

Memo

23 March 2017

To: Victoria Villaraza, Relationship Manager Maungakiekie-Tāmaki Local Board

From: Philippa Hillman, Democracy Advisor

Subject: Urgent decision request of the Maungakiekie-Tāmaki Local Board

Purpose

The purpose of this urgent decision is to seek approval of the Maungakiekie-Tāmaki Local Board feedback to the Auckland Manukau East Transport Initiative (AMETI) Stage 2A Notice of Requirement (NoR).

Reason for the urgency

Local Board feedback into the AMETI Stage 2A NoR hearings report is due on the 24 March 2017. Given the timing of the board's next business meeting on the 28 March 2017 an urgent decision of the board is required.

Decision sought from the chair and deputy chair (or any person acting in these roles)

Approval is sought from the Maungakiekie-Tāmaki Local Board ('the board') on its feedback to the AMETI Stage 2A NoR.

Background

The AMETI Stage 2A NoR addresses the AMETI project works being undertaken from the Panmure roundabout to the intersection of Pakuranga Rd and Ti Rakau Drive and includes:

- Replacing the Panmure roundabout with an intersection with traffic lights, bus priority and more direct pedestrian crossings.
- Panmure to Pakuranga busway on dedicated lanes separate to general traffic congestion.
- Panmure to Pakuranga footpaths and cycle lanes separate to traffic.
- Second Panmure Bridge for the busway, with separated footpaths and cycle lanes.

A copy of the summary document has been attached for information (Attachment A).

Further information regard the AMETI Stage 2A Notice of Requirement can be found on the Auckland Council website at the following link:

<http://www.aucklandcouncil.govt.nz/EN/planspoliciesprojects/plansstrategies/unitaryplan/Pages/upmodifications.aspx>

Authorisation of the urgent decision-making process

Signed by Victoria Villaraza
Relationship Manager, Maungakiekie-Tāmaki Local Board

23/03/2017
Date

Approval to use the urgent decision-making process



Josephine Bartley
Chairperson, Maungakiekie-Tāmaki Local Board

24/03/2017
Date



Don Allan
Deputy Chairperson, Maungakiekie-Tāmaki Local Board

24/03/2017
Date

Maungakiekie-Tāmaki Local board Resolution/s

That the Maungakiekie-Tāmaki Local Board:

- a) Note that under the Local Government Act 2002 Amendment Act 2014 local boards were tasked with enabling democratic decision making by, and on behalf of, communities within the local board area; and to better enable the purpose of local government to be given effect to within the local board area. In particular meeting the current and future needs of communities for good quality local infrastructure, local public services and performance of regulatory functions in a way that is most cost-effective for households and businesses, efficient and appropriate to present and anticipated future circumstances.
- b) Note that one of the Maungakiekie-Tāmaki Local Board Plan (2014 to 2017) outcomes is about *“Transport that meets our communities’ and businesses’ needs. Safe, accessible and efficient transport choices that meet the needs of our community and business”*.
- c) Support in part AMETI Stage 2, noting the following concerns:
 - i) The board wants to see the benefits of AMETI for the Panmure community. The board remain consistent in its requests that community be involved and heard throughout this project, notably the Panmure Community Action Group as a strong voice of residents.
 - ii) The board note the concerns raised about public consultation and note that with other transport projects there are working groups put together made up of stakeholders e.g local business, political representatives, community groups and perhaps that would have gone some way in ensuring good community engagement.
 - iii) The board want to see that AMETI will enable walking, cycling and public transport as well as ensuring safe connections for drivers. The board note the concerns raised that turning Lagoon Drive into a busway limits car access and the issues this raises with very low uptake of public transport. The board are mindful that a large number in the Panmure community are elderly and mobility challenged and for public transport routes to be easily accessible.
 - iv) The board want to see measures put in place to ensure Panmure businesses do not suffer as a result of this project. The board note the concerns raised by community members about traffic flow by the Jellicoe Road area and the concerns raised about traffic through Queens Road that could affect businesses there.
 - v) The board support futureproofing to ensure this project meets the needs of the community now and in the future.

- vi) The board are committed to working with Ngāti Paoa to ensure that Mokoia Pa site is respected and acknowledged as culturally significant in the history of this area. The board support mitigation agreed to by Ngāti Paoa. The board support the preservation of the historic swing bridge turnstile.
- vii) The board note the concerns raised by locals about the removal of the roundabout however also note that there are mixed views about retaining it. The board note its removal will enable the busway, walking and cycling through this area and seek confirmation that better connections will be achieved from its removal.
- viii) With the removal of the roundabout the board would like to see better walking connection from the train station to the Panmure Queens Road shops.
- ix) The board would like to see measures put in place to minimise the effect on the environment of this project. The board also request tetrapods be installed to capture road run off.



Josephine Bartley
Chairperson, Maungakiekie-Tāmaki Local Board

24/03/2017
Date



Don Allan
Deputy Chairperson, Maungakiekie-Tāmaki Local Board

24/03/2017
Date

Incl.

**NOTICE OF REQUIREMENT FOR A DESIGNATION UNDER SECTION 168(2) OF THE RESOURCE
MANAGEMENT ACT 1991 (RMA) AMENDED TO INCORPORATE AUCKLAND UNITARY PLAN
(OPERATIVE IN PART)**

TO: Auckland Council

**FROM: Auckland Transport
6 Henderson Valley Road
Henderson
Private Bag 92250
Auckland**

Auckland Transport as Requiring Authority under section 167 of the Resource Management Act 1991 gives notice of a requirement for a designation in the Auckland Unitary Plan (Operative in Part) (AUP (OP)) for the Auckland Manukau Eastern Transport Initiative (AMETI) Stage 2A Project, being the construction, operation, and maintenance of a multi modal transport corridor comprising a busway, bridge, cycling and pedestrian activities between Panmure and Pakuranga and ancillary activities including works to mitigate adverse effects (including effects on cultural values).

1. SUMMARY

This Notice of Requirement (NoR) for a new designation relates to land between (and including) the Panmure Roundabout in the north-west and the intersection of Pakuranga Road and Ti Rakau Drive in the south-east. The proposed designation boundary is shown on the Land Requirement Plans contained in Appendix A.

Under section 47(1) of the Local Government (Auckland Council) Act 2009 Auckland Transport (AT) is deemed to be approved as a requiring authority under section 167 of the RMA and may designate land to construct, operate and maintain a multi modal transport corridor. This NoR relates to the construction, operation and maintenance of the AMETI Stage 2A Project (the Project).

The Project includes the reconfiguration of the Panmure Roundabout to a signalised intersection, a busway along the northern side of Lagoon Drive and Pakuranga Road, a shared pedestrian and cycle path along the northern side of Lagoon Drive, separate pedestrian and cycle paths along the northern side of Pakuranga Road, and an additional bridge across the Tamaki River to the north of and parallel to the existing Panmure Bridge.

The Project also involves;

- The reconfiguration of the Basin View Lane / Lagoon Drive intersection and the closure of the intersections of Tamaki Bay Drive and Latham Avenue with Pakuranga Road.
- The signalisation of the existing intersections on Pakuranga Road at Kerswill Place and Williams Avenue.

- The establishment of a new local road connection between the cul-de-sac end of Latham Avenue and Dillimore Avenue.
- Measures to avoid, remedy or mitigate adverse effects including:
 - setting aside land at Bridge Street in Panmure to recognise and provide for the cultural relationship of mana whenua with the land directly affected by the Project;
 - landscaping;
 - stormwater management elements; and
 - other measures e.g. noise walls.

2. THE SITES WHICH THE NOTICE OF REQUIREMENT APPLIES TO ARE AS FOLLOWS:

This NoR relates to land within the Auckland Unitary Plan (Operative in Part) being:

- Part of the road reserve of Ellerslie Panmure Highway;
- Part of the road reserve of Ireland Road;
- Part of the road reserve of Jellicoe Road;
- Part of the road reserve of Potaka Lane;
- Part of the road reserve of Dunlop Lane;
- Part of the road reserve of Queens Road;
- Road reserve of Lagoon Drive;
- Road reserve of Korma Lane;
- Part of the road reserve of Basin View Lane;
- Part of the road reserve of Domain Road;
- Part of the road reserve of Sunset View Road;
- Part of the road reserve of Church Crescent;
- Part of the road reserve of Bridge Street;
- Private land along Ellerslie-Panmure Highway;
- Private land along Lagoon Drive;
- Private land along Korma Lane;
- Private land along Basin View Road;
- Private land along Queens Road;
- Private land along Church Crescent;
- Private land along Bridge Street;



- Part of the road reserve of Pakuranga Road;
- Part of the road reserve of Kerswill Place;
- Part of the road reserve of Millen Avenue;
- Part of the road reserve of Tamaki Bay Drive;
- Part of the road reserve of Dowling Place;
- Part of the road reserve of Latham Avenue;
- Part of the road reserve of Dillimore Avenue;
- Part of the road reserve of Ti Rakau Drive;
- Road reserve of Williams Avenue;
- Private land along Kerswill Place;
- Private land along Pakuranga Road;
- Private land along Williams Avenue;
- Auckland Council owned land along Lagoon Drive and Sunset View Road;
- Auckland Transport owned land along Basin View Lane, Queens Road, Lagoon Drive, Domain Drive, Church Crescent, Sunset View Road and Bridge Street;
- Auckland Council owned land along Pakuranga Road; and
- Auckland Transport owned land along Pakuranga Road, Kerswill Place, Latham Avenue, Dillimore Avenue, and Williams Avenue.

The following plans are attached which indicate the extent of the NoR: The extent of the proposed designation is shown on the Land Requirement Plans labelled 'Land Requirement Plans Sheets 1-10' (drawing reference GIS-4215052-NOR-3001 (Rev E)) attached to this Notice of Requirement as Appendix A, with the land to be designated shown in blue.

The legal descriptions of the land to be designated are also attached to this NoR in an associated Schedule of Affected Properties attached as Appendix B.

3. THE NATURE OF THE PROPOSED WORK IS AS FOLLOWS:

This NoR seeks to designate land for the construction, operation, maintenance of the Project, and mitigation of adverse effects, including significant cultural effects on Mokoia Pa/ Maunaina, associated with the Project. It will enable the safe and efficient operation of the local road network, public transport network and active transport network. The Project will increase mode choice and bus patronage, as well as encouraging active modes of transport and consequentially, reducing congestion of the local road network. The Project will also support future growth and intensification while providing for network resilience and enhanced user safety.

The nature of the work in relation to this NoR is detailed in the AMETI Stage 2A Project-Assessment of Environmental Effects (AEE): Volume 2 (particularly section 5) and shown

on the Operational Scheme Plans contained in Volume 3 (Appendix A) of the NoR suite of documents. In summary, the proposed works subject to the notice will include:

- A signalised controlled intersection, including bus priority and pedestrian crossings on the site of the Panmure Roundabout;
- A 7.0m wide segregated bus way with one 3.5m wide lane in each direction, located along the northern side of Lagoon Drive between the site of the existing Panmure Roundabout and Panmure Bridge;
- A 4.3m wide shared cycle and pedestrian path on the northern side of Lagoon Drive;
- An additional bridge across the Tamaki River, to the north of the existing Panmure Bridge (excluding that part of the proposed bridge located in the CMA (which will be authorised by resource consents)). The bridge will have two 3.5m wide dedicated bus lanes and a 4.3m wide shared path;
- One new bus stop at the intersection of Pakuranga Road and Williams Avenue;
- Planted medians (1.2m wide) along Lagoon Drive to provide separation between traffic lanes and the proposed bus way, and a 1.4m high pedestrian fence between the busway and the shared path to provide separation for pedestrians/cyclists from the busway;
- Planted swales and rain-gardens (approx. 3.0m wide) along Pakuranga Road to provide for stormwater treatment as well as separation between traffic lanes and the busway, and between the busway and the cycle/footpaths;
- The erection of noise attenuation fences;
- The landscaping and treatment of the balance of the land not required for the on-going operation of the Project at Bridge Street to recognise and provide for the cultural relationship of mana whenua with this land and the adjacent land directly affected by the Project including the provision of elements such as cultural markers, pou, planting and other features that reflect cultural values associated with the area;
- Landscaping throughout the length of the Project to provide a high degree of public amenity with particular design treatment proposed in the following locations:
 - An area of terraced open space at the corner of Lagoon Drive and Queens Road, and at the corner of Lagoon Drive and Church Crescent;
 - A linear area of open space alongside Pakuranga Road between the Millen Avenue and Williams Avenue intersections; and
 - An area of open space alongside Pakuranga Road between the Williams Avenue and Ti Rakau Drive intersections.
- Changes to the existing road layouts and intersection configurations, including:
 - Lagoon Drive (which currently provides for two traffic lanes in each direction) will be reconfigured to provide for a single traffic lane in each direction;
 - Lagoon Drive access to Korma Lane will be removed;

- The intersection of Domain Road and Basin View Lane will be re-aligned slightly to the north;
 - The signalisation of the existing intersections on Pakuranga Road at Kerswill Place and Williams Avenue;
 - Williams Avenue is proposed to be widened along the northern side to provide for better parking and improve safety;
 - Latham Avenue is proposed to be converted into a cul-de-sac at Pakuranga Road. Access to Pakuranga Road will be via Millen Ave and a new connection created between Latham Avenue and Dillimore Avenue; and
 - Tamaki Bay Drive is also proposed to be converted into a cul-de-sac at its intersection with Pakuranga Road. Access to Pakuranga Road will be via the new signalised intersection at Williams Avenue.
- Changes to existing property access arrangements including:
 - A new access way from Basin View Lane to maintain access to properties on Korma Lane and service access to the rear of Queens Road shops;
 - A new access way from Domain Road for the Lagoon Stadium and Panmure Squash Rackets Club;
 - A new access way from Domain Road for eight properties that currently have property access from Lagoon Drive;
 - A new access way from Bridge Street, at the end of the cul-de-sac, for eight properties that currently have property access from Church Crescent;
 - Alterations to the access lane under the Panmure Bridge (from Pakuranga Road);
 - A new access way from Williams Avenue to four properties comprising eight houses that currently have property access from Pakuranga Road; and
 - A new access way from Tamaki Bay Drive to one property that currently has property access from Pakuranga Road.
 - Notable structures proposed along the alignment include:
 - A new bridge approximately 200m long across the Tamaki River (with a central span of approximately 74m) connecting Lagoon Drive and Pakuranga Road;
 - Retaining walls ranging in height from 0.5m to 4m;
 - Soil nail wall along Lagoon Drive approximately 200m in length and ranging from approximately 2m to 13m high;
 - A reinforced earthwall along Lagoon Drive approximately 100m in length and up to 5m high;
 - Noise attenuation fences with heights generally ranging from 1.8m to 2m;

- Riprap aprons around approximately four existing stormwater outfall structures (which are to be replaced and upgraded) and construction of one new stormwater outfall structure;
- Utility relocations; and
- Various stormwater pipes, manholes and catchpits along the alignment.

4. THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

The land required will be used for the designation purpose (i.e. the construction, operation, and maintenance of a multi modal transport corridor comprising a busway, bridge, cycling and pedestrian activities between Panmure and Pakuranga, and ancillary activities including works to mitigate adverse effects (including effects on cultural values)). Upon completion of the construction of the Project this designation may be drawn back (pursuant to section 182 of the RMA) to operational requirements.

The Project will be designed and implemented in a way which recognises and responds to the actual and potential adverse effects of the project on the environment. With the proposed mitigation measures and methodology outlined in the proposed conditions these effects will be appropriately avoided, remedied or mitigated.

The proposed conditions that would likely apply to this NoR are:

- Works to be undertaken in general accordance with the information provided to support the NoR for AMETI Stage 2A including the suite of project documents and any relevant further information including evidence provided through the public process associated with confirming this NoR;
- Requirement to continue the existing forum for engagement with mana whenua or where no longer in existence an alternative mana whenua engagement forum will need to be established. The role of the mana whenua forum may include input where practicable:
 - Into the Project's design elements to reflect cultural values using Te Aranga principles;
 - Undertaking kaitiaktanga responsibilities associated with the Project including ceremonial, monitoring/surveying of native flora and fauna, pest and weed control, and assisting with accidental discovery procedures; and
 - Cultural monitoring during excavation within Mokoia Pa/Mauinaina.
- The requirement to prepare and implement Management Plans including a Pre-Construction Communication and Consultation Plan, Construction Environmental Management Plan, a Construction Noise and Vibration Management Plan, an Archaeological Management Plan, Contaminated Land Site Management Plan, a Lizard Management Plan, a Tree Management Plan, and Erosion and Sediment Control Plan;
- The preparation and implementation of other plans such as an Urban Design and Landscape Mitigation Plan,
- Appointment of a Communication and Consultation Manager;

- Objectives and standards relating to construction noise and vibration;
- Objectives and standards relating to operational traffic noise;
- Outline Plan requirements; and
- Monitoring of construction and operational conditions.

A comprehensive list of the proposed conditions is attached to this Notice of Requirement as Appendix C.

Section 176 of the RMA provides that once a designation is included in a District Plan, land owners or occupiers may not, without AT written consent, do anything on their land that would prevent or hinder the project to which this NoR relates. That protection also applies in the interim once the NoR is served with the Council pursuant to section 178.

While this designation remains in place before construction of the Project, property owners or occupiers may not undertake any activities that would hinder or prevent the Project being used for its designated purpose pursuant to the designation without AT written consent. Once the Project is operational, this restriction will continue to apply to that land which remains designated.

5. THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

An assessment of the actual and potential effects and a summary of the proposed measures to manage (including to avoid, remedy or mitigate) potential adverse effects are outlined in Section 9 of the AEE which supports this NoR (Volume 2 of the AMETI Stage 2A NoR suite of documents).

The Project benefits will be positive both locally and regionally, including:

- The provision of a segregated busway along Lagoon Drive and Pakuranga Road, and priority measures at the Panmure Roundabout, will increase the reliability and frequency of buses servicing the area;
- The Project will support intensification and improve integration between land use and transport facilities and services. Further, the Project will provide an integrated transport response to enable future residential and commercial growth in the eastern suburbs as it will increase mode choice, thereby reducing congestion in the local road network;
- The Project will result in increased access (by public and active transport modes) to key community facilities such as the Panmure Rail Station, Panmure town centre, Lagoon Stadium, Panmure Basin and Pakuranga town centre;
- The creation of a shared footpath / cycleway along Lagoon Drive and segregated cycle and footpaths along Pakuranga Road, and improved crossing points at intersections for pedestrians. These works will be a significant improvement over existing facilities. Specifically, it provides for active mode connections between and within Panmure and Pakuranga for new and existing users in a safe manner, as well as providing a connection for those who are unable to drive or do not have access to a motor vehicle;

- The reconfiguration of the existing Panmure Roundabout in combination with the provision of crossing points and a shared path, will increase pedestrian and cycle connectivity to the Panmure Rail Station and Panmure town centre, while also enhancing legibility for all road users; and
- The addition of open spaces and landscaping along the proposed alignment will enhance both the physical and perceptual value of the landscape, thereby enhancing the experience of those using the corridor. These elements will have a positive impact on the overall amenity and aesthetics of the corridor.

In summary, actual and potential adverse effects on the environment likely as a result of the works authorised by this NoR include effects relating to:

- Air quality associated with the discharge of dust during the earthworks;
- Disturbance and removal of generally protected / scheduled trees;¹
- Construction impacts on archaeological features;
- Impacts on heritage items during both construction and operation;
- Human health risks from potentially contaminated sites;
- Cultural values, including the significant values associated with Mokoia Pa/Mauinaina;
- Ecological impacts from the release of sediment and contaminants during construction and operation;
- Loss of vegetation and wildlife habitat;
- Landscape and visual changes, predominantly during operation;
- Noise and vibration effects during construction and operation;
- Social impacts associated with land acquisition and construction;
- Water quality associated with the discharge of sediment during earthworks;
- Erosion in receiving watercourses associated with stormwater discharges; and
- Impacts on character, connectivity and functionality of spaces, predominantly during operation.

A full summary and outline of the actual and potential adverse effects is contained in Section 9 of the AEE in Volume 2. Mitigation of these effects can be achieved through the proposed design and the designation conditions contained in Volume 1 (Appendix 3) of the NoR suite of documents.

The Project will be designed and implemented in a way which recognises and responds to the actual and potential adverse effects of the project on the environment. With the

¹ Scheduled trees as defined by the Auckland Council District Plan: Manukau Section.

proposed mitigation measures and methodology outlined in the proposed conditions, these effects will be appropriately avoided, remedied or mitigated.

6. ALTERNATIVE SITES AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

As part of the preparation of this Notice of Requirement, consideration has been given to alternative routes and alternative methods available to meet the objectives of AT (set out below). The detailed consideration is set out in Section 7 of the AEE and documented within the Further Options Assessment (FOA) (included in Volume 4 (Appendix M) of the NoR suite of documents.

The preferred alignment for AMETI Stage 2A has been the result of a considered evaluation of a number of alignment options and construction methods. From 2003 to 2013 investigations were undertaken and design and construction alternatives considered. The FOA assesses all the relevant and feasible alignment options (from 2003) against the refined 2014 Stage 2A Project Objectives.

The preferred alignment for the corridor as outlined in this NoR was selected as it provides the optimised level of service, the least service disruptions, sufficient capacity for and separation of all modes of traffic and also provides for future-proofing the corridor in comparison to the alternative options. The alignment integrates with the surrounding land uses and will contribute to place-shaping and will compliment investment in other transport infrastructure projects in the vicinity, particularly the recently completed Panmure Rail Station.

Assessment of design alternatives for the Project focussed on alternative Panmure Bridge designs, in recognition of the sensitivity of the coastal marine environment of the Tamaki River, and the potential for significant effects on cultural values associated with Mokoia Pā / Maunaina, and the Outstanding Natural Feature (ONF) of the Panmure Basin.

The assessment of alternatives has provided AT with information which has assisted it in identifying the preferred alignment and feasible design and construction options for AMETI Stage 2A.

It is noted that the alignment for the corridor is generally fixed due to existing road network limitations. Consequently, the requirement for land from private landowners could not be avoided.

This is further discussed in Section 7 of the AEE and within the FOA (included in Volume 4 (Appendix M) which supports this NoR.

7. THE PROPOSED WORK AND ALTERATION TO THE DESIGNATIONS ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY:

AT's organisational objectives are outlined in the Statement of Intent (SOI) 2015-2018. The SOI presents AT's overarching outcome is "Auckland's transport system is effective, efficient and safe".

AT's objective in serving this NoR is to enable the construction, operation and maintenance of the Project, a multi modal transport corridor for all road users between Panmure and Pakuranga. In achieving that, AT will also enable the achievement of the

Project Objectives, as set out in full in Section 2.3.2.1 of the AEE which supports this NoR. For ease of reference these are repeated below:

Table 1: Project Objectives

AMET Stage 2A Project Objectives	
S1	To contribute to place shaping in Panmure and Pakuranga town centres by providing better connections and accessibility between and within these centres for all transport users, including public transport users, pedestrians and cyclists.
S2	To provide transport infrastructure that integrates with land uses and supports a quality compact urban form in Panmure and Pakuranga.
S3	To provide transport infrastructure that improves linkages, relieves network constraints and improves journey time, frequency and reliability of the transport network overall.
S4	To improve the efficiency and resilience of the transport network between Panmure and Pakuranga by providing a dedicated route for public transport to and from the eastern suburbs.
S5	To maximise the benefits of investment in transport infrastructure by extending network connections and delivering network improvements.
S6	To provide a multi modal transport corridor that connects Panmure and Pakuranga to increase access to a choice of transport options.
S7	To create a corridor that is safe for all road users, including public transport passengers, cyclists and pedestrians.

The proposed works are reasonably necessary for achieving these objectives, as:

- They will improve accessibility to and connections between the Panmure and Pakuranga town centres for bus users, cyclists and pedestrians from the proposed improvements to public and active transport infrastructure. The improved connectivity and accessibility will contribute to place shaping in these town centres. This contribution will be supported and further enhanced by the landscaping and urban design components of the Project;
- The Project will integrate with the surrounding land use by providing a quality transport network that provides a range of choice to users. In addition, the improved travel times and integration with the Panmure Rail Station will support a more compact urban form in this area through improved connectivity;
- The Project will result in improved efficiency of public transport between Panmure and Pakuranga which will lead to an increase in the patronage of public transport by providing more frequent and more reliable journeys by bus;
- The additional bridge across the Tamaki River will provide an alternative connection between Panmure and Pakuranga (and other eastern suburbs), thereby enhancing the resilience of the overall transport network and allowing for the future needs of the corridor (i.e. the need to replace the existing Panmure Bridge); and
- The conversion of the Panmure Roundabout to a signalised intersection and provision of new cycle lanes and footpaths between Panmure and Pakuranga will provide cyclists and pedestrians with more direct and safer access.

The proposed designation is reasonably necessary for achieving these objectives because:

- It enables AT to have the flexibility and ability to construct, operate and maintain the multi-modal transport corridor and undertake the Project in accordance with the designation notwithstanding anything contrary to the AUP (OP);
- It enables the work to be undertaken in a comprehensive and integrated manner;
- It achieves certainty through identifying in the AUP (OP) the location, nature and extent of the Project and AT's clearly intended use of that land;
- It ensures the security of the multi-modal transport corridor is maintained in respect of separation from other network utilities and the potential actions of third parties on and within (in particular) land contained within the designation footprint; and
- It enables the Requiring Authority to avoid, remedy and mitigate any adverse effects of the project including adverse effects on cultural values.

8. OTHER RESOURCE CONSENTS NEEDED FOR THE PROPOSED ACTIVITY:

As detailed in Section 3 of the AEE, which supports (and is part of) this NoR, a number of resource consents in accordance with sections 9, 12, 13, and 15 of the RMA are required and being sought from Auckland Council for the following:

- Earthworks;
- Permanent and temporary stormwater discharges;
- Diversion and discharge of groundwater;
- Temporary construction and permanent occupation and use of the Coastal Marine Area; and
- Contaminated land.

These resource consents have been assessed in the AEE, which also supports this NoR. The resource consents are only sought for the section of the Project from Panmure Roundabout to the Panmure Bridge.

Resource consents for the same activities from the Panmure Bridge to Ti Rakau Drive section will be sought subsequently apart from the groundwater discharge consent sought in the suite of consents above and associated with the piles/abutment for the eastern end of the Busway bridge.

The following consents and approvals will be applied for at a later date:

- Archaeological approvals under the Heritage New Zealand Pouhere Taonga Act 2014;
- Resource consents for the activities associated with works from the Panmure Bridge to Ti Rakau Drive section of the Project;
- Road corridor access requests and closure approvals (as required); and
- Additional NoRs and resource consents will be required for subsequent stages of the overall AMETI project such as Sylvia Park and the Ti Rakau Drive to Botany Busway.

9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

The consultation undertaken with parties likely to have particular interest in the Project is detailed in Section 8 of the AEE which supports this NoR. Discussions will be continuous and on-going throughout the project.

A Communication and Engagement Plan was prepared and affected parties and key stakeholders were identified and a database of these was compiled. A community liaison group was established in order to keep these stakeholders informed. The group was also used as a mechanism for seeking feedback, in order to foster collaboration between stakeholders, affected parties and the project team in relation to the design and development of the Project (and wider AMETI project, as detailed in the AEE including in Volume 4 (Appendix K) of the NoR suite of documents).

In summary, AT has consulted with:

- Ngāti Pāoa Trust Board
- Ngāti Maru Runanga
- Ngāti Whanaunga Inc Soc
- Ngāi Tai ki Tāmaki Tribal Trust
- Te Ākitai Waiohua
- Ngāti Te Ata Waiohua
- Ngāti Tamaoho Trust
- Ngāti Whātua Ōrākei

All the mana whenua groups identified above have chosen to engage on the AMETI project with Auckland Transport to date and this is outlined in the Mana Whenua Engagement Summary included in Volume 4 (Appendix O) of the NoR suite of documents.

Since 2010, engagement with mana whenua has been facilitated by the application of the Maori Engagement Framework. Engagement has included monthly hui, workshops and site walk overs.

In response to the on-going engagement, Maori Values Assessments have been completed and received from Ngāti Pāoa, Ngāi Tai ki Tamaki, Te Ākitai Waiohua, Ngāti Whātua Ōrākei, Ngāti Te Ata Waiohua and Ngāti Maru. A Cultural Values Assessment (CVA) has also been prepared and is included in Volume 4 (Appendix I) of the NoR suite of documents. The CVA draws on the MVA's to provide an independent review of the cultural values and cultural effects arising from the Project in addition to considering measures to avoid, remedy or mitigate cultural effects as necessary and appropriate.

- Auckland Council

Various departments of Auckland Council have been consulted. These include:

- Major Infrastructure team and the Regional and Local Planning team. Discussions with these teams centred on the nature of works and the associated process for approvals required for the Project.



- Auckland Council Parks, Sport and Recreation Department (AC Parks), Maungakiekie-Tamaki and Howick Local Boards. Various meetings have been held with AC Parks and the Local Boards to update them on the project. The Local Boards are supportive of the proposal despite recognising that there will be some effects on park land administered by the Local Board.
- **Utility Operators**
Utility operators with assets within the vicinity of the Project (including Watercare, Vector, Chorus and Telecommunication providers) have been consulted prior to lodgement. Auckland Transport will work with these operators prior to commencement of construction works.
- **Adjacent Business Operators**
Consultation was undertaken with businesses operating in the vicinity of the Project area including Howick & Eastern Buses, NZ Bus / Metrolink and a variety of local businesses.
- **Directly affected landowners**
Consultation has commenced with all landowners whose property will be directly impacted by the Project either by full or partial land take or by proximity. It is noted that of the 190 properties affected by the Project 135 agreements are settled.
- **Auckland Harbour Master**
The Harbour Master was consulted about the use of the Tamaki River and the moorings within the inlet. It was confirmed that AT and the Harbour Master's office will work together to facilitate passage along the river and relocate the affected moorings.
- **Community Groups including Panmure Community Action Group, Panmure Basin Preservation Society, Panmure Business Association, Pakuranga Business Network and resident's groups (i.e. Panmure Community Action Group, Kentigern Close Residents Association, Kerswill Place Residents Association and Bridge Street residents).**
- **Education and childcare facilities within the vicinity of the Project area.**
- **Representative Groups including Walk Auckland, Cycle Action Auckland, Bus and Coach Association, New Zealand Heavy Haulage Association, National Road Carriers and environmental groups.**
- **The general public (including communities of Panmure, Pakuranga and broader Auckland) through public open days, a Project link on the AT website, Project newsletters, media releases and feedback forms. In addition, engagement undertaken with the general public as part of the Auckland Plan, Long Term Plan and Integrated Transport Programme consultation.**

A range of tools were used in order to facilitate robust engagement. These are described in detail in Section 8.4 of the AEE and include information days, neighbourhood barbeques, one on one meetings, letters, newsletters, website information, media releases and advertising, and use of a community consultation database.

10. AUCKLAND TRANSPORT ATTACHES THE FOLLOWING INFORMATION REQUIRED TO BE INCLUDED IN THIS NoR BY THE DISTRICT PLAN, REGIONAL PLAN, OR ANY REGULATIONS MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

This NoR is contained within Volume 1 of the full suite of documents that comprise the "AMETI Stage 2A Notices of Requirement and supporting information". AT also attaches the following information as part of the overall suite of documents supporting this application:

- Appendix A – Land Requirement Plans;
- Appendix B – Schedule of Affected Properties;
- Appendix C – Conditions proposed for the new Designation;
- Assessment of Environmental Effects (refer to Volume 2);
- Supporting Plans (refer to Volume 3); and
- Specialist reports to support the AEE (refer to Volume 4).

11. EXTENDED LAPSE PERIOD SOUGHT:

Pursuant to section 184(1)(c) of the RMA, AT proposes a lapse period of 10 years for the implementation of the proposed designation.

This period provides sufficient time for AT to secure construction funding based on the priorities of funding allocation in the Auckland Transport Integrated Transport Programme (2012-2041). This time frame is also consistent with the Mayor's Proposed Long-Term Plan 2015-2025.

Signed for AT by Dean Ingoe, Acting Manager Property & Planning pursuant to an authority by AT

Signature:



Date: 11 January 2017

Address for Service:

Auckland Transport
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