serviced by safe and accessible pedestrian and cycling links as well as public transportation facilities, and it is considered that the proposed upgrades will provide adequate cycling and walking infrastructure to the schools in Warkworth.	No specific relief.
13	13.3	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Construction Effects (Noise and Vibration). Conditions	If the future schools are operative before the construction of the proposed works, the schools may be affected by construction noise and vibration. Under proposed condition 16, Auckland Transport is required to develop a Construction Noise and Vibration Management Plan (CNVMP) before construction commences.	MoE requests that they and the future schools are engaged with regarding any potential construction noise and vibration impacts. In addition, the MoE requests that any construction activities that will significantly exceed the permitted noise and/or vibration levels are undertaken outside of exam periods to minimise disruptions to students' learning. Seeks amendments to conditions.
13	13.4	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Construction Traffic. Conditions.	Mahurangi College is located at the corner of Woodcocks Road and Auckland Road. The College will potentially be affected by an increased volume of heavy vehicles using Woodcocks Road to access the construction area of NoR2, NoR3, NoR6 and NoR8. This is a traffic safety concern for students walking and cycling to school at peak pick-up and drop-off times. Proposed condition 15 requires the preparation of a Construction Traffic Management Plan (CTMP) prior to the start of construction. MoE supports the inclusion of this condition but requests minor alterations to the condition to include details on how all heavy construction vehicles will avoid schools (and any new schools established before construction commences) during pick-up and drop-off times and to maintain a safe environment for students to walk and cycle to and from school. MoE also request that truck drivers are briefed on maintaining safe speeds around schools.	Amendments to CTMP condition (refer submission for wording).
13	13.5	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Conditions	MoE supports the establishment of a Stakeholder Communication and Engagement Management Plan (SCEMP) as a proposed condition. MoE considers that they, Mahurangi College, and future schools are all key stakeholders in this Project and specific engagement with all parties is required to manage construction effects on the schools.	Amendments to SCEMP condition (refer submission for wording).
14	14.1	Equal Justice Project	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.
15	15.1	Grant Hewison	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.

## NOR 7 – SUMMARY OF SUBMISSIONS

NOR 7: SANDSPIT LINK						
Summary of Submissions	Sub Point #	Submitter Name	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought
1	1.1	Derek Smith	Oppose	NoR alignment. Traffic.	Prefers options 5 (exit onto Sandspit Road) is more east than option 4 (exit onto Sandspit Road is closer to Warkworth). Option 5 will be quicker for people in Sandspit, Scotts Landing, Snells Beach, Algies & Martin's Bays to get onto the motorway than going into Warkworth and getting stuck in traffic at the Hill Street intersection.	Option 5 over option 4 should be selected.
2	2.1	John William Bryham	Oppose	NoR alignment. Ongoing Consultation. Ecology.	Owns 131 Sandspit Rd. Feel that they were not heard, level of engagement is minimal and have had no contact from SGA.	Remove NoR7 from 131 Sandspit Rd. Realign NoR to continue straight ahead at the end of the limeworks road up to the top corner of Rodney's third block and there veer left almost in a straight line to the new roundabout on Matakana Road.
2	2.2	John William Bryham	Oppose	Land Stability. Flooding. Stormwater.	No assessment of underlying soil of Rodney McDonald's blocks. Road over this land is one of the most slip-prone in the area. This is a huge risk to sitting the silt-retention dam in the proposed site as it is considered too unstable for Rodney to build a house there. Road could be built from bedrock limestone for confidence of stability to handle floods. Silt-retention ponds nearby may be able to be made use of.	Remove NoR7 from 131 Sandspit Rd. Realign NoR to continue straight ahead at the end of the limeworks road up to the top corner of Rodney's third block and there veer left almost in a straight line to the new roundabout on Matakana Road.
2	2.3	John William Bryham	Oppose	NoR Alignment. Social Impacts. Cost of NoR.	Rodney Lime Co-Op could sell some of their worked cheaper then having to pay to cross five prime blocks on your proposed route and impacting their lives of many people for the next thirty years.	To remove the NoR from 131 Sandspit Rd. Realign NoR to continue straight ahead at the end of the limeworks road up to the top corner of Rodney's third block and there veer left almost in a straight line to the new roundabout on Matakana Road.
2	2.4	John William Bryham	Oppose	Time Frame. Lapse Period	Issue with the timeline of project and giving evidence. The project is needed now, not in ten to thirty years time. Any time/day of the week there are queues up Sandspit Road.	Require a shorter timeframe for road development.
3	3.1	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	NoR alignment. Land Stability	Option proposed by the community outside the quarry not considered which affected fewer land owners and has less environmental impacts. One of the options cuts across the quarry through an area of waste disposal. The stability of the ground in this location may not have been considered.	Change NoR alignment.
3	3.2	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Construction Effects	Many of the NOR proposals disregard the disruption caused by the construction and the consequent loss of service. For works to be carried out a limited operational Network has to be in place. Major works (especially bridges) are proposed to be built on the existing alignment with no apparent alternative route.	Reconsider construction disruption.
3	3.3	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Extent of NoR	The NORs shown are generous in plan area and the area include additional works beyond the highway such as detention wetlands and areas to allocated for construction purposes. While these areas will be needed there may be alternatives available that may be more acceptable to the affected landowners.	Wherever possible the NOR should be reduced to the bare minimum to minimize alienating the land.

3	3.4	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Time Frame. Lapse Period	Land designated by the NOR process may not required for decades. The Draft Auckland Development Strategy, currently out for consultation, threatens to extend the construction delay for 20 years or more. Holding off the land purchase indefinitely is not tolerable. In many cases the scope of works indicated is so generous that it would be unlikely to be fundable within the foreseeable future.	Timing should be reviewed.
3	3.5	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Improvements to land and Compensation	The NOR should not preclude all land improvement and approved developments.	Reasonable improvements by landowners should be included in eventual compensation agreements.
3	3.6	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Traffic Modelling	Traffic modelling in the Assessment of Traffic Effects were substantial lower (sometimes half the volume) of that given by SGA in 2019. We still have disagreement with Auckland Council over the persons per residential unit being used in Warkworth being considerably lower than anywhere else in the Auckland area. The variance in Traffic modelling data needs to be resolved.	Review and resolve traffic modelling differences.
3	3.7	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Ongoing Consultation	Consultation by SGA should include community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association as they have shown themselves to be responsible representatives of the community with extensive knowledge and considerable expertise in engineering and planning matters with their members. This consultation has not been carried out.	Consult with community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association.
4	4.1	Sol Solis Trust	Oppose	NoR Alignment. Ongoing Consultation. Traffic	95, 97 and 97A Sandspit Rd. Prefers option 4 as it goes around north of the quarry and removes severe congestion. Concerns about Snells Beach, Algies Bay and Martins Bay will bottleneck. Option 5 increases connectivity to NE Warkworth and the Mahurangi Peninsula but compared to Option 4 where the intersection is already regularly congested, adding a further connector will only increase traffic. Cutting off the western end of Sandspit Road all the way back to Hamilton Road (or where option 4 connects to Sandspit Rd) to all but local traffic (thus eliminating the need for an expensive upgrade to Sandspit Rd per NOR5) and directing all Mahurangi Peninsula traffic to the Matakana Link Road and thus take most of the pressure off Hill Street Intersection? Land inside the ring road is already countryside living / large lot residential, or future urban, and rural land is low quality, so development in this area should not be of concern. Lack of consultations, last contact 5 years ago.	Seeks a more thorough reassessment of option 4 and 5, as option 4 has merits that requires further assessment, and option 5, selected by SGA appears to have overlooked key elements including the impact of the loss of residents dwellings in assessment discussions. Seeks further consultation.
4	4.2	Sol Solis Trust	Oppose	Insufficient Information	Need more information regarding statutory valuation of the market value of option 4 and option 5.	Seeks a more thorough reassessment of option 4 and 5, as option 4 has merits that requires further assessment, and option 5, selected by SGA appears to have overlooked key elements including the impact of the loss of residents dwellings in assessment discussions. Seeks further consultation.

4	4.3	Sol Solis Trust	Oppose	NoR Alignment. Social Impacts	Residents prefer option 4 as it avoids the loss of 4 or 5 residential properties. Golf course as it is inhabited would be amenable to the route, as it provides a chance to remodel and update. No consideration of loss of homes and the impact on residents. Their home is their identity (turangawaewae) which will be demolished. Home also used for community events (pony club, meetings, children and youth events and large family gatherings). Residential dwellings not considered as a key feature in Figure 5-35 and no discussion on their demolition. Questions why the uninhabited golf course is a key feature. Operation Quarry is also noted but no discussion that it is near the end of life, most of the land is unused despite being informed of this in September 2018 which stated that section of quarry has dug as much as they can - has started to be filled in - land no value to them.	Seeks a more thorough reassessment of option 4 and 5, as option 4 has merits that requires further assessment, and option 5, selected by SGA appears to have overlooked key elements including the impact of the loss of residents dwellings in assessment discussions. Seeks further consultation.
4	4.4	Sol Solis Trust	Oppose	Land Stability. Stormwater.	Land slippage in the area. Questions if SGA have assessed the engineering risks of route 5 compared to route 4. Stormwater collection pond near submitters house will place load on unstable soils directly below their house. In considering route 5, land where proposed stormwater is already unstable, has slippages, erosion and springs underground which could impact dam with the volume of water. Hill slope seep, valley head seeps and natural wetlands present. Submitters land unstable and the neighbouring quarry had to undertake major works including removing 40 mature pine trees to stop major slippages on their land. The quarry land has solid limestone base under their overburden. Questions if SGA is aware.	Seeks a more thorough reassessment of option 4 and 5, as option 4 has merits that requires further assessment, and option 5, selected by SGA appears to have overlooked key elements including the impact of the loss of residents dwellings in assessment discussions. Seeks further consultation.
4	4.5	Sol Solis Trust	Oppose	Ecology. Stormwater Flooding.	The project team noted surface ponding and a wish to avoid fragmenting potential bird corridors between nearby ponds. Given the limestone is alkaline, submitter questions if birds been observed in the quarry area marked as flood prone.	Seeks a more thorough reassessment of option 4 and 5, as option 4 has merits that requires further assessment, and option 5, selected by SGA appears to have overlooked key elements including the impact of the loss of residents dwellings in assessment discussions. Seeks further consultation.
4	4.6	Sol Solis Trust	Oppose	Land Stability. Risk	Operational quarry in the northern growth area. Questions on what basis is there higher construction and environmental risk associated with the quarry (but no observable risks identified), when the greenfields option on submitters property has observable landslides according to SGA in the table 5-40.	Seeks a more thorough reassessment of option 4 and 5, as option 4 has merits that requires further assessment, and option 5, selected by SGA appears to have overlooked key elements including the impact of the loss of residents dwellings in assessment discussions. Seeks further consultation.
5	5.1	Northland Limited	Waste Oppose	Insufficient Information.	163 and 183 Sandspit Rd - transfer station on 183 has resource consent. Insufficient information provided to demonstrate effects are appropriate and that a full assessment of alternatives has been undertaken.	Northland Waste Ltd seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of NOR7 will not result in adverse effects on the existing and future urban form. Amend conditions to give effect to submission.

5	5.2	Northland Limited	Waste	Oppose	Extent of NoR. Access. Natural Hazards. Ecology.	The designation shows a small slither of 163 Sandspit Road being outside the proposed designation – this slither of land is subject to a consent notice which protects the vegetation in this area. In previous communications with SGA, they had advised that 163 Sandspit Road was going to be subject to full acquisition. The slither of land should form part of the acquisition thus resulting in a full acquisition of this property. This land does not have appropriate access and is at significant risk of natural hazards noting that the entire area (GeoMaps identified as flood plain and flood prone area). This is a requirement under s106 of the Resource Management Act and while this applies to subdivisions it is considered relevant for the creation of new titles as a result of land acquisition under the Public Works Act. This entire area of land is subject to a Consent Notice which protects the area of natural landscape trees and vegetation.	Northland Waste Ltd seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of NOR7 will not result in adverse effects on the existing and future urban form. Amend conditions to give effect to submission.
5	5.3	Northland Limited	Waste	Oppose	Time Frame. Lapse Period	Lapse period sought is 25 years. Land is currently vacant and the majority of the site is subject to NOR7 thus leaving little ability for the land to be developed for any purpose. Landowner out of pocket as they need to pay land holding costs without being able to develop the land to be useable or generate an income. Should be early and full acquisition of the land by Auckland Transport. Not acceptable for blight on the land for up to 25 years.	Northland Waste Ltd seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of NOR7 will not result in adverse effects on the existing and future urban form. Amend conditions to give effect to submission.
5	5.4	Northland Limited	Waste	Oppose	Future Use. Compensation	Warkworth Structure Plan 2019 identifies 163 Sandspit Road as being zoned Residential - Single House in future. The sides of the open watercourse running through the site is identified as a future esplanade reserve (20m) on subdivision. A future greenway route is identified as running alongside the esplanade reserve. Any acquisition of the property will need to be based on the land's future development potential. Sandspit Link Road location with respect to the zoning is supported. The road will separate the quarry and 183 Sandspit Road from the larger Future Urban zone area of land to the west providing a good buffer to these future urban areas from the quarry and Warkworth Recovery Re:Sort.	Northland Waste Ltd seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of NOR7 will not result in adverse effects on the existing and future urban form. Amend conditions to give effect to submission.
5	5.5	Northland Limited	Waste	Oppose	Traffic. Access	Appropriate access to the current and future land uses on 183 Sandspit Road will need to be provided for during both construction and operation. The access to the Warkworth Recovery Re:Sort activity must ensure ingress and egress suitable for that activity.	Northland Waste Ltd seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of NOR7 will not result in adverse effects on the existing and future urban form. Amend conditions to give effect to submission.
5	5.6	Northland Limited	Waste	Oppose	Insufficient Information.	NOR7 should show an intersection form that would be appropriate for this intersection if Sandspit Road Upgrade had not been undertaken. In fact, in the Assessment of Transport Effects it is stated that the project includes new intersections at Matakana and Sandspit Road respectively. Would like to see details of the Sandspit Road intersection.	Northland Waste Ltd seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of NOR7 will not result in adverse effects on the existing and future urban form. Amend conditions to give effect to submission.

5	5.7	Northland Limited	Waste	Oppose	Traffic	If NOR7 is implemented prior to NOR5, asks if an assessment been undertaken to determine if Sandspit Road can handle the extra traffic generated by Sandspit Link Road in its current degraded state. If not there should be a condition of consent to say that both NOR5 and NOR7 shall be implemented at the same time.	Northland Waste Ltd seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of NOR7 will not result in adverse effects on the existing and future urban form. Amend conditions to give effect to submission.
5	5.8	Northland Limited	Waste	Oppose	Traffic Conditions. Modelling.	SATURN modelling has been completed on the basis that the Hill Street intersection has been upgraded; this is uncertain and the project has been in discussion for decades. Concern that the traffic assessment is based on the SATURN model that itself is based on flawed assumptions that do not reflect the current legislative or policy framework. If the NOR is dependent upon this intersection being upgrade then this should be a condition otherwise modelling shall be undertaken to demonstrate effects if the Hill Street intersection has not been upgraded.	Northland Waste Ltd seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of NOR7 will not result in adverse effects on the existing and future urban form. Amend conditions to give effect to submission.
5	5.9	Northland Limited	Waste	Oppose	Construction Effects	Section 5.32 of the Assessment of Traffic Effects covers the Assessment of Construction Effects. Table 5.3 lists sites for consideration within future CTMP; the Quarry site is the only site identified as a site for specific consideration. The Warkworth Recovery Re:Sort operation should be added as a site for specific consideration. It is essential that the Warkworth Resource Recovery operation maintains full and unobstructed access to and from the site during the construction of the Sandspit Road Upgrade project that is fit for purpose (i.e. to accommodate heavy vehicle movements).	Northland Waste Ltd seeks that the Requiring Authority demonstrates that all available alternatives have been considered and robustly demonstrates the construction and operation of NOR7 will not result in adverse effects on the existing and future urban form. Amend conditions to give effect to submission.
6	6.1	Watercare Limited	Services	Neutral	Ongoing Consultation	Neither supports or opposes the NoR but seeks to ensure that a live and continual process is provided by AT in developing the NoRs which recognises that asset management and construction plans are constantly being updated and amended. Watercare supports the sharing of information, data and commercial models. Collaboration could also include the need for shared utility corridors, potential cost shared delivery of opportunistic works and engagement on timing and asset phasing. Seeks early and ongoing engagement from AT for its planning and construction works relating to the NoRs including prior to detailed design and during construction.	(a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; (b) amendments to the NoRs to ensure that AT is to engage with Watercare, along with other infrastructure providers (such as relevant developers), in a timely manner that enables the consideration of cost-shared delivery models; and (c) such further relief or consequential amendments as considered appropriate and necessary to address the concerns as set out above.



7	7.1	Arvida Limited	Oppose	Time Frame. Lapse Period. Future Use. Extent of NoR.	Owns Paddison Farm - land SECT 19 SO 588806, Lot 2 DP 375478, Lot 3 DP 76450, Lot 4 DP 76450. Opposes 25-year lapse date sought by AT. The proposed lapse date of 25 years creates blight. Lapse date does not take account of the timing of future urban development of the surrounding area which will likely occur sooner than the proposed 25 year lapsed date. The timeframe for construction of the road needs to align with the planned urban development of the surrounding future urban zoned land area. Auckland Council's draft Future Development Strategy proposes the Warkworth North area (containing the subject site and surrounding area) to be development ready by 2030+. Arvida is progressing a private plan change - it is likely that the land will be developed ahead of 2030+. Other sites in Warkworth North have been recently consented for urban development i.e. The Kilns at 34 and 36 Sandspit Road. Other necessary infrastructure is already available or will become available - water supply capacity and related bulk infrastructure is already available while wastewater infrastructure which will be available circa 2025.	Amend Lapse Date. Reduce extent of NoR over sites.
7	7.2	Arvida Limited	Oppose	Extent of NoR. Alternatives	Opposes extent of works within the subject site shown on the General Arrangement Plan. Inadequate consideration has been given to alternative sites, routes including the local road network, and methods for undertaking the works for NOR 7. The full extent of NOR 7 proposed over the subject site is not needed. The location of NOR 7 within the subject site means that a portion of the subject site effectively remains as an island (the land located south of NOR 7 to the southern property boundary of the subject site). The impact of NOR 7 on this portion of the subject site is significant and renders this portion of the subject site unusable and unviable for forecast urban land uses.	Reduce extent of NoR over sites.
7	7.3	Arvida Limited	Oppose	Traffic.	Active mode connections provided are not sufficiently designed to integrate with adjoining future urban development.	Ensure the technical transportation assessment is informed by modelling based on current and foreseeable land use assumptions.
7	7.4	Arvida Limited	Oppose	Ongoing Consultation	Does not adequately provide for consultation with adjacent landowners, developers and other stakeholders to ensure that the design integrates with future urban development of the surrounding area. Engage with other groups and developers active in providing connections and land development in this location e.g. Matakana Coast Trail Trust, and developers such as The Kilns, Warkworth Ridge, Goatley Holdings and Northland Waste. Working with adjoining developers will provide the opportunity to create consistent earthworks levels and minimise the need for batters and retaining structures.	Amend the conditions to provide for consultation with adjacent landowners, developers and other stakeholders within any Urban and Landscape Design Management Plan (or similar);

7	7.5	Arvida Limited	Oppose	Planning	Will not promote the sustainable management of natural and physical resources of Tāmaki Makaurau. Inconsistent with RMA, NPS-UD, AUP. Does not avoid, remedy or mitigate actual and potential adverse effects on the environment.	Amend the conditions to address Arvida's concerns, including to provide for, and enable, connections to the future local road network and active mode connections that integrate with the future urban development of the surrounding area.
7	7.6	Arvida Limited	Oppose	Traffic Modelling	Traffic modelling (SATURN model) is potentially outdated land use assumptions that do not reflect the current policy and legislative framework.	Ensure the technical transportation assessment is informed by modelling based on current and foreseeable land use assumptions.
8	8.1	Equal Justice Project	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.
9	9.1	Grant Hewison	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.

## NOR 8 – SUMMARY OF SUBMISSIONS

NOR 8: WIDER WESTERN LINK -NORTH						
Summary of Submissions	Sub Point #	Submitter Name	Oppose/Support	Key Issues	Summary of Key Issues	Relief Sought
1	1.1	Kerry and Glenis Claydon	Oppose	Timeframe. Lapse Period. Ongoing Consultation	12 Wylie Rd. Require a timeframe for route construction; lease details and that nothing be appended to the properties title.	Require a timeframe for route construction; lease details and that nothing be appended to the properties title.
2	2.1	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Extent of NoR. Alternatives	Want to see alternative road NoR2 considered and link with NoR8. Outer Western Link Road is on land important to Warkworth as it offers the most suitable flat land for industrial development. The Land Development Strategy states that the 'Development of Warkworth must bring jobs and homes closer together'. The sooner it is available the less the need to commute to North Shore. The southern connection to the motorway is all important because it reduces the distance to travel to the current end of the motorway and back by 7 km from this point. The alternative to NOR 2 presented above reduces the distance to Warkworth by 500 metres without increasing the cost.	Want to see alternative road NoR2 considered and link with NoR8.
2	2.2	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Construction Effects	Many of the NOR proposals disregard the disruption caused by the construction and the consequent loss of service. For works to be carried out a limited operational Network has to be in place. Major works (especially bridges) are proposed to be built on the existing alignment with no apparent alternative route.	Reconsider construction disruption.
2	2.3	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Extent of NoR	The NORs shown are generous in plan area and the area include additional works beyond the highway such as detention wetlands and areas to allocated for construction purposes. While these areas will be needed there may be alternatives available that may be more acceptable to the affected landowners.	Wherever possible the NOR should be reduced to the bare minimum to minimize alienating the land.
2	2.4	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Time Frame/Lapse Period	Land designated by the NOR process may not required for decades. The Draft Auckland Development Strategy, currently out for consultation, threatens to extend the construction delay for 20 years or more. Holding off the land purchase indefinitely is not tolerable. In many cases the scope of works indicated is so generous that it would be unlikely to be fundable within the foreseeable future.	Timing should be reviewed.
2	2.5	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Improvements to land and compensation	The NOR should not preclude all land improvement and approved developments.	Reasonable improvements by landowners should be included in eventual compensation agreements.
2	2.6	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Traffic Modelling	Traffic modelling in the Assessment of Traffic Effects were substantial lower (sometimes half the volume) of that given by SGA in 2019. We still have disagreement with Auckland Council over the persons per residential unit being used in Warkworth being considerably lower than anywhere else in the Auckland area. The variance in Traffic modelling data needs to be resolved.	Review and resolve traffic modelling differences.

2	2.7	One Mahurangi Business Association and Warkworth Area Liaison Group	Neutral	Ongoing Consultation	Consultation by SGA should include community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association as they have shown themselves to be responsible representatives of the community with extensive knowledge and considerable expertise in engineering and planning matters with their members. This consultation has not been carried out.	Consult with community organisations such as Warkworth Area Liaison Group and One Mahurangi Business Association.
3	3.1	The Wynyard Family	Oppose	Land Use.	Lot 4 DP473567. Designated works will disrupt the ability to farm the land and business viability, and a road be constructed in this location. It will significantly impact on the only area of land identified within the WSP for Business – Heavy Industry land use activities. The remaining land areas would be inefficient to develop for the Business - Heavy Industry activities. This will impact employment opportunities in Warkworth, reduce the necessity of and be contrary to the objectives of the works.	Refuse NoR8.
3	3.2	The Wynyard Family	Oppose	Ecology. Alternatives. Extent of NoR.	The proposed designation occupies a significant portion of the subject site and is proposed to cross through multiple potential natural wetland areas that have not been identified in the AEE Report. There are wetland areas immediately north of the proposed roundabout within the south-western corner of the site and immediately north of the bridge proposed within the south-eastern corner of the site. The NoR does not adequately demonstrate that existing alternatives have been considered and discounted for robust and valid reasons. The alignment could have considered utilising land within the existing Puhoi to Warkworth designation or the Crown Land. Consideration should be given to the Wider Western Link Road which could have been accommodated within the designation also or whether the Waka Kotahi designation could have been altered to enable the Wider Western Link Road to be located residual on crown land. Alternative methods for protecting the route should also have been considered given the approach signalled by the FDS in the district plan/relevant planning policy/strategy. The alternatives assessment has not adequately assessed the importance of land for Business - Heavy Industry land use activities in the ability to sustainably develop Warkworth.	Refuse NoR8.
3	3.3	The Wynyard Family	Oppose	Future Urban Growth. FULS. FDS	The NOR applications have been made for population growth identified and the FULSS. Does not consider the proposed FDS creating uncertainty as to whether the southern transport upgrades are needed as there is uncertainty around whether the Future Urban zoned land within Warkworth South will be retained. The information does not demonstrate whether the road or designation is reasonably necessary to achieve the objectives of the NoR. If the land at Warkworth South (as identified in the FDS) is no longer Future Urban and is not developed within the timeframes identified in the proposed lapse period sought. If this outcome occurs, then the Wider Western Link Road and interchange may not be in the optimal location to service the transport needs of Warkworth. The interchange for the Warkworth to Wellsford motorway to the west of Woodcocks and Carran Road may be able to be used and this could be a more efficient outcome,	Refuse NoR8.

					at least in the next 20 – 30 years. Alternatively, if urban development does occur, this NoR will significantly impact on the only area of land identified within the WSP for Business - Heavy Industry land use activities, which will impact on the ability for a range of employment opportunities to be provided in Warkworth, reduce the necessity and be contrary to the objectives of the project. Furthermore, the suite of WW NOR applications do not propose to designate the entirety of the Wider Western Link Road. The AEE states that it is anticipated that this section of the Wider Western Link Road will be developed via a plan change - Waimanawa (Warkworth South). Heavy reliance is placed on the property owners within the Plan Change area to deliver the remaining portion of the Wider Link Road. Whether or not Waimanawa Plan Change is accepted for processing by Auckland Council is highly uncertain. If this Plan Change is unsuccessful the submitter's land will be unnecessarily blighted.	
3	3.4	The Wynyard Family	Oppose	Timeframe. Lapse Period	The proposed lapse period of 20 years creates uncertainty for future planning of the subject site. Any future use or development of the subject site will be constrained as prior written approval will be required from the requiring authority. The site forms an integral piece of land for the tie in of the Wider Western Link Road to Woodcocks Road to be implemented. Therefore, the likelihood of being able to obtain prior approval to develop the land, particularly for the use identified in the WSP would be highly unlikely.	Refuse NoR8.
3	3.5	The Wynyard Family	Oppose	Traffic. Access	The NoR implies the Wider Western Link Road and Woodcocks Road will become Limited Access Corridor. Woodcocks Road is currently identified as an arterial road in the AUP-OP Planning Map, meaning that the site frontage is subject to a Vehicle Access Restriction. This will mean the subject site will front both limited access roads and there are no options to access the subject site via a collector road. Suitable, safe and efficient access needs to be maintained to the sites as part of the designated works.	Refuse NoR8.
3	3.6	The Wynyard Family	Oppose	Conditions	Condition 9 of the proposed designation conditions requires UDLMP to be prepared and submitted to Auckland Council. It is recommended that condition 9 be amended to require evidence of consultation with adjoining land owners, developers and other stakeholders to be provided within the UDLMP. This submission includes scope to enable a full review and input to the designation conditions.	Amend conditions requiring appropriate engagement with landowners.
3	3.7	The Wynyard Family	Oppose	Policy Assessment	Proposal contrary to relevant objectives and policies of NPS-UD, RPS, AUP, specifically those provisions which seek that the planning, funding and delivery of transportation infrastructure is undertaken in a manner that integrates with urban growth and facilitates good urban outcomes.	Refuse NoR8.

4	4.1	John Wynyard	Oppose	Land Use.	Lot 4 DP473567. Designated works will disrupt the ability to farm the land and business viability, and a road be constructed in this location. It will significantly impact on the only area of land identified within the WSP for Business – Heavy Industry land use activities. The remaining land areas would be inefficient to develop for the Business - Heavy Industry activities. This will impact employment opportunities in Warkworth, reduce the necessity of and be contrary to the objectives of the works.	Refuse NoR8.
4	4.2	John Wynyard	Oppose	Ecology. Alternatives. Extent of NoR.	The proposed designation occupies a significant portion of the subject site and is proposed to cross through multiple potential natural wetland areas that have not been identified in the AEE Report. There are wetland areas immediately north of the proposed roundabout within the south-western corner of the site and immediately north of the bridge proposed within the south-eastern corner of the site. The NoR does not adequately demonstrate that existing alternatives have been considered and discounted for robust and valid reasons. The alignment could have considered utilising land within the existing Puhoi to Warkworth designation or the Crown Land. Consideration should be given to the Wider Western Link Road which could have been accommodated within the designation also or whether the Waka Kotahi designation could have been altered to enable the Wider Western Link Road to be located residual on crown land. Alternative methods for protecting the route should also have been considered given the approach signalled by the FDS in the district plan/relevant planning policy/strategy. The alternatives assessment has not adequately assessed the importance of land for Business - Heavy Industry land use activities in the ability to sustainably develop Warkworth.	Refuse NoR8.
4	4.3	John Wynyard	Oppose	Future Urban Growth. FULS. FDS	The NOR applications have been made for population growth identified and the FULSS. Does not consider the proposed FDS creating uncertainty as to whether the southern transport upgrades are needed as there is uncertainty around whether the Future Urban zoned land within Warkworth South will be retained. The information does not demonstrate whether the road or designation is reasonably necessary to achieve the objectives of the NoR. If the land at Warkworth South (as identified in the FDS) is no longer Future Urban and is not developed within the timeframes identified in the proposed lapse period sought. If this outcome occurs, then the Wider Western Link Road and interchange may not be in the optimal location to service the transport needs of Warkworth. The interchange for the Warkworth to Wellsford motorway to the west of Woodcocks and Carran Road may be able to be used and this could be a more efficient outcome, at least in the next 20 – 30 years. Alternatively, if urban development does occur, this NoR will significantly impact on the only area of land identified within the WSP for Business - Heavy Industry land use activities, which will impact on the ability for a range of employment opportunities to be provided in Warkworth, reduce the necessity and be contrary to the objectives of the project. Furthermore, the suite of WW NOR	Refuse NoR8.

					applications do not propose to designate the entirety of the Wider Western Link Road. The AEE states that it is anticipated that this section of the Wider Western Link Road will be developed via a plan change - Waimanawa (Warkworth South). Heavy reliance is placed on the property owners within the Plan Change area to deliver the remaining portion of the Wider Link Road. Whether or not Waimanawa Plan Change is accepted for processing by Auckland Council is highly uncertain. If this Plan Change is unsuccessful the submitter's land will be unnecessarily blighted.	
4	4.4	John Wynyard	Oppose	Timeframe. Lapse Period	The proposed lapse period of 20 years creates uncertainty for future planning of the subject site. Any future use or development of the subject site will be constrained as prior written approval will be required from the requiring authority. The site forms an integral piece of land for the tie in of the Wider Western Link Road to Woodcocks Road to be implemented. Therefore, the likelihood of being able to obtain prior approval to develop the land, particularly for the use identified in the WSP would be highly unlikely.	Refuse NoR8.
4	4.5	John Wynyard	Oppose	Traffic. Access	The NoR implies the Wider Western Link Road and Woodcocks Road will become Limited Access Corridor. Woodcocks Road is currently identified as an arterial road in the AUP-OP Planning Map, meaning that the site frontage is subject to a Vehicle Access Restriction. This will mean the subject site will front both limited access roads and there are no options to access the subject site via a collector road. Suitable, safe and efficient access needs to be maintained to the sites as part of the designated works.	Refuse NoR8.
4	4.6	John Wynyard	Oppose	Conditions	Condition 9 of the proposed designation conditions requires UDLMP to be prepared and submitted to Auckland Council. It is recommended that condition 9 be amended to require evidence of consultation with adjoining land owners, developers and other stakeholders to be provided within the UDLMP. This submission includes scope to enable a full review and input to the designation conditions.	Amend conditions requiring appropriate engagement with landowners.
4	4.7	John Wynyard	Oppose	Policy Assessment	Proposal contrary to relevant objectives and policies of NPS-UD, RPS, AUP, specifically those provisions which seek that the planning, funding and delivery of transportation infrastructure is undertaken in a manner that integrates with urban growth and facilitates good urban outcomes.	Refuse NoR8.
5	5.1	Watercare Services Limited	Neutral	Ongoing Consultation	Neither supports or opposes the NoR but seeks to ensure that a live and continual process is provided by AT in developing the NoRs which recognises that asset management and construction plans are constantly being updated and amended. Watercare supports the sharing of information, data and commercial models. Collaboration could also include the need for shared utility corridors, potential cost shared delivery of opportunistic works and engagement on timing and asset phasing. Seeks early and ongoing engagement from AT for its planning and construction works relating to the NoRs including prior to detailed design and during construction.	(a) amendments to the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; (b) amendments to the NoRs to ensure that AT is to engage with Watercare, along with other infrastructure providers (such as relevant developers), in a timely manner that enables the consideration of cost-shared delivery models; and (c) such further relief or consequential amendments as considered appropriate and



						necessary to address the concerns as set out above.
6	6.1	Heritage New Zealand Pouhere Taonga	Support	Heritage. Archaeology. Conditions	Supports NoR 8. Seeks amendments to HHMP condition so this reflects the wording identified in evidence for Airport to Botany NoR in removing the conflation potential between the requirements under the HNZPTA and the RMA.	Refer to submission for revised HHMP Condition wording.
7	7.1	KA Waimanawa Limited Partnership, Christine and William Endean, and Stepping Towards Far Limited	Support in part	Extent of NoR. Private Plan Change - Warkworth South	Owner/developer of 1723 and 1711 SH1 and 123 Valerie Close, Warkworth. Submitters are requestors of PPC - Warkworth South. Submitters affected by the proposed location of the SH1 intersection because it is marginally inconsistent with the alignment of the WWLR provided for in the Private Plan Change. The proposed intersection between the existing SH1 and the WWLR is included within both NOR 3 and NOR 8. The location and spatial extent of the proposed SH1 intersection with WWLR is modified by shifting the proposed designation boundary marginally north.	(a) The western portion of NoR 8 is confirmed. (b) The eastern portion of NoR 8: (i) is modified by amending the location and spatial extent of the proposed SH1 intersection designation boundary as shown in the diagram in Attachment 1; and (ii) has conditions imposed that ensure the adverse effects on the Submitters are addressed, including by identifying the extent of land required for permanent operation of the road and for temporary construction works. In particular any land required for future construction works should remain outside the notice of requirement and remain within private land ownership. (c) Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
7	7.2	KA Waimanawa Limited Partnership, Christine and William Endean, and Stepping Towards Far Limited	Support in part	Future Urban Growth	The western portion of the proposed designation (and where it crosses the headwaters of the Mahurangi River) is supported because it provides an appropriate alignment for the WWLR and will connect with the WWLR provided for in the Private Plan Change. The WWLR is required to manage Warkworth's growth in general accordance with the Warkworth Structure Plan and to provide in part the future connection to any longterm future southern on-ramps on the Ara Tuhono - Puhoi to Warkworth Motorway.	The western portion of NoR 8 is confirmed.
7	7.3	KA Waimanawa Limited Partnership, Christine and William Endean, and Stepping Towards Far Limited	Support in part	Extent of NoR. Ecology. Future Use. Private Plan Change - Warkworth South	The eastern portion of the proposed designation is opposed. The location of the intersection does not represent an efficient use of land because: (i) the spatial extent of the intersection exceeds the land required for the proposed works; (ii) the resultant alignment of the WWLR over the Private Plan Change land will reduce the amount of usable land for the local town centre area and potentially for the transportation hub; and (iii) the resultant alignment of the WWLR over the Private Plan Change land will create a segregated strip of potentially undevelopable residential land north of the WWLR. The intersection's location and resultant alignment of the WWLR has the potential to create reverse sensitivity effects on the adjoining Morrison Orchard if this residual land is developed for residential use or another sensitive land use. The intersection's location will have ecological effects on a natural wetland (1738 SH 1, Warkworth) to the immediate	(b) The eastern portion of NoR 8: (i) is modified by amending the location and spatial extent of the proposed SH1 intersection designation boundary as shown in the diagram in Attachment 1; and (ii) has conditions imposed that ensure the adverse effects on the Submitters are addressed, including by identifying the extent of land required for permanent operation of the road and for temporary construction works. In particular any land required for future construction works should remain outside the notice of requirement and remain within private land ownership. (c) Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.

					southeast of the proposed Intersection. SGA justification for the intersection's location and alignment of the WWLR is to ensure a 10m setback from a stream located on 1711 SH1. However, a sufficient setback is provided by the location of the WWLR in the Private Plan Change. A further justification is that it will avoid adverse effects on a "natural "wetland within the property at 1711 SH1. However, the wetland is not subject to a covenant and is a constructed wetland for the purposes of the NPS FM and therefore is not protected by the NPS FM.	
8	8.1	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Construction Effects (Noise and Vibration). Conditions.	If the future schools are operative before the construction of the proposed works, the schools may be affected by construction noise and vibration. Under proposed condition 16, Auckland Transport is required to develop a Construction Noise and Vibration Management Plan (CNVMP) before construction commences. Mahurangi College is located at the corner of Woodcocks Road and Auckland Road. The College will potentially be affected by an increased volume of heavy vehicles using Woodcocks Road to access the construction area of NoR2, NoR3, NoR6 and NoR8. This is a traffic safety concern for students walking and cycling to and from school. Proposed condition 15 requires the preparation of a Construction Traffic Management Plan (CTMP) prior to the start of construction. MoE supports the inclusion of this condition but requests minor alterations to the condition to include details on how all heavy construction vehicles will avoid schools (and any new schools established before construction commences) during pick-up and drop-off times and to maintain a safe environment for students to walk and cycle to and from school. MoE also request that truck drivers are briefed on maintaining safe speeds around schools.	Revised SCEMP and CTMP conditions (refer to submission) to reflect the need for further engagement / consultation with MoE and schools regarding extent of works and construction noise and vibration.
8	8.2	Te Tāhuhu o te Mātauranga Ministry of Education	Neutral	Ongoing Consultation. Conditions	MoE supports the establishment of a Stakeholder Communication and Engagement Management Plan (SCEMP) as a proposed condition. MoE considers that they, Mahurangi College, and future schools are all key stakeholders in this Project and specific engagement with all parties is required to manage construction effects on the schools.	Seeks to amend condition 12. Refer to submission for wording/amendments. MoE is neutral on NoR 2, NoR 3, NoR 6 and NoR 8, however if the consent authority is minded to confirm the Notice of Requirement, MoE requests further engagement with Auckland Transport over the alignment of the road, to work together to determine if another layout may better provide for the use of MoE sites, while still achieving the intended outcomes of the Project.
9	9.1	Equal Justice Project	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.
10	10.1	Grant Hewison	Support	Climate Change	NoR's respond to the effects of climate change and the reduction of greenhouse gas by providing improved reliability for public transport and high quality walking and cycling facilities, plus through the provision of replanting which will reduce heat island effects.	Support NoR's as will reduce greenhouse gas emissions.