

AMETI Package 1 Panmure Corridor Notice of Requirement Phase 1A



CONTRACT NUMBER: TP/020/08

**Auckland Manukau Eastern Transport Initiative – Package 1 Panmure Corridor
Statutory Approvals**

Phase 1A – Notice of Requirement

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Part I. Notice of Requirement

Notice of territorial authority's requirement for designation or alteration of designation
(Sections 168 Resource Management Act 1991)

To: Auckland Council
Private Bag 92300
Auckland 1142

From: Auckland Transport
Private Bag 92250
Auckland 1142

Auckland Transport (an Auckland Council Controlled Organisation) gives notice of a requirement for a designation in the Auckland City District Plan: Isthmus section for a public work in the vicinity of Mountain Road, Mountwell Crescent, Forge Way, Ellerslie Panmure Highway and Jellicoe Road, Panmure.

This notice is for the construction, operation and maintenance of its road network at Panmure including: the vertical realignment and extension of Mountain Road (Forge Way to Jellicoe Road), the vertical realignment and widening of the Ellerslie Panmure Highway (between Forge Way and Mountain Road/Panmure roundabout); the extension of Mountwell Crescent; and the construction of a new road on an elevated structure (Proposed Local Connector Network Road (LCN)). This Notice also includes the relocation of services, environmental mitigation, temporary construction areas, ancillary structures and other associated activities.

These works are collectively known as the "Auckland Manukau Eastern Transport Initiative: Package 01 Panmure, Phase 1A" (The Project).

The site to which the requirement applies is as follows:

Land identified on the attached Requirement Plans (Reference as 1/1162/AMETI Package 01 Phase 1A Preliminary Design Plans).

Specifically Auckland Transport seek to designate the following properties:

- 3 Forge Way, Mt Wellington;
- 5-7 Fraser Road, Mt Wellington; and
- 531 Ellerslie Panmure Highway, Mt Wellington.

The land is legally described in the "schedule of affected properties" attached at Appendix A to Part 1 of this notice.

Auckland Council also seeks to designate the following properties in which it has an interest sufficient for undertaking the work:

- 3 Mountwell Crescent
- 5 Mountwell Crescent

- 7 Mountwell Crescent
- Local Purpose Reserve, Mountwell Crescent
- Local Purpose Reserve, Mountwell Crescent
- 7-9 Jellicoe Road
- 528 Ellerslie Panmure Highway
- 530 Ellerslie Panmure Highway
- 534 Ellerslie Panmure Highway
- 536 Ellerslie Panmure Highway
- 525 - 527 Ellerslie Panmure Highway
- 529 Ellerslie Panmure Highway
- 535 Ellerslie Panmure Highway
- 3 – 35 Ireland Road

The land is legally described in the “schedule of affected properties” attached at Appendix A to Part 1 of this notice.

The nature of the proposed public work (or project or work) is:

The works required for the Project directly relevant to Auckland Council are described in detail in the Assessment of Environmental Effects (AEE) contained in Part II of this notice. In summary, they are:

- The realignment of Mountain Road over the railway and extension through to Jellicoe Road;
- The realignment of Ellerslie Panmure Highway over the railway and construction of an Rapid Transit Network (RTN) bridge including road widening;
- The extension of Mountwell Crescent; and
- The construction of a new LCN road between Ellerslie Panmure Highway and Mountain Road on an elevated (Box) structure.

The designation of the land subject to this NoR will allow for the construction operation and maintenance of the road network at Panmure including: the vertical realignment and extension of Mountain Road (Forge Way to Jellicoe Road, the vertical realignment and widening of Ellerslie Panmure Highway (between Forge Way and Mountain Road); the extension of Mountwell Crescent; and the construction of a new Road on an elevated structure including the relocation of services, environmental mitigation, temporary construction areas and other associated activities.

The proposed works form an early part of the Auckland Manukau Eastern Transport Initiative (AMETI) Project. The AMETI Project is focused on developing an integrated multimodal transport system that supports population and economic growth in east Auckland. This involves providing more and better transport choices and aims to significantly enhance the safety, quality and attractiveness of passenger transport, and the walking and cycling environment while recognising that not all transport demand can be accommodated by these modes alone. The project commenced as a tripartite partnership (AMETI Partners) between Auckland City Council, Manukau City Council and the Auckland Regional Transport Authority

(ARTA). These parties were amalgamated (amongst others) in November 2010 to form the Auckland Council. Auckland Transport is a Council Controlled Organisation (CCO) and is now responsible for delivering this project.

Auckland Transport intend to proceed with AMETI as six professional work services packages as follows:

Package 01 – Panmure Corridor.

Package 02 – Sylvia Park Bus Lanes.

Package 03 – Pakuranga Interim Improvement.

Package 04 – Pakuranga, Ti Rakau and Reeves, including Rapid Transit Network.

Package 05 - Transport Modeling.

Package 06 - Mt Wellington Area Investigations (Mt Wellington Highway Improvements, new Waipuna Road to Triangle Road Link, Waipuna Road widening, Carbine Road/SEART intersection upgrade).

Packages 01 – 04 and 06 will then require multiple physical works contracts.

This Notice of Requirement (NoR) relates to Package 01 (The AMETI Panmure Corridor) but is focused on works within the area between Ellerslie Panmure Highway and Mountain Road including: the vertical realignment of Ellerslie Panmure Highway and Mountain Road to accommodate the proposed electrification of the railway line by Kiwi Rail; the realignment of Mountain Road to the intersection of Jellicoe Road and Pleasant View Road; and the construction of a new road (for local buses) between Ellerslie Panmure Highway and Mountain Road. This stage of the works is known as Phase 1A.

Phase 1A involves constructing the following elements of infrastructure that will improve the transport interchange and traffic circulation in Panmure:

1. The raising of Ellerslie Panmure Highway and Mountain Road bridges over the rail provides required clearances for the Kiwirail electrification project.
2. The widening of Ellerslie Panmure Highway will provide a segregated bus road and bus stops that will provide an enhanced interchange with the rail station and provide cycle lanes in each direction and improved wider footpaths. The new RTN bridge will be constructed alongside the existing bridge.
3. The new Local Connector Network road will provide local bus access (including bus stops) and add to the Panmure transport interchange, it will also provide a new link for local traffic between Mountwell Crescent and Mountain Road and will introduce short term parking for rail drop-off and taxi use.
4. A new footbridge across the middle of Panmure Station from the LCN Road will provide new stair and lift access to the platforms and between development sites on each side of the station.
5. The realignment of Mountain Road will remove one arm from the Panmure Roundabout with benefits to traffic capacity and road safety. The “old” Mountain Road will be available for pedestrian use to connect the station and the town centre,

potentially as a shared space.

6. The eastern wall of the proposed LCN Road will form the western wall of the proposed upgrade to the Panmure Station. The proposed improvements to the rail station waiting environment, including enhancements to the adjoining street network, will enhance the passenger environment.
7. Convenient cycle parking will be provided at the Mountain Road end of the station.
8. The package of works will provide for the redevelopment of the area around Panmure Station and will incentivize the area for the proposed Transit Oriented Development as envisaged by Auckland Council.

The Phase 1A works need to be progressed first because the existing vertical clearance at Eilerslie Panmure Highway and Mountain Road is not adequate to allow for the new road to pass underneath, or to accommodate the necessary infrastructure required to progress the electrification of the rail network. KiwiRail has works planned for December 2011 requiring a BOL for 3 weeks, which will provide an opportunity for Mountain Road to be raised to facilitate electrification.

The proposed works stand alone as a phase of works as they are designed to support the works around the proposed upgrade of Panmure Station and the provision of better public transport within Panmure (i.e. RTN bus stops and the creation of a LCN road centered around the station).

The realignment of Mountain Road away from the Panmure Roundabout will also result in increased, but not significant, efficiencies on the operation of the roundabout.

The necessity of the Phase 1A works are therefore linked with the provision of Public Transport within Panmure and can therefore be seen to meet the multi modal transport aims of the AMETI project rather than specifically addressing transportation capacity or operational issues related to the existing roading network. Therefore if the remainder of the AMETI project was not progressed, the Phase 1A works would achieve the benefits of providing better Public Transport connections, both for bus and rail, centered on the Panmure Station.

The nature of the works that are the subject of this Notice include the construction, operation and maintenance of its road network, relocation of services, environmental mitigation, temporary construction areas and other associated services and ancillary structures.

The project is described in full in Part II of this Notice.

The nature of the proposed conditions that would apply are:

The land required will be used for the construction, operation (including environmental mitigation) and maintenance of the Auckland Council road network subject to the proposed designation conditions contained in Appendix B of Part 1 of this Notice. The nature of the proposed conditions that would apply relate to ways in which the potential adverse effects of construction can be avoided, remedied or mitigated.

Once constructed, access to the operational road network will be restricted and controlled to provide for the safe and efficient movement of traffic and public transport and any associated activities such as maintenance and mitigation works that may be required.

The designation will include land required temporarily for construction. Upon completion of the works, the designation may be drawn back, pursuant to s182 RMA to a location sufficient to protect the route and enable ongoing operation and maintenance. The exact position of the final road designation boundary will be determined upon completion of the Ameti Package 01 Panmure project.

The effects that the public work will have on the environment, and the ways in which any adverse effects will be mitigated, are:

Part II of this Notice contains the Assessment of Environmental Effects (AEE). The AEE considers the existing environment, the environmental effects and proposed mitigation of any adverse effects of the works associated with the Project. Potential effects of the Project include:

- Decreased vehicular capacity along Ellerslie Panmure Highway;
- Improved access to and from the local road network;
- Improved connectivity within Mt Wellington/Panmure;
- Improved traffic safety;
- Reduced congestion on local streets;
- Reduction in traffic noise levels;
- Purchase and use of land for roading purposes;
- Temporary disturbance and disruption to the immediately adjacent landowners and communities during the construction period;
- Works within the dripline of a scheduled tree;
- Improved local pedestrian and cyclist facilities;
- Stormwater treatment and discharge; and
- Other general effects outlined in the AEE including potential effects on the existing noise environment, air quality, visual landscape environment, and the ecology and water quality of the area.

The actual and potential effects of the work on the environment that have been assessed are:

- Urban Design;
- Landscape and visual effects;
- Transport effects;
- Noise effects;
- Vibration effects;
- Air Quality effects;
- Ecological effects;
- Arboricultural effects;
- Geotechnical and earthworks effects;
- Stormwater effects;
- Archaeological and heritage effects; and
- Land contamination effects.

Alternative sites, routes, and methods have been considered to the following extent:

Part II of this Notice (the AEE) includes a description of the alternatives considered to meet the objectives of this Project.

The public work and designation (or alteration) are reasonably necessary for achieving the objectives of the requiring authority because:

The Project has the following objectives:

- Provide for sustainable movement of people, goods and services in a modern, planned and integrated manner;
- Provide connectivity between communities and businesses;
- Promote economic development and the economic and social well-being of communities;
- Provide for Auckland's growth needs;
- Promote good urban design – a sense of place, physical safety and environmental sensitivity; and
- Address travel demand requirements.

These are project wide objectives which have directed/informed the overall AMETI Panmure Corridor Project, of which Phase 1A is a component part. In this way, these objectives are the principle driver for the Phase 1A works.

However, some specific objectives for the Phase 1A work have been developed and are as follows:

- Providing local network improvements;
- Maintaining the accessibility to the Panmure Town Centre; and
- Improving the bus and rail Interchange at Panmure.

Part II of this Notice (the AEE) details why the designation is reasonably necessary for achieving the objectives of the Requiring Authority. In summary, the designation is necessary as the proposed Phase 1A works are part of the larger AMETI Project which is designed to:

- Deliver an integrated multi-modal transport system that supports population and economic growth in Panmure and Tamaki;
- Support substantial Council investment that has been made to date in the Panmure town centre and wider Tamaki area; and
- Provide a catalyst for the revitalisation of the Tamaki area.

As stated above the proposed works stand alone as a phase of works as they are designed to support the works around the proposed upgrade of Panmure Station and the provision of better public transport within Panmure.

The realignment of Mountain Road away from the Panmure Roundabout will also result in increased efficiencies on the operation of the roundabout.

The Phase 1A works are therefore linked with the provision of public transport within Panmure and can therefore be seen to meet the multi modal transport aims of the AMETI project.

The following resource consents are needed for the proposed activity and have not been applied for:

An assessment of the regulatory requirements has been undertaken. The following statutory approvals are required and will be prepared following completion of the Preliminary Design phase of the project and will need to be approved before the Phase 1 A works commence;

- Long term discharge consents for the release of contaminants from the site.
- The diversion and discharge of stormwater.
- Earthworks / sediment control.
- Precautionary Authority under the Historic Places Act.

In addition, the following will be required as the Panmure Corridor package progresses: -

- Outline Plan of Works for a Park and Ride Facility at 528 536 Ellerslie Panmure Highway (Auckland Transport)
- Outline Plan of Works for upgrades to the Panmure Station (Auckland Transport)
- Notice of Requirements for Phases 1, 2 and 3 of the Ameti: Panmure Package 01

The following consultation has been undertaken with parties that are likely to be affected:

Extensive consultation has been undertaken throughout the investigation and development stages of the AMETI Project in accordance with the legislative responsibilities under the Local Government Act 2002, Resource Management Act 1991 and to some extent the Land Transport Management Act 2003.

The purpose of the consultation was to provide the community with opportunities to be fully informed about the project and to contribute to solutions before key project decisions were made. Consultation has been undertaken as part of the overall AMETI project, consisting of:

- Newsletters to inform of the project;
- Meetings with directly impacted land owners;
- Numerous open days (or evenings) across the project area;
- A deliberative feedback mechanism via a series of workshops;
- An 0800-4-AMETI call centre; and
- Website material (via www.ameti.co.nz).

Most recently three, of the five scheduled, public open days have been held for the Panmure phase of the project. This community engagement has followed on from the wider community engagement that was undertaken in 2007. Feedback from the 2007 community engagement helped to shape the alignment and design decisions.

The aim of these open days has been to inform the public of the project proposals and to consult on various aspects of the project. The open days have been held at the Panmure Community Centre, on Saturday 29th May 2010, Saturday 16th October 2010, and most recently on the 9th April 2011. The general format for these open days has been to have display boards that people can view and which convey information about the project. This is

followed by a presentation by the project partners with question and answer sessions.

The overall aim of the first open day was to inform the public about the AMETI project and to explain how the AMETI packages of work have been allocated and phased. The main focus of the second and third open days has been on the Panmure package of work.

Auckland Transport attaches the following information required to be included in this notice by the district plan, regional plan, or any regulations made under the RMA.

- 1) Assessment of Environmental Effects.
- 2) Technical Reports:
 - Urban Design
 - Landscape and visual effects;
 - Transport effects;
 - Noise effects;
 - Vibration effects;
 - Air Quality effects;
 - Ecological effects;
 - Arboricultural effects;
 - Geotechnical and earthworks effects;
 - Stormwater effects;
 - Archaeological and heritage effects;
 - Land contamination effects; and
 - Consultation.
- 3) Requirement Plans

Signed for and on behalf of Auckland Transport

Rick Walden
Manager Major Projects

.....

Date:

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Opus International Consultants Ltd
Private Bag 5848
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Principal Planner
(Tel) 09 355 9305
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Appendix A. Schedule of Affected Properties.

Schedule of affected properties (Properties where Auckland Transport does not have an interest in the land to undertake the works)				
Address	Property Area	Legal Description	Owner	Area Required (To be confirmed).
80 Mountain Road	11,231m ²	Lot 1 DP 169313	M.N Gervai, P/R Gervai and I.R Ross.	Nil. Eastern vehicle crossing obstructed.
3 Forge Way, Mount Wellington.	1,725m ²	Lot 1 DP 189494	K.F Chan, S.L Yong, K.F Chan, J.K Chan.	45m ²
5 – 7 Fraser Road. Mt Wellington	43029m ²	Lot 1 DP 179058	Fraser Road Trustees Ltd	79m ²
531 Ellerslie Panmure Highway, Mount Wellington.	2119m ²	Lot 1 DP 109879	I.R Cranefield, A.M Cranefield and C.A Quinn.	75m ²
Schedule of affected properties (Properties where Auckland Council has an interest in the land to undertake the works)				
Address	Legal Description	Property Area		
3 Mountwell Crescent	Lot 3 DP 189494	3866m ²		
5 Mountwell Crescent	Lot 12 DP 1894494	930m ²		
7 Mountwell Crescent	Lot 4 DP 189494	4067m ²		
Local Purpose Reserve	Lot 16 189494	199m ²		
Local Purpose Reserve	Lot 17 189494	339m ²		
5-7 Jellicoe Road	Lot 1 DP 35778	11665m ²		
528 Ellerslie Panmure Highway	Pt Lot 4 DP 19865	3369m ²		
530 Ellerslie Panmure Highway	Lot 2 DP 33816	1502m ²		
534 Ellerslie Panmure Highway	Pt Lot 1 DP 47319	2876m ²		
536 Ellerslie Panmure Highway	Pt Lot 2 DP 47319	1086m ²		
525 – 527 Ellerslie Panmure Highway	Lot 3 DP 169163	8398m ²		
529 Ellerslie Panmure Highway	Lot 2 DP 169163	6310m ²		
535 Ellerslie Panmure Highway	Pt Allotment 54 Small Lots near village of Panmure	6225m ²		
Bill McKinley Park, Ireland Road, Mount Wellington.	Recreation Reserve (Allot 55 Pt Allots 56 Sec 1 small lots near village of Panmure NZ GAZ 1979 P2224)	19,635m ²		

Appendix B – The Proposed Conditions that Would Apply

The proposed designation will be subject to the conditions that will address the following:

General Conditions

- 1) The period which this designation shall lapse if not given effect to shall be 10 years from the date on which it is confirmed in accordance with Section 184 (1) of the RMA.
- 2) The proposed works shall be undertaken in general accordance with the Requirement Plans referenced as 1/1162/AMETI Package 01 Phase 1A Preliminary Design Plans.

Construction

- 3) At least 20 working days prior to the commencement of works on the Project, the Requiring Authority shall prepare and submit to Auckland Council a Construction Management Plan (CMP). The purpose of the CMP is to set out the management procedures and construction methods to be undertaken in order to avoid, remedy or mitigate potential adverse effects arising from the contractors activities.
- 4) The CMP shall be implemented and maintained throughout the entire construction period. The CMP shall include specific details relating to the construction and management of all works associated with the project including:
 - a) Details of the site or project manager, including the contact details;
 - b) The location of notice boards that clearly identify the name, telephone number and address for service of the site or project manager;
 - c) An outline construction programme of the works including indicating particular likely road closures and anticipated traffic diversion;
 - d) Any means to ensure that no damage occurs to street trees that are otherwise unaffected by the Project throughout the construction period;
 - e) Any means of protection of services such as pipes and watermains within the road reserve;
 - f) Measures to be adopted to maintain the land in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
 - g) Location of workers offices and conveniences;
 - h) Procedures for controlling sediment run-off, dust and the removal of soil debris and demolition and construction materials from public roads and places. Dust mitigation measures should include use of water sprays and shall be in accordance with any resource consents for bulk earthworks obtained for the project;

- I) Procedures for ensuring that residents in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected durations of works;
- J) Means of ensuring safety to the general public.

Traffic

- 5) The CMP shall include a Temporary Traffic Management Plan (TTMP), for the project, which shall be prepared by a suitably qualified expert.

The TTMP shall be implemented and maintained throughout the entire construction period.

The TTMP shall include details relating to:

- a) Methods for mitigating the local and network wide effects of construction activities;
- b) Methods to manage the effects of traffic that is required to detour or be diverted during construction, in particular seeking to minimise effects on residential and commercial areas;
- c) Contingencies for traffic diversion;
- d) Traffic control measures;
- e) Detailed vehicle routes, number of trucks and hours of operation;
- f) Outline pedestrian management including identifying a safe route for pedestrians and cyclists and include clear directional signage identifying safe routes.

Noise and Vibration

- 6) A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared, implemented and maintained throughout the entire demolition and construction periods of the proposed Phase 1A works. The CNVMP shall describe the measures adopted to, as far as practicable meet the requirements of NZS6803:1999 Acoustics – Construction Noise. The CNVMP shall refer to noise management measures set out in Annexure E of NZS6803:1999, and as a minimum shall address the following:

- Construction sequence;
- Machinery and equipment to be used, including the use of non – percussive machinery where practicable;
- Hours of operation, including times and days when noisy construction work would occur;
- The design of noise mitigation measures such as temporary barriers or enclosures;
- Construction noise limits for specific areas;

- Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with residents and other occupiers to achieve acceptance outcomes;
 - Methods for monitoring and reporting on construction noise.
 - Methods for receiving and responding to complaints about construction.
- 7) The CNVMP shall refer to vibration management measures set out in the Vibration Standards of the German Standard DIN4150-3:1999, and shall address the following aspects:
- Vibration monitoring measures;
 - Vibration criteria;
 - Possible mitigation measures;
 - Compliant response;
 - Reporting procedures;
 - Notification and information for the community of the proposed works;
 - Vibration testing of equipment to confirm vibration predictions;
 - Location for vibration monitoring when construction activities are adjacent to critical buildings;
 - Operational times; and
 - Preparation of building condition reports on critical buildings prior to, during and after completion of works.

Archaeological and Heritage

- 8) A precautionary s.12 Authority under the Historic Places Act shall be gained before any construction works are undertaken. Conditions under this Authority shall be adhered to.

Urban Design

- 9) The works for Phase 1A are to be consistent with the streetscapes attached to the Assessment of Environmental Effects (Appendix 5 Attached to Part II of this Notice) to create local streets consistent with a town centre and Transport Oriented Design development. These include kerbside parking to support retail/commercial businesses, substantial trees, significant landscaping, suitable footpath widths and pedestrian/cyclist priority measures as drawn. Large trees at the time of planting to mitigate the widened Eilerslie Panmure Highway/Rapid Transport Network road shall be planted. Landscaping and bus stop canopies should be generally consistent with concept plans attached to Urban Design Assessment of Environmental Effects.

Arboricultural

- 10) That a suitably qualified arborist be engaged to supervise all excavation works within the dripline of the Pohutukawa tree, Council reference F14-28.
- 11) That the scheduled Pohutukawa tree, Council reference F14-28, is afforded the maximum degree of protection during road works through the erection of effective protective fencing around the entire radius of open ground (within 9 Jellicoe Road) in which it stands.
- 12) That the existing area of open ground around the Pohutukawa tree, Council reference F14-28, within 9 Jellicoe Road is retained.

Advice Notes

- 1) The Requiring Authority needs to obtain all other necessary consents and permits to comply with all relevant Council plans and bylaws.
- 2) With respect to the scheduled Pohutukawa Tree, Council reference F14-28, further applications for resource consent maybe required to install underground utility services through the tree's dripline on Jellicoe Road.

Geotechnical

- 3) The following advice notes are suggested for inclusion in the applications for resource consent for earthworks that are required to implement the Project:
 - I. Cut and fill slopes are to have a short term safety factor of at least 1.25 and a long terms safety factor of at least 1.5 (generally accepted by Territorial Authorities) and as per the Building Act.
 - II. Differential settlement angular distortion shall not exceed the generally accepted 1/500 where construction may affect existing buildings. Differential settlement angular distortion should not exceed 1/250 where construction may affect existing roads or services.

Land Contamination

- III. Swale drains shall be constructed around the perimeter of the construction area to prevent overland flow of stormwater from entering into the area.
- IV. Excavated materials shall be screened to separate the >150mm diameter basalt blocks, which are inferred to be not contaminated, from the <150mm diameter fraction which is inferred to be contaminated.
- V. The <150mm fraction of all excavated materials shall be stockpiled on the site. This material shall be placed on a ground sheet and covered with plastic sheeting to avoid infiltration of both direct rainfall and stormwater runoff.

- VI. Samples of the stockpiled soil materials shall be taken at the rate of 1 per 500m³ and screened for contaminants listed in the Auckland Regional Council Cleanfills Factsheet (February 2009). Note “OCP” on the table of this Factsheet should read “PAH”.
- VII. The results shall be compared with results with guideline values provided in the relevant AMETI plan. The material can be re-used on the AMETI project, if test values comply with cleanfill limits and Permitted Activity Criteria. Re-use or off-site disposal options (upon obtaining approval from operator) are described in section 8.6 of the Land Contamination report for the Project. A record shall be kept of the weight and locations of all fill placed within the Phase 1 AMETI alignment and of that disposed off site.
- VIII. All slopes shall be covered with plastic sheeting, where the <150mm fraction has been exposed by the land disturbance activities. This applies to when such activities are temporarily suspended both overnight and over weekends, and where the excavation may be staged such that a section may be finished before completion of construction. At the completion of the works any exposed <150mm materials within the former ICI – Dulux (Council Reference F14-33 Mount Wellington Concept plan) site shall be covered in a clay cap of not less than 0.3m thick or an equivalent GCL.
- IX. During construction it is likely that collection of stormwater generated within the site may not be practical and that the water will quickly infiltrate into the underlying basalt rock aquifer. Monitoring bores shall be installed near the southern side of the EPH bridge (ie down gradient of the site) and water samples obtained both prior to and during construction, in order to confirm that the land disturbance activity is not introducing contaminants into the groundwater. Should the monitoring reveal contamination of the groundwater then the earthworks within the Stage 1A AMETI site will need to be temporarily suspended, until a review of construction practices is undertaken and remedial measures are decided upon and undertaken in agreement with the Manager Auckland Council Natural Resources and Specialist Input.

Appendix C - Requirement Plans

Part II. Assessment of Environmental Effects

AMETI Package 1: Panmure Corridor, Notice of Requirement Phase 1A.

1 Introduction

Auckland Transport has statutory and financial responsibility for the operation, maintenance and enhancement of the public road asset within Auckland and is a Requiring Authority pursuant to Section 166 of the Resource Management Act 1991 (RMA).

Auckland Transport propose to undertake works to its public road network at Panmure including: the vertical realignment and extension of Mountain Road (Forge Way to Jellicoe Road), the vertical realignment and widening of Ellerslie Panmure Highway (between Forge Way and Mountain Road/Panmure roundabout); the extension of Mountwell Crescent; and the construction of a new Local Connector Network Road (LCN Road) on an elevated structure between Ellerslie Panmure Highway and Mountain Road. The works also include the relocation of services, environmental mitigation, temporary construction areas and other associated activities. The location of the proposed works is shown at Figure 1 below.

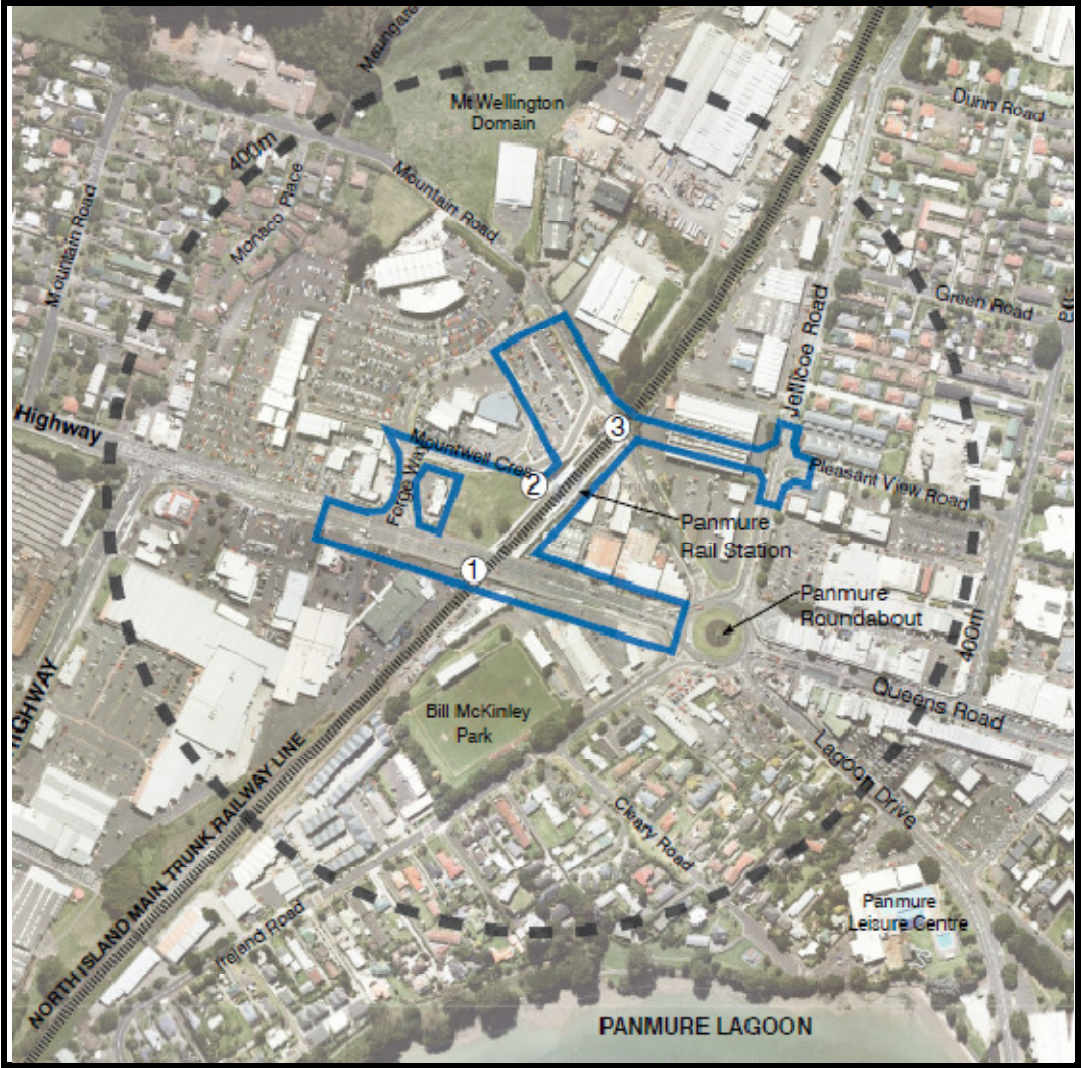


Figure 1. Location of the proposed works. No 1 indicates Ellerslie Panmure Highway; No 2 indicates the Local Connector Network; and No 3 indicates Mountain Road.

The proposed works form an early part of the Auckland Manukau Eastern Transport Initiative (AMETI) project. The AMETI Project is focused on developing an integrated multimodal transport system that supports population and economic growth in east Auckland. This involves providing more and better transport choices and aims to significantly enhance the safety, quality and attractiveness of passenger transport, and the walking and cycling environment while recognising that not all transport demand can be accommodated by these modes alone. The project commenced as a tripartite partnership (AMETI Partners) between Auckland City Council, Manukau City Council and the Auckland Regional Transport Authority (ARTA). These parties were amalgamated (amongst others) in November 2010 to form the Auckland Council. Auckland Transport is a Council Controlled Organisation (CCO) and is now responsible for delivering this project.

Auckland Transport intend to proceed with AMETI as six professional work services packages as follows:

Package 01 – Panmure Corridor.

Package 02 – Sylvia Park Bus Lanes.

Package 03 – Pakuranga Interim Improvement.

Package 04 – Pakuranga, Ti Rakau and Reeves, including Rapid Transit Network.

Package 05 - Transport Modeling.

Package 06 - Mt Wellington Area Investigations (Mt Wellington Highway Improvements, new Waipuna Road to Triangle Road Link, Waipuna Road widening, Carbine Road/SEART intersection upgrade).

Packages 01 – 04 and 06 will then require multiple physical works contracts.

This Notice of Requirement (NoR) relates to Package 01 (The AMETI Panmure Corridor) but is focused on works within the area between Ellerslie Panmure Highway and Mountain Road, including the vertical realignment of Ellerslie Panmure Highway and Mountain Road to accommodate the proposed electrification of the railway line by Kiwi Rail, the realignment of Mountain Road to the intersection of Jellicoe Road and Pleasant View Road and the construction of a new road, for local buses, between Ellerslie Panmure Highway and Mountain Road. This stage of the works is known as **Phase 1A**.

This NoR is supported by this AEE Report, which in turn is accompanied by specialist Technical Reports. Together these documents provide a description of the proposal, project background, a comprehensive assessment of effects on the environment, mitigation measures and consideration of the Phase 1a works against the relevant statutory requirements and planning policies.

The RMA provides the statutory framework for the sustainable management of natural and physical resources in New Zealand. Part 8 of the RMA relates to designations and heritage orders. Sections 166 to 186 under Part 8 set out the provisions for designations and set out the process for giving notice of requirements and the decision making process for designations. Section 166 of the RMA relates to the meaning of a designation, a network utility operator and a requiring authority (Auckland Transport). A

designation is a provision made in a district plan to give effect to a requirement made by a requiring authority under Sections 168 or 168A or Clause 4 of Schedule 1 of the Act.

This NoR for the Phase 1A works is a new requirement by Auckland Transport under Section 168 of the RMA. This AEE addresses the matters set out in Section 168 sets out the basis for a consent authority to assess a notice of requirement:

Section 168 Notice of requirement to a territorial authority

- (1) *A Minister of the Crown who, or a local authority which, has financial responsibility for a public work, may at any time give notice in the prescribed form to a territorial authority of its requirement for a designation—*
 - (a) *for a public work; or*
 - (b) *in respect of any land, water, subsoil, or airspace where a restriction is necessary for the safe or efficient functioning or operation of a public work.*
- (2) *A requiring authority for the purposes approved under section 167 may at any time give notice in the prescribed form to a territorial authority of its requirement for a designation—*
 - (a) *for a project or work; or*
 - (b) *in respect of any land, water, subsoil, or airspace where a restriction is reasonably necessary for the safe or efficient functioning or operation of such a project or work.*
- (3) *[Repealed]*
- (4) *A requiring authority may at any time withdraw a requirement by giving notice in writing to the territorial authority affected.*
- (5) *Upon receipt of notification under subsection (4), the territorial authority shall—*
 - (a) *publicly notify the withdrawal; and*
 - (b) *notify all persons upon whom the requirement has been served.*

In accordance with this section, a territorial authority must first and foremost consider the effects on the environment of allowing the requirement. Further, the effects on the environment of allowing the requirement must be considered subject to Part 2 of the RMA, which contains the Act's purpose and principles. The effects on the environment of allowing this requirement are considered in Chapter 5 Part 2 matters are considered in Chapter 8.

With regard to the other particular matters, an assessment of the proposal against the relevant planning provisions (s171(1)(a)) is provided in Chapter 9, consideration of alternatives (s171(1)(b)) is given in Chapter 3, and the necessity of the proposed works (s171(1)(c)) is discussed in section 2. These matters provide a comprehensive assessment of the proposal in terms of its effects on the environment and in terms of statutory requirements and national, regional and district planning documents. There are no other matters as contemplated by RMA Section 171(1)(d) considered necessary for the territorial authority to make a decision on the requirement.

2 Project Description

The AMETI Panmure Corridor covers an area extending from Glen Innes in the north to Mt Wellington Highway in the south. The overall AMETI Panmure project is to be constructed in a number of phases between 2011 and 2018. Construction of Phase 1A is expected to begin in December 2011 and comprises an advanced work package intended to be undertaken in conjunction with works being undertaken by KiwiRail who are undertaking electrification Project works in December 2011. This involves a Block of Line (BOL) when the rail lines will not be in use. Phase 1A involves changes to the following existing roads and structures:

- (a) Ellerslie Panmure Highway
 - Constructing a new rapid Transit Network (RTN) bridge across the railway (a designation will be sought for the operation of a Busway within Phase 2 of Package 01 as described below) ;
 - Lifting the level of the existing Ellerslie Panmure Highway Bridge; and
 - New raised intersection layout at Ellerslie Panmure Highway/Forge Way.
- (b) Mountain Road
 - New road alignment to the east from the Mountain Road Bridge;
 - Lifting the level of the existing Mountain Road Bridge; and
 - New signalised intersection at Jellicoe Road/Mountain Road.
- (c) Local Connector Network Road
 - New local road linking Mountain Road and the Ellerslie Panmure Highway RTN.
- (d) Panmure Covered Box
 - New covered box structure adjacent to the Panmure Rail Station, inside which the future AMETI alignment will be located where it runs beneath Ellerslie Panmure Highway and Mountain Road. The proposed alignment (subject of a future designation) is located between Mount Wellington Highway/Triangle Road in the south to Morrin Road in the north.
- (e) Pedestrian Bridge
 - New elevated bridge across the Panmure Rail Station.
- (f) Mountwell Crescent
 - Splitting Mountwell Crescent into two separate roads and realigned to intersect with the LCN Road on top of the Panmure Covered Box.
- (g) Forge Way
 - Lifting of Forge Way to meet the raised intersection at Ellerslie Panmure Highway.

The Project is shown in the Requirement Plans attached at Appendix C of Part I of this Notice.

Phase 1A will be followed by Phase 1 of the Panmure Corridor project, for which construction is expected to start in 2013. In brief, Phase 1 involves the construction of a new road from Mt Wellington Highway (Triangle Road) to Fraser Road. Between Ellerslie Panmure Highway and Mountain Road it will be located within the Panmure Covered Box as detailed above. The separate Phases of the proposed AMETI Panmure Corridor are shown in Figure 2 below.

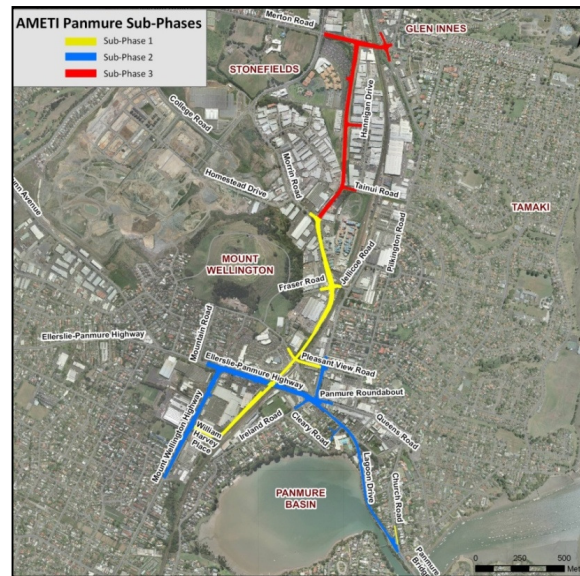


Figure 2. Ameti Panmure Corridor. Phases.

The Phase 1A works need to be progressed first because the existing vertical clearance at Ellerslie Panmure Highway and Mountain Road is not adequate to allow for the new road to pass underneath, or to accommodate the necessary infrastructure required to progress the electrification of the rail network. KiwiRail has works planned for December 2011 requiring a BOL for 3 weeks, which will provide an opportunity for Mountain Road to be raised to facilitate electrification.

The Phase 1A works as described above will also enable the upgrade of the existing Panmure Railway Station and facilitate the realignment of Mountain Road to Jellicoe Road as proposed by this NOR.

Phase 2 of the Panmure Corridor package of works is intended to provide for east west bus priority on Ellerslie Panmure Highway and Lagoon Drive between Mount Wellington Highway and Panmure Bridge together with the reconfiguration of the existing Panmure Roundabout to a signalised intersection.

Phase 3 of the Panmure Corridor package of works incorporates a new road link that extends from Merton Road in the north to Tainui/Morrin Road on the south (north of the end of Phase 1). The existing Apirana Ave/Merton Road roundabout will be reconfigured to a 2 lane roundabout with widening of Merton Road between this roundabout and the roundabout with Morrin Road.

Phase 1 (Mount Wellington Highway to Fraser Road), Phase 2 (East/West Bus Priority on Ellerslie Panmure Highway and Lagoon Drive incorporating changes to the Panmure Roundabout) and Phase 3 (Morrin Road to Merton Road) are not part of the scope of this Notice.

The Phase 1 works are specifically identified as a key component to achieving the vision and accompanying strategies of the Regional Land Transport Strategy (RLTS), including improving public transport by developing the Panmure–Botany–Manukau bus connection as a QTN with future upgrading to RTN. These works will also support the objective of increasing the number of public transport boardings per person by improved use of the existing transport network.

This will influence behavioral change or mode shift from private car to public transport.

The RLTS also recognises the need to provide additional road capacity where making better use of the existing network or infrastructure is not sufficient to cope with growth or demand. In this regard, the Phase 1A works will enable the construction of a new link road (as part of the AMETI project), which will increase road capacity to areas where good road transport connections are essential to support economic development through high freight activity (e.g. the Morrin Road industrial area).

The Phase 1A works will achieve a local environment that is easier to get around through improving the walking and cycling infrastructure. In addition by providing better local connectors, accessibility to local services and facilities will be improved. In particular, the Phase 1A works will support the RLTS vision of creating the infrastructure that is required for an efficient multi-modal transport system that is “integrated, safe, effective, and accessible to all including people with disabilities.”

2.1 Objectives for the Project

The AMETI project objectives are:

- Provide for sustainable movement of people, goods, and services in a modern, planned and integrated manner;
- Provide connectivity between communities and businesses;
- Promote economic development and the economic and social well-being of communities;
- Provide for Auckland’s growth needs;
- Promote good urban design – a sense of place, physical safety, and environmental sensitivity; and
- Address travel demand requirements.

These are project wide objectives which have directed/informed the overall AMETI Panmure Corridor Project of which Phase 1A is a component part. In this way, these objectives are the principal driver for the Phase 1A works.

However, some specific objectives for the Phase 1A work have been developed and are as follows:

- Providing local network improvements;
- Maintaining the accessibility to the Panmure town centre; and
- Improving the bus and rail Interchange.

2.2 Necessity for the Project/Strategic Context

The proposed Phase 1A works are part of the larger AMETI Panmure Corridor Package 01, Phase 1, scheme.

The Phase 1 scheme is designed to:

- Deliver an integrated multi-modal transport system that supports population and economic growth in Panmure and Tamaki;
- Support substantial Council investment that has been made to date in the Panmure town centre and wider Tamaki area; and
- Provide a catalyst for the revitalisation of the Tamaki area.

The transport and land use integration goals of the project start at the strategic level with the need to support the direction and outcomes provided for in the key strategic land use plans, policies and programmes for the project area including the New Zealand Innovation Centre (NZIC) & Tamaki Innovation Precinct (TIP), the Tamaki Transformation Programme (TTP) and the Tamaki Area Plan (TAP). These plans are discussed in more detail at section 4 of this report.

The project will be a key contributor to the Auckland Council's urban intensification outcomes planned for the Tamaki Edge, and also opens up the Council's 'Development with Vision' opportunities around the Panmure town centre and supports the Council's economic development plans. Many of the benefits of these wider initiatives cannot be fully realised until the AMETI Panmure Phase is completed.

These initiatives all stem from the need to accommodate growth within the region in line with the direction provided by the Auckland Regional Growth Strategy (RGS). At a strategic level, the key land use and transport integration issues facing AMETI revolve around trying to ensure that the transport solutions are able to adequately provide for the needs associated with the population and employment growth planned to be accommodated in this area.

At a strategic level the most important goal will therefore be to provide transport solutions which support the key land use plans, policies and programmes for the project area, ensuring that the transport network acts as facilitator for growth and intensification in the Panmure area, not a constraint. It is considered vital for AMETI to be developed in the context of the Council's broader policy objective including delivering liveable arterials and supporting a shift in land-use patterns towards a more compact urban form.

The AMETI Package 1 scheme comprises an integrated package of improvements to all transport modes in the Panmure area, designed to improve the transport choices so as to reduce dependence on private car use and facilitate land use changes to improve the area economically, socially and environmentally. The main components of the scheme are:

- Realigning Mountain Road to meet Jellicoe Road at Pleasant View Road, this will assist the future development of a Transit Oriented Development (TOD) centered on Panmure rail station (Phase 1A);
- Providing a cover over the new link road adjacent to Panmure rail station, between Ellerslie-Panmure Highway and Mountain Road, to prevent the new link road from being a

barrier to movement between the station and proposed developments to the west (Phase 1A);

- Construction of a new road linking Mt Wellington Highway and Merton Road to remove some through traffic from the town centre and to serve proposed developments to the north of Panmure (Phase 1);
- Providing bus lanes along Ellerslie-Panmure Highway and Lagoon Drive as part of the proposed the Rapid Transit Network (RTN) route between Panmure and Pakuranga, including a major bus / rail interchange at Panmure station and additional bus stations on Lagoon Drive near Lagoon Leisure Centre and Church Crescent (Phase 2); and
- Improvements to walking and cycling facilities, including a new facility across Panmure Bridge and replacement of the Panmure Roundabout with a more appropriate intersection to serve the town centre and to improve connections between the town centre and the rail station (Phase 2).

The following elements are allied to the above works:

- Upgrades to the Panmure Railway Station. Indicative drawings of the proposed upgrade to the railway station are included at Appendix 4;
- A revised bus station at Panmure interchange providing an improved bus/rail interchange (including changes for Local and Regional bus networks), including a new link road between Mountwell Crescent and Mountain Road with stops for local bus services (Phase 1A); and
- The link from Mountwell Crescent to Mountain Road will also provide an alternative route for traffic between Ellerslie-Panmure Highway and Jellicoe Road in both directions, reducing traffic demand through the Panmure Roundabout intersection.

With the inclusion of the above enhancements, Auckland Transport has concluded that the proposed AMETI Package 1 scheme, in association with sensitive planning of key developments such as the Panmure Transit Oriented Development (TOD) (and as shown at Appendix 4), will create an integrated transport system for the Panmure area that will address existing problems of congestion and safety and allow for new developments to be progressed. Combined with the adoption of urban design principles the proposals have the ability to enhance the environment and the economic and social well-being of the area.

In particular, the provision of high quality infrastructure for passenger transport, walking and cycling along with significant improvements to passenger transport services are expected to result in a significant modal shift from private car to these modes, with resulting benefits to the economy, to the environment, and to public health. Without such a mode shift, forecast traffic growth (both through trips and locally generated trips) would result in ever increasing congestion, with adverse effects on the business and residential communities in the Panmure area.

Phase 1A involves constructing the following elements of infrastructure that will improve the transport interchange and traffic circulation in Panmure:

1. The raising of Ellerslie Panmure Highway and Mountain Road bridges over the rail provides required clearances for the Kiwirail electrification project.

2. The widening of Ellerslie Panmure Highway will provide a segregated bus road and bus stops that will provide enhanced interchange with the rail station and provide cycle lanes in each direction and improved wider footpaths. The new RTN bridge will be constructed alongside the existing bridge. Operational traffic will be diverted onto the new RTN bridge while the existing bridge is demolished and replaced. This will ensure that two lanes of traffic in each direction will be maintained throughout the project. In addition, it is noted that the Panmure roundabout will remain in operation during construction.
3. The new Local Connector Network (LCN) road will provide local bus access (including bus stops) and add to the Panmure transport interchange, it will also provide a new link for local traffic between Mountwell Crescent and Mountain Road and will introduce short term parking for rail drop-off and taxi use.
4. A new footbridge across the middle of Panmure Station from the LCN Road will provide new stair and lift access to the platforms and between development sites on each side of the station.
5. The realignment of Mountain Road will remove one arm from the Panmure Roundabout with benefits to traffic capacity and road safety. The “old” Mountain Road will be available for pedestrian use to connect the station and the town centre, potentially as a shared space.
6. The eastern wall of the proposed LCN Road will form the western wall of the proposed upgrade to the Panmure Station. The proposed improvements to the rail station waiting environment, including enhancements to the adjoining street network, will enhance the passenger environment.
7. Convenient cycle parking will be provided at the Mountain Road end of the station.
8. The package of works will provide for the redevelopment of the area around Panmure Station and will incentivize the area for the proposed Transit Oriented Development (TOD) as envisaged by Auckland Council.

2.2.1 Transport issues addressed by Panmure Phase of AMETI

The table below discusses the key transportation issues facing the project area and how Phase 1A of the Panmure package of the AMETI project responds to these.

Transport Problems within the study area	AMETI response to problem
1) Lack of travel choices leading to a reliance on private cars	
<p>Travelers in the AMETI area, face a lack of viable transport choices. As a consequence, the population is heavily car dependent.</p> <p>Congestion arising from car dependency, severely affects access to other transport choices - buses are held up in traffic congestion, train services are difficult to access, and walking and cycling is unpleasant and dangerous.</p> <p>Consequently, the suburbs such as Panmure, Mt Wellington and Glen Innes that experience the effects of this congestion have a lower than average use of passenger transport and active modes for the Auckland City area.</p> <p>A significant proportion of households in the AMETI area also have access to either no vehicle, or fewer vehicles than the regional average. This suggests that there is a market demand for improved passenger transport service provision.</p>	<ul style="list-style-type: none"> ▪ Dedicated RTN bus road on Ellerslie Panmure Highway. ▪ Completion of the RTN is consistent with Auckland Transport's Auckland Passenger Transport Network Plan. ▪ Focus on ensuring pedestrian friendly street design to improve accessibility to passenger transport. ▪ Improved vehicle access to Panmure railway station. ▪ Street design to support RTN and LCN interchange at Panmure station.
2) Poorly integrated land use and transport provision	
<p>The eastern suburbs are unusual in Auckland as they are the only major population area not to be served by either a rapid transit passenger transport system or a state highway. The absence of the same standard of infrastructure that has been made available to other areas prevents good integration between planned land use and transport provision. Five growth nodes currently lie within the AMETI area. The potential to achieve maximum benefit from these growth nodes is currently limited by inadequate or inappropriate transport infrastructure, for the following reasons:</p>	<ul style="list-style-type: none"> ▪ Street design and infrastructure provision designed to support intensified residential growth around current and future Public Transport stations. ▪ Improved access for all modes between residential and commercial areas within the area. ▪ Improved vehicle and passenger transport access to commercial growth areas. This will support intensified commercial land use in these areas.

Transport Problems within the study area	AMETI response to problem
<ul style="list-style-type: none"> ▪ The town centres and commercial areas of Panmure and Mt Wellington currently suffer from severance and degraded amenity associated with being adjacent to major roading links with traffic volumes of around 40,000 vehicles per day. This limits their potential as development sites. ▪ Panmure is currently served by the eastern rail line, which will be upgraded through electrification and increased services. Low density development, dislocation from residential areas and poor accessibility, particularly on foot, limits the potential of the rail line in this area. ▪ Poor integration between bus and rail modes limits the potential to achieve the objectives of the Auckland Passenger Transport Network Plan, which relies on transfer from bus to rail at the Panmure station to provide rapid passenger transport access to the CBD. ▪ Congested intersections, particularly the Panmure roundabout, and poor road network layout limit vehicle accessibility between growth areas which, unless resolved, will restrict the potential of these areas to absorb residential development and attract new jobs. ▪ Use of bus transport between nodes suffers from the poor walkability of the area and from the impact of congestion on bus travel times. This will limit the potential of this mode to absorb future trip growth. 	

Transport Problems within the study area	AMETI response to problem
3) Limited accessibility and land use availability discouraging economic development	
<p>The AMETI project is intended to address access issues which limit the potential of a number of areas for intensified economic activity. The Glen Innes / Panmure area and the Mt Wellington / Carbine Road areas are both regionally agreed areas of economic development and have been designated as high priority growth area by Auckland City. Planning for the development of the Glen Innes / Panmure area has been underway for over a decade. However, development has not occurred due to uncertainty over the transport infrastructure in the area.</p> <p>The Glen Innes / Panmure area is now one of the few areas remaining in the isthmus with business zoned land ready for development. This is of particular importance with available business land inside the metropolitan urban limit expected to run out during the next decade.</p> <p>Access to these areas, both by commercial vehicles using the road system and employees using vehicles and passenger transport, is constrained by poor transport accessibility, particularly from the south. Transport accessibility has been assessed as being the primary consideration in decisions regarding locating and/or relocating urban design and land use and is paramount to ensure accessibility is enhanced and therefore economic growth.</p>	<ul style="list-style-type: none"> ▪ The Panmure town centre is better connected to the rail station. ▪ The proposed Panmure Transport Oriented Design (TOD) area is enabled through the realignment of Mountain Road.

Transport Problems within the study area	AMETI response to problem
4) The impact of congestion and unreliable travel times, particularly on economic activity	
<p>The AMETI Traffic Modeling Report shows that the capacity of the road network in the AMETI area is approaching saturation during the peak period.</p> <p>Congestion is forecast to worsen, with additional intersections on key commercial routes becoming saturated by 2021.</p> <p>Congestion is also impacting on the safe and efficient operation of strategic corridors, including the Panmure roundabout, where the high traffic volumes and difficult intersection layout lead to long delays and severance of the Panmure Township.</p> <p>Currently 40,000 vehicles a day enter the Panmure roundabout, and disperse to other destinations (equivalent to the one-way flow on the northern motorway at Mangere Bridge on SH20).</p> <p>Congestion will continue to worsen on this route, with key movements between Mt Wellington Highway and Ellerslie-Panmure Highway expected to become saturated during the AM and PM peaks in 2021. In total, under the do minimum, a further 18 key turning movements in the AMETI area will have reached saturation point by 2021.</p>	<ul style="list-style-type: none"> ▪ Minimisation of traffic growth through mode shift to passenger transport and active modes as well as TDM measures (Phase 1A).
5) Parts of the transport system are unsafe or perceived to be unsafe	
<p>Parts of the route addressed by the AMETI project are unsafe, with multiple minor or severe injury crashes occurring at the Panmure roundabout.</p> <p>Use of active modes (particularly cycling) is also perceived to be unsafe due to the absence of designated cycle ways and high traffic volumes. These volumes lead to severance in and of major town centres by regional arterial roads, creating unpleasant and unsafe walking environments.</p>	<ul style="list-style-type: none"> ▪ Enhancements to the urban environment and walking and cycling routes increase both perceived and actual safety for active modes.

Transport Problems within the study area	AMETI response to problem
6) Transport system is required to be environmentally sustainable	
<p>Heavy reliance on vehicle based transport in the AMETI area creates a significant dependence on non-renewable resources – particularly fuel, as well as increased air emissions. As the New Zealand Energy Efficiency and Conservation Strategy (2007) shows, energy use by the transport sector is increasing, meaning that carbon emissions will also increase. Without AMETI, the eastern suburbs will continue to remain largely car dependant making it difficult to achieve energy conservation and emissions control in this area.</p>	<ul style="list-style-type: none"> ▪ Mode shift to passenger transport and active modes as a result of the project itself and the integration of land use and transport associated with the project will lead to fewer environmental impacts by comparison with the do minimum.

2.3 Physical Description (operation)

Phase 1A involves changes to a number of existing roads and structures. This section of the AEE provides a detailed description of what the Phase 1A works will deliver in terms of physical infrastructure. The plans for Phase 1A are contained at Appendix C of Part 1 of this Notice.

(a) Ellerslie Panmure Highway

Ellerslie Panmure Highway will be widened on both sides. On the south side, minor land take will be required to the east of the Forge Way intersection. On the north side, land take will be required from approximately 50m to the west of Forge Way to the Panmure Roundabout. Land take and property ownership is described at section 2.7 of this report.

The new Ellerslie Panmure Highway will consist of four 3.5m lanes, a 4.2m wide raised median (narrowed down to 1.2m at the intersections), two 1.8m wide (including channel) cycle lanes and a 2.5m wide footpath on the south side. The road will also be lifted from its existing level in order to accommodate the lifting of the Ellerslie Panmure Highway Bridge. Land take will be required for the widening as indicated on the plans attached at Appendix C of Part 1 of this Notice.

The existing Ellerslie Panmure Highway Bridge will be demolished and replaced. The new bridge will be longer and higher to enable the proposed AMETI carriageway (subject to confirmation of the separate Notice of Requirement required for Phase 1), to run underneath. This will allow sufficient headroom for the planned electrification of the railway. Side protection will be provided on the bridge deck in the form of barriers and there will be additional height screening where the bridge crosses over the railway.

A new RTN busway is proposed to run parallel to Ellerslie Panmure Highway as part of Phase 2, subject to confirmation of the separate Notice of Requirement linked to the changes to the Panmure Roundabout and changes required to Lagoon Drive. The RTN will serve as the Panmure

bus/rail interchange and will be linked to the proposed new LCN Road (discussed further below) which will also service local buses. The RTN will consist of a two 3.5m wide lanes with four 2.5m wide bus bays and associated pedestrian waiting areas and shelters on either side. There will be a 6.5m footpath on the northern side of the RTN and two pedestrian crossings located adjacent to the bus stops connecting to footpath and bus stops on the southern side of the busway. The RTN will be bridged across the new AMETI carriageway and the railway tracks below. Side protection will be provided on the bridge deck in the form of barriers and there will be additional height screening where the bridge crosses over the railway.

The new RTN bridge will be constructed alongside the existing bridge. Operational traffic will be diverted onto the new RTN bridge while the existing bridge is demolished and replaced. This will ensure that two lanes of traffic in each direction will be maintained throughout the project. In addition, it is noted that the Panmure roundabout will remain in operation during construction.

It is envisioned that once the widening of Ellerslie Panmure Highway has been completed the Designations for Phase 1 and 2 will then be in place. If this is not the case then the RTN bridge would be kept in place as a bus stop instead of the urban Busway envisioned by Phase 2 of the AMETI project.

The construction of the proposed RTN bridge and the widening of Ellerslie Panmure Highway requires works to be undertaken in the properties located at 3 Forge Way and 533 Ellerslie Panmure Highway. Works are also required to be undertaken over land administered by KiwiRail. The remainder of the proposed works for the RTN Bridge and Road widening can be undertaken in land owned by Auckland Council.

(b) Mountain Road

Mountain Road will be realigned to meet with Jellicoe Road at a new intersection. This will remove the existing Mountain Road from the Panmure roundabout to the existing bridge, although this alignment may be integrated into the future Panmure TOD as an internal access road. The new Mountain Road will consist of 11.4m wide carriageway that will include two 2.5m wide traffic lanes with parking and footpaths on each side.

The existing Mountain Road Bridge will be replaced with a longer and higher structure in order to span across the proposed AMETI carriageway and the railway tracks below with sufficient headroom for the future electrification of the railway. The bridge will carry one traffic lane and one cycle lane in each direction with a 2.0m wide footpath on each side. As with the Ellerslie Panmure Highway Bridge, side protection will be provided on the bridge deck in the form of barriers and there will be additional height screening where the bridge crosses over the railway. Finally, there will be pedestrian access (stairs/ramp) from the south side of the bridge down to the Panmure Rail Station below.

The realignment of Mountain Road can largely be accommodated within land owned by Auckland Council. The exception to this is where the proposed new road is located over the railway line and in the property located at 5-7 Fraser Road, where 79m² of the property is required.

The realignment of Mountain Road will also obstruct the eastern most accessway to the property located at 80 Mountain Road. The western access to this property, having the wider vehicle crossing, is not affected by the proposed realignment of Mountain Road.

(c) Panmure Covered Box

The design involves the construction of a covered box over the proposed AMETI carriageway between Ellerslie Panmure Highway and Mountain Road. A Local Connector Network road (for local access and buses) will be located on top of the box. The inside of the box will be 21.6m wide and will be capable of accommodating a maximum of four traffic lanes, separated by a concrete median barrier, and cycle lanes on each side. Whilst the inside of the box will be formed and constructed it will not be open to traffic until such time as the designation for Phase 1 has been confirmed.

The eastern side of the proposed box will also enable the planned upgrade of Panmure Station as it will provide the western wall of the Station.

(d) LCN Road, Mountwell Crescent and Forge Way

A new LCN Road will be provided connecting the Mountain Road Bridge, Ellerslie Panmure Highway RTN Bridge, and Mountwell Crescent. The new road will be 6.4m wide with bus stops and parking on either side of the road. South of Mountwell Crescent the road will be restricted to buses only.

Mountwell Crescent will be realigned to intersect with the new LCN Road as two separate roads in order to provide local connectivity.

The current alignment of Forge Way will not be altered. However, it will be raised and re-graded to intersect appropriately with the new Forge Way/ Ellerslie Panmure Highway intersection.

(e) Pedestrian Bridge

The covered box also allows the provision of a pedestrian footbridge bridge. This will cross the Panmure Box, and the existing (and proposed upgrade of) Panmure Rail Station connecting the proposed development in the east adjacent to the Panmure Intersection to the Mountwell Crescent area in the west.

The proposed works stand alone as a phase of works as they are designed to support the works around the proposed upgrade of Panmure Station and the provision of better public transport within Panmure (i.e. RTN bus stops and the creation of a LCN road centered around the station).

It is also desirable to undertake the works this year to achieve efficiencies with the KiwiRail electrification project, which requires the vertical realignment/raising of Ellerslie Panmure Highway and Mountain Road, and will minimise disruption on the Transportation network.

The realignment of Mountain Road away from the Panmure Roundabout will also result in increased, but not significant, efficiencies on the operation of the roundabout.

The necessity of the Phase 1A works are therefore linked with the provision of Public Transport within Panmure and can therefore be seen to meet the multi modal transport aims of the AMETI project rather

than specifically addressing transportation capacity or operational issues related to the existing roading network. Therefore if the remainder of the AMETI project was not progressed, the Phase 1A works would achieve the benefits of providing better Public Transport connections, both for bus and rail, centered on the Panmure Station.

2.4 Construction

The following scenarios are envisioned under the currently proposed timeframes. This should be treated as indicative for the purposes of assessing the effects of the proposal.

2.4.1 Mountain Road Bridge

Mountain Road Bridge is intended to be replaced during the planned three-week KiwiRail Block of Line (BOL) over Christmas 2011 (26/12/11 – 15/01/12). Enabling works, including service diversions, site preparation, excavation, piling and construction of retaining walls, will commence in September 2011. During this time Mountain Rd will be reduced to one lane, which will operate as a contra-flow.

During the three week BOL, Mountain Road will be closed to traffic, piling will be completed, abutments and pile caps constructed, and beams placed and the approaches to the new bridge will be constructed. During this stage, existing stair and ramp access to the station will be demolished and temporary access to station platforms will be constructed.

After the BOL, the remaining work will be undertaken to complete the bridge and approaches, the plaza area and new stairs to the station platforms. This is programmed to be completed in March 2012. The completion of the road realignment to Jellicoe Road is dependent upon when the land becomes available, and is currently planned for during 2012.

2.4.2 Ellerslie Panmure Highway Bridges

Initial work between October 2011 to January 2012 will be to excavate and pre-load the abutments for the widened bridge in the Triangle site to the east of Panmure station. The enabling works that will be carried out between February to May 2012, will include modifying access to the station platform, temporary retaining structures, services relocations on the approaches.

The new northern (RTN) bridge will be constructed between May and December 2012. This will require the existing bridge to be narrowed from 3 to 2 lanes in each direction. Once the new bridge is completed, traffic will be diverted onto it temporarily while the existing bridge is demolished and the new bridge constructed. This is programmed for completion in October 2013.

2.4.3 Covered Box

Enabling works will commence in January 2012. Excavation will take place between February and April 2012, followed by construction of the walls and lid of the box. The box is programmed for completion in January 2013.

2.4.4 Panmure Station Footbridge

The bridge over the station and lifts down to platform level will be constructed between November 2011 and January 2012 to provide access to both rail platforms as soon as possible.

2.4.5 LCN Road

Once the box is completed, the local road on top will be constructed; this is programmed to occur between January and April 2013. This will also include connection to Mountwell Crescent and Mountain Road.

2.4.6 Park & Ride

The existing park and ride site west of Panmure station will be reduced in size in January 2012 to provide space for construction of Phase 1A. The reduced capacity of the existing Park and Ride is proposed to be replaced by a temporary Park and Ride provision located in the properties located at 528 – 536 Ellerslie Panmure Highway. These properties are located between Panmure Station, E-P Highway and Mountain Road and are designated in the Auckland City Council Operative District Plan Isthmus Section as the “Panmure Park and Ride Bus Interchange Facility” (Ref F14-34). The additional capacity will be provided before the existing park and ride site is used as a construction area. This will require clearance of existing buildings in November 2011 followed by paving, lighting, drainage and signing in December 2011/ January 2012. An Outline Plan of Works will be submitted to Council to establish the Park and Ride in accordance with Designation F14-34.

A park and ride facility at this location is considered to be a temporary solution in the short to medium term. In the long term, the aim for the Public Transport system to be fully integrated so that a park and ride facility is not required (i.e. the public will access the rail station and bus stops from public transport and not private vehicles).

2.5 Other Consents

An assessment of the regulatory requirements has been undertaken. The following statutory approvals are necessary and will be required to be approved before the Phase 1 A works can commence;

- Long term discharge consents for the release of contaminants from the site.
- Discharge of stormwater.
- Earthworks / sediment control.
- Precautionary Authority under the Historic Places Act.

It is anticipated that these statutory approvals will be lodged in June 2011.

In addition, the following separate approvals are required for the AMETI Panmure Corridor Package:

- Outline Plan of Works for a Park and Ride Facility at 528 536 Ellerslie Panmure Highway (Auckland Transport).
- Outline Plan of Works for upgrades to the Panmure Station (Auckland Transport).
- Notice of Requirements for Phases 1, 2 and 3 (as described at Section 2) of the Ameti: Panmure Package 01. To avoid confusion these designations will be sought independently of this Notice.

2.6 Schedule of Affected Properties

The works proposed by Phase 1A as described in this report can for the most part be undertaken within land owned by Auckland Council. The following table details those properties not owned by the Council where works are required.

Table 1. Schedule of affected properties not owned by Auckland Council				
Address	Property Area	Legal Description	Owner	Area Required
80 Mountain Road	11,231m ²	Lot 1 DP 169313	M.N Gervai, P/R Gervai and I.R Ross.	Null. Eastern vehicle crossing obstructed.
5-7 Fraser Road	4,3029m ²	Lot 1 DP 179058	Fraser Road Trustees Ltd	79m ²
3 Forge Way, Mount Wellington.	1,725m ₂	Lot 1 DP 189494	K.F Chan, S.L Yong, K.F Chan, J.K Chan.	45m ²
531 Ellerslie Panmure Highway, Mount Wellington.	2,119m ²	Lot 1 DP 109879	I.R Cranefield, A.M Cranefield and C.A Quinn.	75m ²

Auckland Council has been engaging with these parties with a view to acquiring an interest in these properties sufficient for undertaking the project.

Auckland Council has also been liaising with KiwiRail with respect to the AMETI project and works adjacent to and over their railway network which is designated in the District Plan as B10-05. A 'Deed of Grant' will be obtained from KiwiRail prior to works occurring over the railway lines. This will constitute their approval in terms of section 176(1)(b) of the RMA.

Schedule of properties where Auckland Council has an interest in the land where the works are proposed to be undertaken.

Table 2. Properties Owned by Auckland Council		
Address	Legal Description	Property Area
3 Mountwell Crescent	Lot 3 DP 189494	3866m ²
5 Mountwell Crescent	Lot 12 DP 1894494	930m ²
7 Mountwell Crescent	Lot 4 DP 189494	4067m ²
Local Purpose Reserve	Lot 16 189494	199m ²
Local Purpose Reserve	Lot 17 189494	339m ²
7 – 9 Jellicoe Road	Lot 1 DP 35778	11665m ²
528 Ellerslie Panmure Highway	Pt Lot 4 DP 19865	3369m ²
530 Ellerslie Panmure Highway	Lot 2 DP 33816	1502m ²
534 Ellerslie Panmure Highway	Pt Lot 1 DP 47319	2876m ²
536 Ellerslie Panmure Highway	Pt Lot 2 DP 47319	1086m ²
525 – 527 Ellerslie Panmure Highway	Lot 3 DP 169163	8398m ²
529 Ellerslie Panmure Highway	Lot 2 DP 169163	6310m ²
535 Ellerslie Panmure Highway	Pt Allotment 54 Small Lots near village of Panmure	6225m ²
Bill McKinley Park, Ireland Road	Recreation Reserve (Allot 55 Pt Allots 56 Sec 1 small lots near village of Panmure NZ GAZ 1979 P2224	19,635m ²

3 Assessment of Alternatives

Section 171(1) of the RMA relates to the recommendation by the territorial authority and states that:

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—

- (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;

Pursuant to section 171(1)(b) of the RMA, as the Council does not own all of the land for which the designation is sought, the Council must have particular regard to whether adequate consideration of alternative sites, routes or methods to the preferred proposal has been given. The four properties which Council does not have an interest in are described at Section 2.6 above.

In this section, an overview of the alternative alignments considered for the AMETI project as a whole is provided, with a description of the process used to identify the recommended alignment and associated design features. A fuller summary is provided at Appendix 2 - Background. The alternative options for the Phase 1A works is then considered.

3.1 The AMETI Scheme

The Auckland Manukau Eastern Transport Initiative (AMETI) scheme is a major re-scoping of an earlier initiative known as the Eastern Transport Corridor (ETC) project. The initial scheme for a 27km multi-modal expressway between the Auckland and Manukau Central Business District's was published in March 2004 and a modified scheme was published in August 2004. Both of these earlier schemes included major improvements to the road network for general traffic as well as bus lanes.

In 2005, the project was re-named AMETI and was re-scoped to focus primarily on passenger transport and travel demand management (TDM) measures as part of an integrated transport plan for an area encompassing Glen Innes / Tamaki, Mount Wellington/Panmure and Pakuranga / Ti Rakau Drive.

The AMETI project was a tripartite partnership between Auckland City Council (ACC), Manukau City Council (MCC) and Auckland Regional Transport Authority (ARTA), now being managed by Auckland Transport.

Prior to AMETI, 48 alignment options were assessed and evaluated as part of the Eastern Transport Corridor (ETC) project. The AMETI corridor is a modified version of the best performing ETC option both in its function and geographical extent.

As part of AMETI a further 64 options were developed. These included options that deviated from the existing main alignments and options associated with design development. These 64 options included the following broad route alignments:

- Mount Wellington Highway from SH 1 to Hamlin Road
- Hamlin Road to Van Dammes Lagoon
- Waipuna Road Intersection
- Van Dammes Lagoon to Fraser Road
- Van Dammes Lagoon to Fraser Road – Supplementary Options
- Fraser Road to Quarry Link Road
- Quarry Link Road to Merton Road
- Waipuna Road
- Intersection of South Eastern Highway and Carbine Road
- Carbine Road
- Panmure Town Centre

The works proposed by Phase 1A were included in the Van Dammes Lagoon to Fraser Road alignment.

The evaluation of the 64 AMETI options included a fatal flaw analysis and an in depth analysis of the options which involved undertaking an issues and constraints analysis for each option, engaging a number of environmental specialists. In assessing the extent and nature of environmental effects for each option, each specialist was required to assess the options against recognised criteria specific to their disciplines. In addition, there were broad evaluation criteria adopted for an overall options analysis which included consideration about the ability of each option to:

- Meet the Project Objectives;
- Meet Land Transport Management Act 2003 objectives;
- Contribute to the Purpose of the Land Transport Management Act 2003; and
- Demonstrate consistency with the Resource Management Act 1991 Part 2 Purpose and Principles

The options were compared using an evaluation matrix. The 'Do minimum' option was used as the benchmark for the evaluation. An evaluation workshop was held to formally assess and rate each option. Each environmental specialist presented their ratings according to their assigned criteria and then the wider team debated the merits of each option before assigning an agreed rating against the evaluation criteria. The workshop also took into account information obtained during previous ETC consultation with key stakeholders.

Notably this process concluded that the existing designation contained within the District plan E15-01 was flawed given the potential impact on Mt Wellington (Maungarei) and associated waahi tapu sites.

A recommended option came out of the evaluation process and this option proceeded to community engagement during April - May 2007. As a result of community engagement, further optimisation was undertaken in order to address specific issues. Further, an "Urban Design Charette" in late May 2007 resulted in further modifications.

The AMETI project team has continued to optimise certain elements of the scheme based on feedback received from the community and key stakeholders. This is still ongoing, however, the overall footprint for the AMETI project has not been altered significantly from the 2007 Recommended Options Report.

In 2008 a peer review process was undertaken in the interests of confirming a more definitive scope for the future scheme development stages. In 2009 the project partners undertook to divide the AMETI project into 6 packages for investigation, design and implementation. As detailed at Section 1, these packages are comprised of the following:

Package 01 – Panmure Corridor.

Package 02 – Sylvia Park Bus Lanes.

Package 03 – Pakuranga Interim Improvement.

Package 04 – Pakuranga, Ti Rakau and Reeves, including Rapid Transit Network.

Package 05 - Transport Modeling.

Package 06 - Mt Wellington Area Investigations (Mt Wellington Highway Improvements, new Waipuna Road to Triangle Road Link, Waipuna Road widening, Carbine Road/SEART intersection upgrade).

The proposed AMETI Package 1 scheme has been designed to cater for and bring about the desired land use and transportation needs of Panmure and Auckland. The key elements of the scheme are:

- A new north-south link from the Mt Wellington Highway to Glen Innes.
- Greatly improved public and active transport facilities throughout Panmure.
- A safer and more efficient Panmure roundabout and local road network.

The AMETI Package 1, Phase 1A scheme includes a range of initiatives designed to deliver an integrated multi-modal transport system.

3.2 Phase 1A

As part of the 'Van Dammes Lagoon to Fraser Road' option assessment undertaken for the AMETI Scheme Option N-VD-EP (Description of bridge options under Ellerslie Panmure Highway) and Option N-MTN-1 (potential realignment of Mountain Road to relocate away from the location of the current Panmure Roundabout) were included in the optimisation phase of the project and are included in Phase 1A of the project. Appendix 2 provides a more detailed description of the options.

The following sections detail the alternative options considered for the realignment of Mountain Road, works on Ellerslie Panmure Highway and the LCN Road.

3.2.1 Mountain Road

The realignment of Mountain Road is primarily required to improve the operation of Panmure Roundabout intersection. The realignment will also increase the development plot for the proposed Panmure TOD and accommodate the electrification works to be undertaken by KiwiRail which necessitates the raising of the vertical alignment of the existing Mountain Road bridge.

The do minimum option is to only realign the vertical alignment of Mountain Road to allow for the electrification of the railway line and maintain the current connection to the Panmure Roundabout. This option is not preferred as this would not provide the identified area for the Panmure TOD proposal. However, it is noted that under the current Scheme the existing Mountain Road alignment will be retained until such time as the Panmure TOD is developed where it is likely that the road will become a shared vehicle/pedestrian space.

Other alignments considered for Mountain Road included a new alignment connecting to Jellicoe Road opposite the existing “New World” Supermarket site, and a new alignment connecting to Jellicoe Road at the intersection with Pleasant View Road as detailed in this NoR.

A connection to Jellicoe Road opposite the Supermarket site was discounted as an option given the proximity to the existing Panmure Roundabout which is a significant intersection.

The preferred proposal of the realignment of Mountain Road to a connection with Jellicoe Road at Pleasant View Road was chosen by Auckland Transport on the basis that it would be in accordance with the proposal for the Panmure TOD and would also provide a signalised intersection away from the heavily trafficked Panmure Roundabout.

With the exception of the site at 5-7 Fraser Road, where 79m² of this property is required, Auckland Council has an interest in all of the land necessary to undertake the works.

In this way the realignment of Mountain Road is seen as meeting the Project Objectives by providing improved connectivity between communities and businesses whilst maintaining accessibility to the Panmure Town Centre and providing for Auckland’s Growth needs (by recognising the intentions of the Panmure TOD).

3.2.2 Ellerslie Panmure Highway.

KiwiRail are progressing with the electrification of the NIMT within the location of the project area. Given these works the vertical alignment of the Ellerslie Panmure Highway between Forge Way and the Panmure Roundabout needs to be raised in order to accommodate these works and represents the do minimum works for Ellerslie Panmure Highway.

Options for the widening of Ellerslie Panmure Highway between Forge Way and the Panmure Roundabout are driven by the requirement to provide for Public Transport in the AMETI scheme. The provision of Rapid Transport Network (RTN) therefore meets the objectives of the Project whilst maintaining accessibility to the Panmure Town Centre and facilitating improvements to the bus and rail interchange.

Whilst the provision of RTN will be detailed within the NoR for Phase 2, the construction of the RTN bridge during Phase 1A provides a number of benefits. In particular, the works can be undertaken at the same time as the vertical realignment of Ellerslie Panmure Highway as required for the electrification works and therefore represents construction efficiencies and also reduces the construction impacts on the surrounding community if the works were to be undertaken separately. Further, once the RTN bridge is constructed existing traffic can be moved on to this bridge whilst works are undertaken on the existing Ellerslie Panmure Highway.

The majority of the works can also be undertaken on land in which the Council has an interest in including land required for the proposed RTN bridge. Works required on the property at 3 Forge Way are for construction purposes only and given the temporary nature of the works are unlikely to affect the long term viability of the site.

The works on the southern side of Ellerslie Panmure Highway can also be undertaken within properties owned by Auckland Council. The exception to this is 531 Ellerslie Panmure Highway where an area of 75m² is required.

3.2.3 LCN Road and Panmure Box

Auckland Transport owns the land required to construct the LCN Road and the Panmure Covered Box. Given this, the alternative options considered in this location related to whether a trench or a box should be constructed.

A trench adjacent to the railway line is sufficient to provide for the AMETI alignment between Mt Wellington Highway and Morrin Road. It would therefore meet some of the objectives of the Project, (sustainable movement of people and connectivity). The provision of a Box provides greater flexibility (by what can be constructed on top of it) with respect to the development of the Panmure TOD by providing greater connectivity, promoting economic development and providing for Auckland's growth needs.

Once the covered box alternative was chosen as the preferred option, attention was then placed on what could be constructed on top of the box. The three alternatives considered comprised the construction of buildings, construction of a plaza or the LCN Road.

Whilst the top of the box could accommodate buildings or a plaza (which could be developed as part of the proposed Panmure TOD), the LCN road option was preferred as it was seen to be more in line with the objectives of the Project.

The LCN road will meet all of the objectives of the project including the promotion of good urban design. In addition the LCN road will provide local network improvements, provide greater connectivity to the Panmure Town Centre and enhance local walking and cycling opportunities. Further, as the eastern wall of the proposed Box will double as the Western wall of the proposed upgrade to Panmure Station (Appendix 4) the LCN Road/Panmure Box will also facilitate improvements to the Bus and Rail Interchange at Panmure. Further, construction impacts may be lessened if the works are started during the BOL being undertaken by KiwiRail.

4 Existing Environment

This section describes the setting in which the Phase 1A works are situated.

4.1 Project Location

Phase 1A is located adjacent the Panmure Rail Station, approximately 500m west of Panmure town centre. Specifically, the works involve raising the bridge-over-rail at Ellerslie-Panmure Highway, raising the bridge-over-rail at Mountain Road and constructing a “box” between these two bridges.

4.2 Existing Land use

The site for Phase 1A works straddles the North Island Main Trunk line (NIMT) railway and encompasses surrounding roads including Ellerslie Panmure Highway, Mountain Road, Mountwell Crescent and Forge Way. The site is directly adjacent the existing Panmure Rail Station and Panmure Park’n’Ride facility and is otherwise surrounded by light industrial and commercial business land uses including car sales, automotive repair and other retail outlets. The Panmure town centre is located approximately 500m to the east of the site.

Local schools and early childhood education centres are generally located within the surrounding residential areas. The Tamaki Campus of Auckland University comprises a major land holding approximately 1.5km north of the site. Residential land use in the surrounding area is generally low-medium intensity located within the suburbs of St Johns, Glen Innes, Pt England, Tamaki, Panmure and Mt Wellington. There is a sizable area of Housing New Zealand Corporation (HNZC) land including the Talbot Park development located approximately 1.5km to the northeast of the site. Some of the land located within 800m of the Panmure Rail Station and town centre is zoned and developed with higher intensity residential activity. Figure 2 below shows an aerial view of the surrounding area.

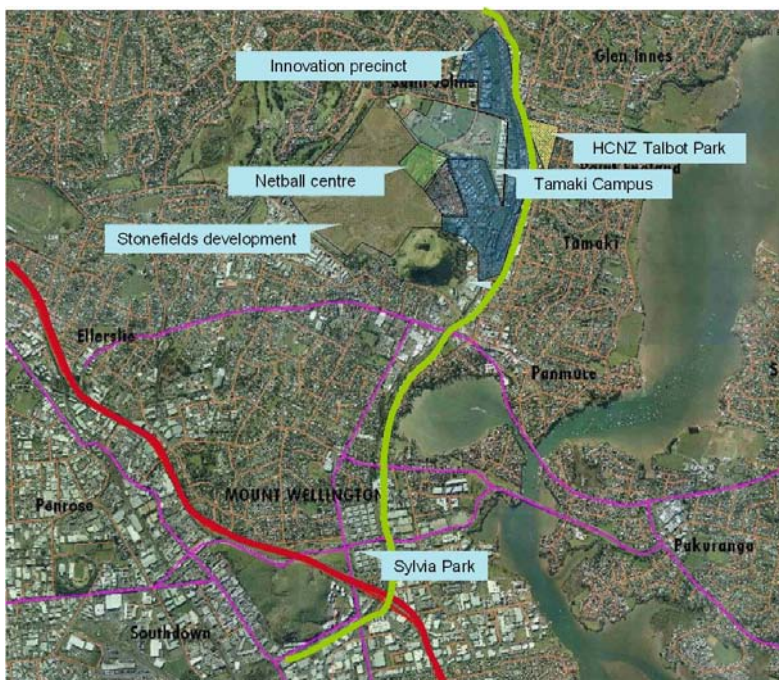


Figure 2 – Location.

4.3 Future Land Use

There are four plans (or programmes) that are relevant to growth within the Panmure/Tamaki area. These plans include:

- Future Planning Framework - Tamaki Area Plan, Auckland City Council
- Development with Vision – Panmure TOD, Auckland City Council
- Tamaki Innovation Precinct 2040 Plan, 2009, Auckland City Council
- Tamaki Transformation Programme, HNZA (Govt / Auckland initiative)

The concept plans for these programmes are attached at Appendix 4.

The Auckland Regional Council's Auckland Passenger Transport (APT) model predicts that the total population across the AMETI area will increase from 28,922 in 2001 to 75,688 in 2041. Employment is expected to increase from 29,947 in 2001 to 41,518 in 2041.

4.3.1 Future Planning Framework - Tamaki Area Plan, Auckland City Council

The Tamaki Area Plan (TAP) provides a high level picture of Auckland Council's aspirations for land use change in the Tamaki Edge out to 2050. It covers the area between Waipuna Road and West Tamaki Road, and the Plan is an intermediate step between the Council's Growth Management Strategy and the fine grained precinct plans or site master plans.

Key Directions / Features

The TAP has the following key attributes:

- Provides for significant residential intensification in and around Glen Innes (consistent with the Tamaki Transformation Programme) primarily in Glen Innes West and Point England. It is anticipated that low rise apartments and terraced housing will feature;
- Provides for residential intensification east of Panmure town centre through a combination of low rise apartments and terraced housing;
- Intensification of the Panmure Town Centre area with mixed use development anticipated to stretch between Jellicoe Rd and Mt Wellington reserve and along Mt Wellington Highway, south of the Ellerslie Panmure Highway;
- Residential intensification between Ireland Rd and the Panmure basin, close to the Town Centre;
- Employment intensification in the area along the proposed AMETI corridor north of Panmure Town Centre including Purchas Hill, the Innovation Precinct and University Campus;
- Mixed use around the site at 127 Pilkington Road centered on the currently defunct Tamaki Rail Station but as yet there is no detail on the exact nature of the development on this site. A master planning process is about to begin involving the developer and Auckland Council. It should be noted that in earlier work on AMETI this area was identified as an area of significant employment intensification (the container park and go-kart track site) with estimates that the site had the capacity to absorb 11,500 new, high value jobs. This employment growth is a key contributor to the previous estimates of GDP uplift generated by AMETI; and
- Transition from residential to business along Mt Wellington Highway.

Implications for AMETI

- The TAP does not envisage the intensity of employment previously considered likely around the Tamaki Rail Station;
- Residential intensification will be likely to be greatest in the vicinity of Glen Innes, extending back down to Panmure to the east of the AMETI corridor;
- Employment opportunities are generally located along the north-south alignment of the AMETI corridor. With the northern area (Panmure Town Centre to Merton Road) being identified as the area of most concentrated employment growth; and

Mixed use development is more prevalent in the area from the Tamaki Station south to Waipuna Rd.

4.3.2 Panmure Transit Oriented Development (TOD), Auckland Council

Auckland Council owns over 4ha of land around the Panmure Rail Station. Most of the land contains low-density industrial buildings. This area includes the area currently designated as the Panmure Park and Ride Bus Interchange Facility (District plan Ref: F14-34).



Fig 3. 2008 sketch of the Panmure TOD.

Panmure Town Centre is seen by Council as underperforming relative to its potential. To explore options Council commissioned a masterplan in 2008 to develop the area (including privately owned land) as a TOD. The aim of Development with Vision (as it was known) was to revitalise the town centre, with the intention of assembling sites, develop a masterplan, as shown at figure 3 above, and then allowing development following the implementation of the Panmure Phase of AMETI.

The master-planning process identified the potential to build a master planned and comprehensive TOD around the rail station that could create:

- 35-40,000m² of upper floor commercial GFA and 4-5,000m² of ground floor commercial / retail GFA. The combined commercial GFA could provide floor-space for approximately 1,000 employees;
- 470-550 apartments to accommodate approximately 1,000 residents. These would presumably require some limited element of parking for residents but still satisfy the objectives of the TOD;

- The provision of a basement park and ride car park (180 cars);
- A landscaped town square and connections through to Maungarei (Mt Wellington); and
- A potential catalyst for development west of AMETI (existing land use dominated by car yards).

Auckland Council wishes to proceed with the TOD but this will follow AMETI. To progress the Panmure TOD the key requirements are to:

- Re-align Mountain Rd;
- Re design the Panmure Roundabout;
- Trenching for the AMETI north-south route completed; and
- Current leases to have expired (5 years to run).

Implications for AMETI

The implications for AMETI is that the Masterplan for the Panmure TOD envisages that a podium / building platform and local road connections over the AMETI trench will strengthen the urban fabric of the area. It will also prevent the AMETI corridor from becoming a barrier to development around, and to the west, of Panmure station (this has been accommodated through the design of the proposed Panmure Covered Box and proposed LCN Road).

4.3.3 Innovation Precinct 2040 Plan, Auckland Council

Tamaki Innovation Precinct 2040 plans the establishment of a technology-based industry and research precinct in close proximity to the University's Tamaki Campus. It is intended to foster an environment where research and technology-based businesses can locate.

The Innovation Precinct is classified as 'Dedicated Business Area.' Auckland City's dedicated business areas provide discrete locations separate from residential populations and allow sufficient space for land intensive industries, such as large scale or niche manufacturing, distribution, storage or construction. The area is predominantly zoned Business 4 and 5, which is in limited supply in Auckland city. The precinct has concentrations of manufacturing, construction and wholesaling activity, with a number of regionally and internationally significant businesses;

The Innovation Precinct reflects the aspirations of Council's Future Planning Framework (including the Tamaki Area Plan) and Economic Development Strategy that the business precinct will transition towards high value-added technology-based industry and research activity; and

A key focal point is the University's Tamaki campus which is developing into a research campus with a series of centres of excellence and research and technology-based organisations co-located on the campus. There is potential to leverage off the university and other centres of excellence located there to create a science and technology park and transform the existing business environment.

In April 2010 the Council adopted the proposed final draft of the Tamaki Innovation Precinct 2040 – Business Precinct Plan "as a guiding framework for future development in the Tamaki Innovation Precinct";

The University of Auckland and Auckland Council have prepared an MOU which identifies Council's commitment to using its land at Morrin Road, and the University of Auckland's commitment to using land at its Tamaki campus to facilitate development. Council is currently pursuing the development of a Science and Technology park as a catalyst to achieve the objectives of the Innovation Precinct.

The AMETI project is included on the concept map for the Tamaki Innovation Precinct.

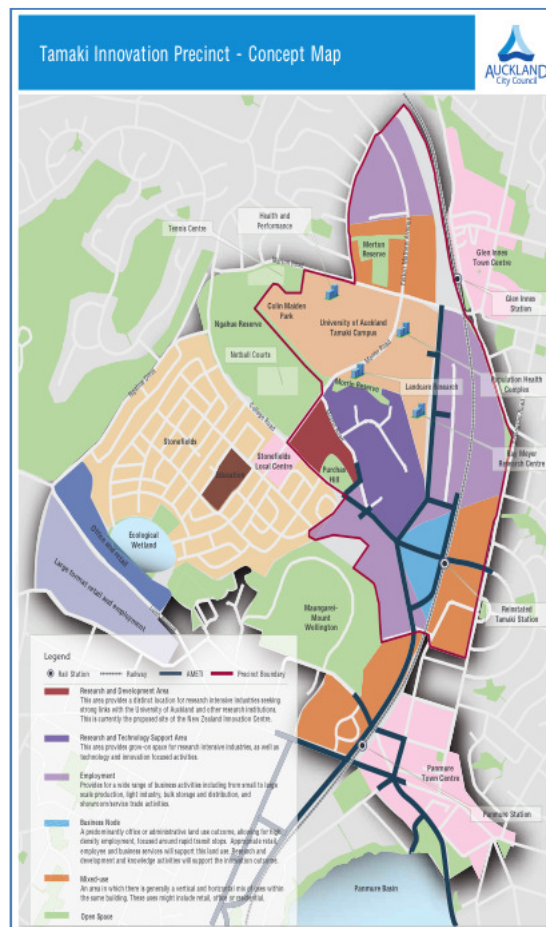


Figure 4. Tamaki Innovation Precinct.

4.3.4 Tamaki Transformation Programme

The Tamaki Transformation Programme (TTP) is an urban regeneration project in Glen Innes, Point England and Panmure. It is a partnership between central government agencies, local government, the Tamaki community and the private sector, led by Housing New Zealand Corporation. The wider Tamaki area is defined by the following census area units (CAUs): Glen Innes North, Glen Innes West, Glen Innes East, Point England St Johns, Panmure Basin, Tamaki and Mt Wellington North. The programme aims to create:

- An overall plan for Tamaki that includes housing, parks and reserves, transport, community and infrastructure needs for the next 20 years;
- A two-year action plan has been developed to identify five priority areas for 2009-2011; and
- The government has agreed to an immediate investment over the next three years of \$46 million to begin upgrading Tamaki's dilapidated state housing stock. The balance of \$6 million will be used to kick off work by other government agencies involved in the project.

Key Directions

Over the period 2010 to 2050 it is anticipated that an additional 11,000 houses will be built in this area. They will be predominantly located within the Tamaki, Point England and Glen Innes West areas to the east of AMETI between Panmure and Glen Innes.

At present the average household size in these areas is around 3.4 persons per household, compared to 2.9 for the region. Based on the current observed average household size for the area the population of the area would be expected to increase by 37,400 with the addition of 11,000 new homes. The most recent population estimate for the three CAUs was 13,189.

The Tamaki area is earmarked for future growth and development: current projections for the TTP indicate that population in the area is expected to nearly double over the next 20 years. It is identified as an area that is ready for change. The area contains many houses in urgent need of repair and refurbishment. The area also experiences a high rate of unemployment, a lower than average household income, and contains low decile schools. The area also has a high dependency on government assistance.

Relative to Auckland City, at the 2006 census Tamaki had (Stats NZ, Census 2006):

- A similar number of residents who went to work in a private car or company car, truck or van (67%), compared with 65% in Auckland city;
- A similar number of residents who used public transport to get to work (8%), compared to Auckland city (7%);
- Fewer residents in the labour force who are legislators, administrators and managers, professionals or technicians and associate professionals (43%), compared with Auckland city (56%); and
- More residents in the labour force who are machine operators and assemblers, or work in other elementary occupations (22%), compared with Auckland city (14%). Without more specific 'journey to work' survey information for these residents, their proximity to the existing industrial and future job precinct can only be implied.

Implications for AMETI

Based on this information, the most critical issue for AMETI is the substantial population increase expected in this area. The figures suggest that well over two-thirds of the population growth of the Tamaki Edge will be located in the TTP area.

4.3.5 Sylvia Park

The existing Sylvia Park Concept Plan (District Plan ref G14-15) permits up to 148,000m² of development. Kiwi Income Property Trust has recently submitted a successful private plan change application to Auckland City Council to allow further expansion of the development. The proposed plan allows for an extra 100,000m² of floor space, of which 130,000m² would be retail / entertainment, 70,000m² office space and 50,000 residential (approx 333 units). Building heights will be between 10m and 60m.

Development would be coupled with traffic management plans that encourage more use of public transport, particularly by office workers. To cope with forecast traffic, the replacement of the three existing roundabouts on the Sylvia Park internal ring road along the Mt Wellington Highway side with signalised intersections is anticipated.

4.4 Existing Vegetation

With respect to vegetation the full extent of the Phase 1A footprint is already heavily modified consisting largely of sealed roads, commercial buildings, the Panmure rail station, and sealed pathways. There are no significant stands of vegetation of high or medium ecological value in the immediate vicinity of the Phase 1A footprint. The nearest stands of vegetation of ecological value occur around the flanks of Mt Wellington, in and around Van Damme's Lagoon and around the edge of the Panmure Basin. Most of these stands appear to have been planted rather than naturally occurring.

Of the remaining vegetated areas that are located within the footprint these are described as follows: To the west of the Panmure Rail Station is a mown grassed area that contains two medium sized planted (10 to 15 metres high) trees: one eucalypt (*Eucalyptus* spp.) and one English oak (*Quercus robur*). A scattering of self-seeded karo (*Pittosporum crassifolium*) and wattles (*Acacia* spp.) saplings are growing under the edge of the canopies of these two trees. Between the northern edge of this grass block and Mountain Road, and alongside the railway line, is a landscaped garden area of mostly native species, including flax (*Phormium tenax*), *Carex virgata*, *Coprosma prostrata*, *Libertia* spp., and a 3 metre high puriri (*Vitex lucens*). In the carpark further to the west are two planted 6 to 8 metre high plane trees (*Platanus x acerifolia*). Close to Mountain Road, is a medium sized (approx 12m) pohutukawa (*Metrosideros excelsa*). This tree is likely to have been planted in this location prior to the establishment of the native garden bed.

On the northern side of Mountain Road, in the vicinity of the current bridge over the railway and where the new planned bridge for Mountain Road will be located, a double row of eucalypts and sheoaks (*Casuarinas* spp.) stand 15 metres or more in height and extend down the entrance road that leads to the Swasbrook Tours bus depot. These trees may remain untouched with the construction of Phase 1A but all will need to be removed for Phase 1. On the eastern side of the bus depot entrance, along the western edge of the railway line, a mixture of introduced weed species including woolly nightshade (*Solanum mauritianum*), privet (*Ligustrum* spp.) and wattle provide most of the vegetative cover. Most plants are between 6 and 8 metres in height.

The current Spotlight store complex will be removed to accommodate the realigned Mountain Road route to its junction with Jellicoe Road. A hedgerow of planted, ornamental conifers and lemonwood (*Pittosporum eugenioides*) lie along the southern side of the Spotlight building, and a large mature pohutukawa tree is growing on the western side of Jellicoe Road just north of the proposed Mountain Road – Jellicoe Road junction. This pohutukawa lies mostly inside the marked footprint but mostly outside the proposed road lanes. Whilst the tree is to remain, the Phase 1A works, including the removal of the existing building located within the site, will require works within the dripline of this scheduled tree.

The subject Pohutukawa tree is a scheduled item in the Auckland City District Plan (Map Reference F14-28). It is listed as standing within No 9 Jellicoe Road in Panmure and is scheduled for; (b) its botanic value and, (c) its visual amenity value.

The tree is a mature multi-stemmed specimen that displays vigorous foliar cover – indicating that it is in a good state of health. It stands hard against the street boundary line and has a public footpath and the carriageway of Jellicoe Road within its true dripline area. A 11,000 kv power lines pass through its dripline

above the road berm, and the tree has consequently sustained the radical pruning required by statute in order to provide the required clearance from those lines. This has resulted in the tree exhibiting a severely unbalanced appearance when viewed from north or south.

Within the site in which it stands, the tree stands in a garden bed of reasonably generous proportions in terms of the various radii of its dripline area occupied by open ground. Beyond the kerbed edge of this bed is an expanse of hardseal.

Throughout the rest of the project footprint there is a small number of planted, small to medium sized planted street trees and road verge gardens. A partially maintained hedgerow of introduced small tree species and weeds lies along the eastern side of the Panmure Rail Station.

4.5 Transport Environment

The existing transport environment is described in detail in the Traffic Assessment prepared by Opus International Consultants Ltd, titled “*AMETI Package 1 Phase 1a Traffic Assessment for AEE*” attached at Appendix 5. In summary, the Transport Environment within the vicinity of the proposed Phase 1A works can be described as follows:

4.5.1 Roads and Traffic

Ellerslie Panmure Highway

The Ellerslie-Panmure Highway is a regional arterial. It is 6 lanes wide as it crosses the bridge, with 3 lanes in each direction, although there are only 2 lanes on the westbound exit from the Panmure Roundabout, which is about 200 metres to the east of the bridge. The Highway widens to 7 lanes at the intersection with Forge Way, about 100 metres west of the bridge. 2010 surveys show the Highway to be carrying about 30,000 vehicles per day at the Panmure Roundabout end with 8% of these being Heavy Commercial Vehicles (HCVs) / buses.

Mountain Road

Mountain Road is a 2 lane local road connecting Mount Wellington with the Panmure Roundabout. The geometry of the road as it passes over the rail bridge is substandard in both horizontal and vertical curvature, and the bridge is only 6.2 metres wide while the approaches are 8m wide. Across the bridge a narrow footbridge has been added. Surveys undertaken in 2010 show Mountain Road to be carrying about 3,200 vehicles per day at the Panmure Roundabout end with 10% of these being HCVs.

Forge Way

Forge Way connects the Ellerslie-Panmure Highway and Mountain Road. It is used to access the park and ride facility and the adjacent bus stops. 2010 surveys show Forge Way to be carrying about 4,700 vehicles per day at the E-P Highway end with 7% of these being HCVs/buses.

Mountwell Crescent

Mountwell Crescent runs off Forge Way and connects to the park and ride facility and adjacent bus stops.

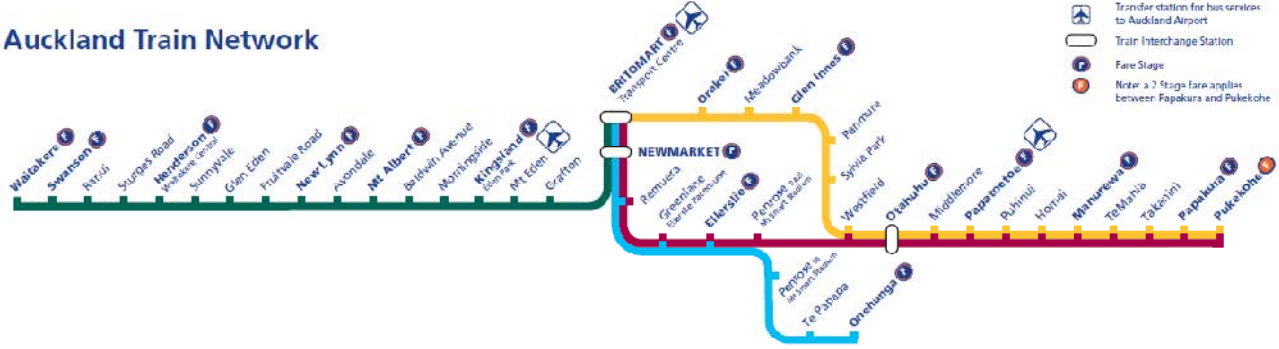
Panmure Roundabout

This large 6 armed roundabout connects E-P Highway, Mountain Road, Jellicoe Road, Queens Road, Lagoon Drive and Ireland Road. The roundabout caters for about 50,000 vehicle movements per day with about 7% of these being HCV / buses.

4.5.2 Public Transport

Rail Station and Existing Services

Panmure Rail station is on the Auckland Eastern line with direct connections to Britomart in the north and Pukekohe in the south. The station is served by some 45 trains per day in each direction with a peak service of 7 trains per hour.



Existing Bus Routes and Stops

Currently there are 20 bus routes which service the Panmure Town Centre. The bus routes provide access between Britomart and Panmure with services continuing onto Howick, Sylvia Park and Otahuhu. Express services are offered between Howick and Botany Downs and Britomart via Glen Innes and Tamaki Drive. There is a bus service approximately every ten minutes between Panmure and Britomart during peak times. Dedicated services from Britomart through Panmure connecting to the eastern suburbs are hourly throughout the day and half hourly during peak times.

5 Assessment of Effects

This section of the report provides an assessment of actual and potential effects of the Phase 1A works in accordance with Section 88 and Schedule 4 of the RMA. The actual and potential effects of the Phase 1A works assessed in this AEE are:

- Urban Design
- Landscape and visual effects
- Transport effects
- Noise effects
- Vibration effects
- Air Quality effects
- Ecological effects
- Arboricultural effects
- Geotechnical and earthworks effects
- Stormwater effects
- Archaeological and heritage effects
- Land contamination effects

A summary of the specialists reports are contained below. The full reports are attached at Appendix 5.

5.1 Urban Design

An assessment of Urban Design Effects has been prepared by Brewer Davidson. A full copy of the assessment is contained as Technical Report – Urban Design Assessment in Appendix 5.

In summary, the Urban Design assessment concluded that the proposed Phase 1A works will positively contribute towards facilitating Auckland Council’s Urban Design Framework (UDF) and Future Planning Framework (FPF). Proposed local streets will significantly improve pedestrian and cyclist linkages in Panmure Town Centre and improve access to the western and northwestern areas of Panmure.

The RTN bus lanes on the northern side of Ellerslie Panmure Highway are fundamentally important to achieve the transport goals and project objectives for the Panmure package of works, but it does create a very wide street that will be out of character with the TOD objectives without mitigation. Inclusion of large trees on the northern and southern edges and along the RTN bus stop median are required to reduce the scale of the space. These have been included in the designs but should be reinforced with appropriate designation conditions.

The design maintains important visual connections between Panmure Town Centre and Mount Wellington and is generally consistent with the Auckland Councils volcanic viewshafts. The setting of this view shaft will be improved with the proposed streetscapes and TOD urban form.

5.2 Landscape and visual effects

An assessment of Landscape, Open Space and Visual Effects has been prepared by Opus International Consultants. A full copy of the assessment is contained as Technical Report – Landscape, Open Space and Visual Effects Assessment in Appendix 5.

The assessment included investigating the landscape, open space and visual effects of the Phase 1A proposal within the Regional and District Policy context.

In summary, the main landscape, Open Space and Visual effects of the proposed Phase 1A development is the widening of Ellerslie Panmure Highway. These effects are related to pedestrian accessibility and amenity. These minor effects can be mitigated by providing pedestrian access points. Street tree planting and amenity street planting is also recommended to lessen any visual effects.

5.3 Transport Effects

An assessment of Traffic Effects has been prepared by Opus International Consultants (Opus). A full copy of the assessment is contained as Technical Report – Traffic Assessment for Environmental Effects in Appendix 5.

The Traffic Assessment identifies and evaluates the potential impacts of the proposed Phase 1A taking into account safety, accessibility, and integration considerations for all modes of transport. The assessment is consistent with the Auckland Regional Transport Agency Integrated Guidelines. Several datasets have also been used including (but not limited to) ARTA's Passenger Transport Network Plan, SATURN traffic model, ARTA's Annual Rail Patronage Survey and previous reports prepared by Opus.

The assessment has identified significant benefits including; pedestrian accessibility between the town centre and bus / rail interchange thus improving footpath connections; providing cycle lanes along the strategic cycle routes which will assist in the implementation of the Auckland Regional Cycle Network; providing cycle parking at the interchange on Mountain Rd overbridge; and provision of Park and ride facilities and taxi stands.

The proposal also addresses known accident spots and will reduce the risk of vehicle, cyclist and pedestrian crashes with infrastructural improvements and upgrades to local amenity and pedestrian crossing provision.

The proposed Phase 1A includes temporary provision of park and ride capacity in the TOD site to replace part of the existing park and ride site required for construction. The temporary park and ride will be the subject of an Outline Plan of Works to be submitted to Council for consideration.

Construction impacts were also assessed and it was determined that there may be temporary construction impacts across the local network including; conflicts between trucks and pedestrians and other road users; temporary loss of parking; and on street car parking within the wider area utilised by construction workers.

The traffic assessment has recommended the contractor prepare and implement a Construction Management including a Temporary Traffic Management Plan (TTMP) that should identify measures (but not limited to) such as pedestrian detours, designated parking for construction works, maintaining access to Panmure Station and creating a temporary connection between the realigned Mountain Road Bridge and existing Mountain Road east of the bridge is constructed and maintained until the permanent link to Jellicoe Road is opened.

As detailed at section 2, the realignment of Mountain Road will obstruct one of the vehicle crossings at the property located at 80 Mountain Road. The vehicle crossing that will be required to be closed given the proposed geometry of Mountain Road is located towards the eastern boundary of the property and is one of two vehicle crossings for this site on the Mountain Road frontage. The western vehicle crossing will not be effected by the proposal. The existing crossing is of a sufficient width to provide for vehicles entering and exiting the site and the front yard of the site contains a parking area which currently provides for the

manoeuvring of vehicles. For these reasons, the proposed realignment will not have a significant effect on the continued operation of 80 Mountain Road.

5.4 Noise Effects

An assessment of the Noise and Vibration effects for Phase 1A has been prepared by Marshall Day Acoustics and is contained as Technical Report – Assessment of Noise and Vibration Effects in Appendix 5.

No mitigation was recommended to address operational (traffic) noise as predicted traffic levels arising from Phase 1A works would be within 3dBA of the existing ambient levels, and therefore within the degree of tolerance allowed for by the New Zealand Standard for Traffic Noise.

Marshall Day Acoustics also assessed the effects of the construction noise for residential buildings, night work and commercial buildings. It was concluded that construction noise would be generally below the existing ambient noise environment and therefore the effects would be insignificant. It is estimated the construction noise at night may be between 5 – 10 decibels above the existing ambient noise environment. This is considered to be a moderate increase in noise level for such circumstances. However, the noise levels are not considered excessive and the highest levels would only occur for relatively short periods. The daytime ambient noise levels are also often in excess of the predicted construction noise levels. On this basis, and given that construction noise of a temporary nature, noise from construction activity is considered reasonable in this circumstance. Nevertheless, there may be some situations where, because of the close proximity of buildings to construction works, compliance with the construction noise limits cannot be practicably achieved for some periods of time. In these circumstances it will be necessary to formulate, in consultation with affected residents and other occupiers, alternative strategies to achieve acceptable outcomes for them.

Auckland Transport has proposed a condition on the Notice Requirement that requires a Construction Noise and Vibration Management Plan (CNVMP) to be prepared and implemented. The plan should include community consultation with potentially affected parties, implementation of good mitigation practices, possible temporary screening / barriers, alternative use of construction mechanisms, monitoring during construction and consideration of the machinery used.

5.5 Vibration Effects

An assessment of the potential operation and construction vibration effects was undertaken by Marshall Day Acoustics. The assessment was undertaken using the German standard NDIN 4150-3:1999 and consideration of the RMA. Based on the extent of the proposed works, the large distances between the realigned roads and nearby vibration sensitive receivers, the report concluded there would be no adverse operational vibration effects as a result of the project.

Predicting the effects of vibration are less reliable than noise, mainly due to issues with accurate modelling of ground conditions. As a result, vibration effects are therefore highly conservative. The assessment of vibration effects was based on previous measurements carried out by Marshall Day, and normalised for the ground type. It was concluded overall there may be some limited adverse construction vibration effects. It is recommended a condition of designation includes the development and implementation of a Construction Noise and Vibration Management Plan (CNVMP).

The CNVMP includes general vibration mitigation measures including the implementation of good practice mitigation to meet the requirements of Section 16 of the RMA. Auckland Transport proposes to undertake a Vibration Assessment and a Building Condition Survey prior to commencement of works, and both during and after the construction works to address any complaints.

5.6 Air Quality

An assessment of the Air Quality Effects for Phase 1A has been prepared by Endpoint Consulting Partners and is contained as Technical Report –Air Quality Assessment in Appendix 5.

In summary, the assessment concluded that even under the worst case scenario the proposed Phase 1A project would not result in any adverse effects of air quality.

5.7 Ecology

An assessment of the Ecological effects for Phase 1A has been prepared by Opus and in contained as Technical Report – Ecological Assessment in Appendix 5.

In summary, the Ecological assessment generally concluded that Phase 1A is a proposal within a highly modified environment dominated by buildings, sealed road and paved walkways. There are no natural stands of indigenous vegetation or of habitat occupied by suitable indigenous vegetation and consequently, it is considered the ecological effects will be minor or less than minor.

5.8 Arboricultural Assessment

Peers Brown and Miller Limited (PBM) have undertaken an arboricultural assessment of the proposal to realign Mountain Road and the potential effects of the roading activity on the scheduled Pohutukawa tree located at 9 Jellicoe Road, Panmure. A copy of the PBM report is contained at Appendix 5. The arboricultural assessment concluded that provided conditions are imposed on the designation to protect the tree during construction that any potential adverse effects on the trees root zone would be no more than minor.

Conditions requiring protective fencing to be installed, supervision of excavation by a suitably qualified arborist, and maintenance of berms have been proposed by the arborist and have been included in the conditions that would apply to the designation.

5.9 Geotechnical and Earthworks Effects

An assessment of the Geotechnical and Earthworks for Phase 1A has been prepared by Opus International Consultants and in contained as Technical Report – Geotechnical and Earthworks in Appendix 5.

The Geotechnical and Earthworks assessment was undertaken using the framework in the RMA section 106 pertaining to land stability issues and the Building Act 2004.

In summary, the assessment highlighted possible effects regarding blasting of materials, stockpiling, potential instability of 5 metres high excavated cut faces, extensive filling of abutments and potential settlement, excavated level of the main alignment affecting the current ground water level in the basalt, and the alluvial soils underlying the basalt contain soils that may liquefy under the a design level earthquake and generate subsidence.

All of these potential effects can be mitigated through equipment use, engineering design and contract specifications.

5.10 Stormwater

An assessment of the Stormwater Effects for Phase 1A has been prepared by Opus International Consultants and contained as Technical Report –Stormwater Assessment in Appendix 5.

The stormwater assessment for Phase 1A was based on the criteria outlined in the Auckland Regional Plans, AMETI project objectives and the Auckland city (now Auckland Council) Stormwater Network Management Approach.

Phase 1A is within the Mt Wellington North Drainage Management Area (DMA) with the receiving environment being the Waitemata Harbour, via the Panmure Lagoon and Tamaki Estuary. The stormwater assessment divided the network into 3 catchment areas. These areas have separate discharge locations including discharge to ground through soak holes, discharge to the existing stormwater network that flows to Van Dammes Lagoon and discharge to the existing stormwater network that flows directly into Panmure Lagoon.

In summary, the Stormwater Assessment has identified construction impacts including sediment generation and alteration of the existing stormwater network. Mitigation for the construction effects include adopting the measures as outlined in the ARC Erosion and Sediment Control Plan (TP90) and using temporary diversion bunds and pipes during construction to ensure the works do not cause or increase flooding.

The potential operational effects include the increase in stormwater flows causing or worsening downstream flooding; the downstream receiving environment including coastal areas and groundwater; and the proposed alignment affecting the existing drainage infrastructure and overland flow paths. Mitigation for the operational effects may include the implementation of bioretention devices including tree and rain gardens; underground detention tanks and transferring the stormwater to Phase 1 for treatment.

The Stormwater Assessment concludes that with appropriate mitigation, the effects of the proposal will be less than minor and in fact may improve the situation with the retrofitting of stormwater devices.

Resource consent for the diversion and discharge of stormwater will be required and will be applied for following the completion of the preliminary design stage of the project.

5.11 Archaeology and Heritage

An assessment of Archaeological Effects has been prepared by Opus. A full copy of the assessment is contained as Technical Report – Archaeological Assessment in Appendix 5.

The archaeological specialist reviewed the Auckland City District Plan, NZ Archaeological Association Archsite Database, conducted a site visit and undertook an aerial photograph review. The data base searches revealed there are no scheduled heritage items nor a recorded archaeological sites located within the footprint of the proposed Phase 1A works. The records did, however, highlight 12 highly significant archaeological sites and one cultural heritage site within a 1km radius from the proposed development site. This includes Mt Wellington, pits and terraces, middens, burial and stone features.

Although unlikely, it is possible archaeological remains may be encountered during construction. Given this an Authority under the section 12 of the Historic Places Act will be sought and obtained prior to the onset of works so that any intact archaeological remains can be recorded immediately and works can then be progressed. Iwi will also be consulted regarding possible waahi tapu in the area of development.

5.12 Land Contamination Effect

An assessment of potential land contamination effects was prepared by Opus International Consultants. A full copy of the assessment is contained as Technical Report – Land Contamination Assessment of Environmental Effects in Appendix 5.

The Land Contamination assessment was a desk top assessment using information derived from previous reports and consent information from the Auckland Council.

The assessment included identifying that a major part of the proposed site for Phase 1A is located on a former paint manufacturing site, once owned by Dulux (Council reference F14-33) located between Forge Way and the Railway line. Previous investigations found that parts of the site were contaminated with heavy metals, hydrocarbons, and other volatile organic compounds. The site was remediated in 1995-96, however there is evidence to suggest the remediated was not undertaken to the expectations of the former ARC and a consent to discharge contaminants. The current status of this consent is unknown.

Excavations made for the Panmure NIMT station are likely to have encountered fill materials containing elevated levels of heavy metals. These materials are inferred to have been placed in the southern part of the Panmure Box and to the west of the box.

As a result of these investigations the land contamination specialist has recommended:

- intrusive site investigation (scheduled to be undertaken in February 2011);
- resource consent to discharge contaminants during construction in relation to land disturbance;
- resource consent to discharge contaminants in relation to long term discharges.

To obtain the resource consents a Preliminary Site Investigation (PSI) report and Site Investigation Report (SIR) will be required to comply with the ARC Air, Land and Water Plan and Ministry for the Environment (MfE) Land Contamination Guidelines. A Site Management Plan (SMP) will also be required. The SMP will include human health and environmental risks and impose monitoring requirements.

An additional resource consent may be required to operate a managed cleanfill should materials from Phase 1A contain low levels of contaminants, be placed in other sections of the AMETI alignment.

These resource consents will be applied for on completion of the Preliminary Design stage of the project.

5.13 Summary of Effects

The proposed works under Phase1A are largely required to facilitate the electrification of the rail network (which also includes some construction efficiencies) and to facilitate the development of the Panmure TOD.

The environmental specialists as noted above have considered the potential impact (both positive and adverse) of the proposed development and have recommended appropriate mitigation where required. This has largely been reflected in the conditions of the designation. The specialists have generally concluded the effects of the proposal from an operational perspective are not significant and in some instances the development has many positive effects on the community and amenity of the area.

Some minor adverse effects were identified in the construction phase of the proposed project including visual impacts, accessibility / connectivity, pedestrian walkways, noise and removal of car parking spaces. Mitigation that has been proposed includes developing and implementing management plans through the construction programme to further reduce and minimize the less than minor adverse effects.

The designation of the land subject to this NoR will allow for the construction operation and maintenance of the road network at Panmure including: the vertical realignment and extension of Mountain Road (Forge Way to Jellicoe Road, the vertical realignment and widening of Ellerslie Panmure Highway (between Forge Way and Mountain Road); the extension of Mountwell Crescent; and the construction of a new Road on an elevated structure including the relocation of services, environmental mitigation, temporary construction areas and other associated activities.

The placing of the designation over the subject areas would restrict any potential use of the land other than for roading purposes. With the designation in place, no person may do anything in relation to the land subject to the designation that would prevent or hinder its proposed use for roading purposes, without the approval of Council.

The designation will subject to the conditions detailed at Appendix B at Part 1 of this Notice and are proposed to avoid, remedy or mitigate the potential adverse effects of construction.

6 Consultation

Consultation has been undertaken throughout the investigation and development stages of the AMETI Project in accordance with the legislative responsibilities under the Local Government Act 2002, Resource Management Act 1991 and to some extent the Land Transport Management Act 2003. The purpose of the consultation was to provide the community with opportunities to be fully informed about the project and to contribute to solutions before key project decisions were made.

Consultation has been undertaken as part of the overall AMETI project, consisting of:

- Newsletters to inform of the project;
- Meetings with directly impacted land owners;
- Numerous open days (or evenings) across the project area;
- A deliberative feedback mechanism via a series of workshops;
- An 0800-4-AMETI call centre; and
- Website material (via www.ameti.co.nz).

Most recently two, of the five scheduled, public open days have been held for the Panmure phase of the project. This community engagement has followed on from the wider community engagement that was undertaken in 2007. Feedback from the 2007 community engagement helped to shape the alignment and design decisions.

The aim of these open days has been to inform the public of the project proposals and to consult on various aspects of the project. Both of the open days have been held at the Panmure Community Centre, one on Saturday 29th May 2010 and the other on Saturday 16th October 2010. The general format for these open days has been to have display boards that people can walk around and then a presentation by the project partners with question and answer sessions.

The overall aim of the first open day was to inform the public about the AMETI project and to explain how the AMETI packages of work have been allocated and phased. The main focus of the second open day was on the Panmure package of work. Phase 1A was contained in the presentation and materials shown to the community for comment. There was no feedback specifically on the proposed works for Phase 1A.

Auckland Transport are currently negotiating with directly affected landholders regarding the small areas of land that are required for construction purposes.

7 Statutory Provisions

In this section of the AEE, an overview of the legislative considerations and relevant statutory documents that are relevant to the operation of the local road network and public transport system are discussed.

7.1 Land Transport Management Act 2003 (LTMA)

The LTMA establishes the statutory framework for land transport management in New Zealand. The purpose of the LTMA is set out in section 3 as follows:

- (1) The purpose of this Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system.
- (2) To contribute to that purpose, this Act—
 - (a) provides an integrated approach to land transport funding and management; and
 - (b) improves social and environmental responsibility in land transport funding, planning, and management; and
 - (c) provides the Agency with a broad land transport focus; and
 - (d) improves long-term planning and investment in land transport, including planning and investment in coastal shipping and rail; and
 - (e) ensures that land transport funding is allocated in an efficient and effective manner; and
 - (f) improves the flexibility of land transport funding by providing for alternative funding mechanisms.

In accordance with the LTMA, Auckland Transport is responsible for preparing a regional land transport programme.

7.2 New Zealand Transport Strategy 2008 (NZTS)

The NZTS provides (amongst other things) direction for the national transport sector until 2040 in the context of the government's sustainability agenda and other government strategies in the areas of energy and energy efficiency. There is an emphasis on improving the infrastructure needed to provide mode choice, which will lead to a reduction in kilometres travelled by single occupancy vehicles in major urban areas on weekdays¹.

The Phase 1A works will deliver upon the NZTS vision and targets by providing transport infrastructure that makes the best use of existing networks and infrastructure, promotes the integration of land use and transport infrastructure, and increases the availability and use of public transport, walking, and cycling.

¹ New Zealand Transport Strategy 2008 (Table 1: The Transport Targets, page 5).

7.2.1 Auckland Regional Land Transport Plan 2010-2040 (RLTS)

The RLTS is a statutory document prepared under the Land Transport Management Act 2003 (LTMA). The RLTS sets the direction for the region's transport system for the next 30 years (to 2040) including actions, policies, priorities and funding. This NOR is sought specifically to give effect to the RLTS:

Policy 7.1.3 - *“Investigate where appropriate future routes and ensure that adequate protection of these routes is achieved.”*

Five of the seven RLTS objectives align directly with those of the LTMA. The two objectives that differ are:

- Integrate transport and land use supportive of the Auckland Regional Growth Strategy (ARGS) and the Auckland Regional Policy Statement (ARPS).
- Achieving Economic Efficiency – using the Region's limited funding by investing in transport systems that minimize costs and externalities and maximizes tangible and intangible benefits.

The Phase 1 works are specifically identified as a key component to achieving the vision and accompanying strategies of the RLTS, including improving public transport by developing the Panmure–Botany–Manukau bus connection as a QTN with future upgrading to RTN². These works will also support the objective of increasing the number of PT boardings per person by improved use of the existing transport network³.

This will influence behavioural change or mode shift from private car to public transport⁴.

The RLTS also recognises the need to provide additional road capacity where making better use of the existing network or infrastructure is not sufficient to cope with growth or demand. In this regard, the Phase 1A works will enable the construction of a new link road (as part of the AMETI project), which will increase road capacity to areas where good road transport connections are essential to support economic development through high freight activity (e.g. Morrin Road industrial area).

The Phase 1A works are an integral component of the overall AMETI Project, which will achieve a local environment that is easier to get around through improving the walking and cycling infrastructure. In addition by providing better Local Connectors to improve accessibility to local services and facilities. In particular, the Phase 1A works will support the RLTS vision of creating the infrastructure that is required for an efficient multi-modal transport system that is *“integrated, safe, effective, and accessible to all including people with disabilities”*⁵.

In summary, the Phase 1A project will reduce community severance that can potentially result from road or rail infrastructure, by improving connections, legibility, safety, accessibility, amenity, and mobility.

² Auckland Regional Council *Auckland Regional Land Transport Strategy 2010-2040* (April 2010), page 105.

³ Auckland Regional Council *Auckland Regional Land Transport Strategy 2010-2040* (April 2010), Table 7, page 32.

⁴ Auckland Regional Council *Auckland Regional Land Transport Strategy 2010-2040* (April 2010), section 2.1.

⁵ Auckland Regional Council *Auckland Regional Land Transport Strategy 2010-2040* (April 2010), section 2.1.

Furthermore, the Phase 1A works represent a context sensitive solution that will maintain and enhance community identity and character⁶.

7.3 Local Government Act 2002

The Local Government Act 2002 provides the legal framework for local government in New Zealand. It sets out the purpose of local government and provides the framework and powers for local authorities to make decisions and deliver services in respect of the social, economic, environmental and cultural well-being of their communities.

Section 10 states that the purpose of local government is:

- “(a) to enable democratic local decision-making and action by, and on behalf of, communities; and
- (b) to promote the social, economic, environmental, and cultural well-being of communities, in the present and for the future.”

Section 11 states that:

“The role of a local authority is to –

- (a) give effect, in relation to its district or region, to the purpose of local government stated in section 10; and
- (b) perform the duties, and exercise the rights, conferred on it by or under this Act and any other enactment.”

The Local Government Act 2002 promotes accountability of local authorities to their communities and sets out principles for planning and decision-making which encourage consultation with the community.

Under Part 6, local authorities (both regional and local councils) are required to think strategically and have long term vision. Section 93 states that local authorities must have a long term council community plan which (amongst other things) describes the activities of the local authority covering a period of not less than 10 years and describes the community’s desired outcomes and priorities. Community outcomes set out a vision and direction for the social, economic, environmental and cultural wellbeing of the community.

7.3.1 Auckland Regional Long Term Council Community Plan

While the Auckland Regional Growth Strategy (and associated documents) sets a direction for where and how growth will be accommodated, the regional Long Term Council Community Plan 2009 – 2019 (LTCCP) outlines what the community wants to achieve through the growth experience. It describes a set of regionwide community outcomes that were identified through consultation in 2005/06 and a forward work programme towards the achievement of these outcomes. The regional community outcomes are broad but they complement the local community outcomes identified for the former Auckland City and more specifically the Panmure community (discussed below).

⁶ Section x of the AEE or the Urban Design Report.

The regional community outcomes that are included in the Auckland Regional LTCCP and relevant to this assessment are⁷:

- Quality built environment;
- A thriving regional economy that supports a good standard of living;
- Aucklanders have access to a range of affordable and safe ways to move people and goods;
- Open spaces and green places, now and for the future;
- Valuing our identity and the changing face of Auckland;
- Neighbourhoods with a sense of identity;
- Safer neighbourhoods and public places; and
- Auckland's population growth and migration are well managed.

The Phase 1A works, as an integral component of the overall Panmure Corridor Project, support the desires for the region to have access to transport infrastructure that supports different peoples' lifestyles, and to have choice between a number of different travel options (including walking and cycling) that are all safe and easy to use.

7.3.2 Auckland City Long Term Council Community Plan

In association with the overarching 20 year strategic direction for the City, the former Auckland City Long Term Council Community Plan 2009-2019 (LTCCP), provides a more detailed schedule of goals and activities over a ten year horizon, including forecasted spending on urban growth, community development and transport choices. It adopts the community outcomes identified in First City of the Pacific and Our Future Auckland as strategic outcomes and identifies projects to deliver services within these areas. Of relevance to this assessment are any projects that are aimed at managing the city's growth to ensure safe and healthy communities as well as transport choices that enable people to get around safely and efficiently while minimising negative effects on the environment, including on people and communities.

The AMETI Project (incorporating the Phase 1A works) is specifically identified in the Auckland City LTCCP as a key capital project to help support business and residential growth planned for Glen Innes, Panmure, Mt Wellington and Sylvia Park, by improving roads, bus lanes, walking and cycling facilities. The Phase 1A works are an integral part of the overall AMETI Panmure Corridor Project and therefore, the Phase 1A works are also specifically identified in the Auckland City LTCCP.

⁷ Auckland Regional Council *Our Response to Regional Community Outcomes* in "Long Term Council Community Plan 2009 - 2019" <www.aucklandcouncil.govt.nz>.

8 Resource Management Act 1991

The RMA sets out the matters a Territorial Authority must have particular regard to when considering a NoR in Section 171. Most significantly these are subject to Part 2 which sets out the purpose (Section 5) and principles (Sections 6-8) of the RMA and are discussed in the following sections.

Section 5 - Purpose

The purpose of the RMA 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 well-being and for their health and safety while:

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
- (b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
- (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.”

Herein, section 5 imposes a duty on consent authorities to promote the sustainable management of natural and physical resources while endeavouring to avoid, remedy or mitigate adverse effects of activities on the environment.

The Phase 1A works will reflect the purpose of the RMA (set out in Section 5) by providing transport infrastructure that:

- (a) Is necessary to support the community’s desire for increased public transport use and mode choice;
- (b) Is necessary to support a sustainable compact city form by improving accessibility in and around the train station, and by improving connectivity to the town centre; and
- (c) Will ensure that potential adverse effects on the environment will be avoided, remedied and mitigated, where practicable, and balanced against the wider transportation benefits that the project will deliver.

The Phase 1A works will enable the community to provide for their long-term social, cultural, and economic wellbeing.

Section 6 – Matters of National Importance

Section 6 of the RMA sets out the matters of national importance, which shall be recognised and provided for.

The “Matters of National Importance” listed in Section 6 are:

- (a) 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:
- (b) The protection of outstanding natural features and landscapes from inappropriate subdivision, use and development:
- (c) The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:
- (d) The maintenance and enhancement of public access to and along the coastal marine area, lakes and rivers:
- (e) The relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:
- (f) The protection of historic heritage from inappropriate subdivision, use, and development:
- (g) The protection of recognised customary activities.

As a critical component of the AMETI project, the Phase 1A works have been developed through a rigorous evaluation process, which eliminated options that significantly affected Matters of National Importance. This included eliminating the 'Round the Mountain' option which affected the high values placed on Mount Wellington (Maungarei) and adjacent waahi tapu sites.

An assessment against relevant section 6 matters is provided below:

Section 6(b) - The Phase 1A works will not inappropriately affect any outstanding natural features or landscapes such as Mount Wellington (Maungarei).

Section 6(c) - The Phase 1A works and (as part of the overall AMETI project), has been generated from a rigorous evaluation process that (amongst other things), avoids impact on areas of significant ecological value.

Section 6(d) - The Phase 1A works will not have an adverse effect on public access to reserves and the coastal marine area.

Section 6(e) – Consultation with iwi is ongoing.

Section 6(f) - The Phase 1A works and (as part of the overall AMETI project), has been generated from a rigorous evaluation progress that avoids impacts on items of known heritage significance. Any items of archaeological or heritage significance that are found during the course of construction, are protected from any destruction, alteration, or modification, by the provisions of the New Zealand Historic Places Trust Act 1993.

Section 7 – Other Matters

Section 7 of the RMA lists certain matters to which particular regard is to be had in making resource management decisions.

The “Other Matters” that are considered relevant to this proposal are:

- (a) Kaitiakitanga:
 - (aa) The ethic of stewardship:
 - (b) The efficient use and development of natural and physical resources:
 - (c) The maintenance and enhancement of amenity values:
 - (d) Intrinsic values of ecosystems:
 - (f) Maintenance and enhancement of the quality of the environment:
 - (g) Any finite characteristics of natural and physical resource:
 - (i) the effects of climate change.

Relevant section 7 ‘Other Matters’ are assessed below:

Sections 7(a) and 7(aa) – Consultation is ongoing with iwi to ensure that regard is had to section 7(a) and 7(aa).

Section 7(b) – Phase 1A will enhance the efficiency of the existing transport network in an integrated manner, through improving capacity and promoting passenger transport and walking and cycling as viable alternatives.

The AMETI project is identified as a key initiative within the RLTS, and in particular, the Phase 1A works are supportive of the AMETI project’s integrated land transport strategy that is consistent with the strategies of the RLTS, particularly with respect to developing infrastructure within areas of growth.

Section 7(c) – The Phase 1A works will maintain and enhance amenity values through sensitive design and landscape and urban design mitigation. Other measures to avoid, remedy and mitigate adverse effects on amenity such as noise mitigation will be implemented where applicable.

Section 7(f) – Maintenance and enhancement of the quality of the environment will be achieved as described for section 7(c) above and the treatment of stormwater as required by ARC under separate consent.

Section 7(g) – The AMETI project recognises the finite characteristics of natural and physical resources by utilising and optimising the existing transportation network (existing roads and roading designations).

Section 7(i) – The effects of climate change will be minimised by reducing emissions from vehicles through the promotion of alternatives to car use and reduced congestion (free flowing traffic has less effect on air quality than idling vehicles).

Section 8 – Treaty of Waitangi

Section 8 of the RMA requires all persons exercising functions and powers under it to take into account the principles of the Treaty of Waitangi. Whilst the Treaty Principles continue to evolve in the Court of Appeal, the main principles are those of ‘partnership,’ ‘active protection,’ and ‘rangatiratanga.’

Consultation with Tangata Whenua was extensive during the ETC project and will continue through subsequent stages of planning and construction for the AMETI project. The principles of the Treaty of Waitangi will be appropriately recognised by engaging Iwi in the consultation process. Following such a process enables the designation and development of Phase 1A to take into account the principles of the Treaty of Waitangi.

Overall the Phase 1A works are not contrary to Part II of the RMA. It is considered that the sustainable purpose of the RMA is met by allowing for the enhanced use of an existing physical resource, providing for a more efficient and safer transportation network.

9 Relevant Policies & Plans

As explained in the introductory section of the report, this is a NoR for the Phase 1A works is a new requirement by Auckland Transport under Section 168 of the RMA. This section addresses specifically those matters in regards to Section 171(1)(a).

9.1.1 Relevant Policy Statements & Regional Plans

Auckland Regional Policy Statement 1999 (ARPS)

The ARPS became operative on 31 August 1999. The ARPS is a statement about managing the use, development, and protection of natural resources of the Auckland Region. The aim of the ARPS is to achieve integrated, consistent and coordinated management of the Region’s resources, and to provide greater certainty over the ways that natural and physical resources are managed.

It is considered that the Phase 1A works have particular regard to the ARPS as the works will improve accessibility within the local community and between Regional centers, while where practicable, avoiding and mitigating adverse effects on water quality, the landscape and natural environment.

Chapter 2: Regional Overview and strategic direction	It is considered that the designation and associated physical works are in accordance with the strategic intent of the ARPS, particularly those objectives and policies in Chapter 2 that relates to the provision of regional infrastructure, urban growth/land use, and the management and protection of natural and physical resources.
Chapter 3: Matters of Significance to Iwi	As set out in section x of this report, the project will continue to be carried out in ways that are consistent with the principles of the Treaty of Waitangi. The proposed works will avoid adverse effects on Mt Wellington (Maungarei) and the adjacent waahi tapu.
Chapter 4: Transport	As set out in section 6.1.2 of this report, it is considered that the designation and associated physical works are in accordance with the relevant objectives and policies of Chapter 4: Transport of the ARPS. In particular, the designation will lead to a transport network in Panmure that will provide for an improved level of accessibility between important activity areas. The Phase 1A works will largely focus upon better managing the capacity of the existing road infrastructure, but will also enable the construction of a new link road (as part of the wider AMETI project), which will increase road capacity to areas where good road transport connections are essential to support economic development through high freight activity (e.g. Morrin Road industrial area)
Chapter 6: Heritage	The Phase 1A works will not modify, destroy, or damage any identified items of heritage or archaeological significance. It is considered that the designation and the associated physical works are in accordance with the objectives and policies of Chapter 6 of the ARPS.
Chapter 8: Water Quality	As set out in section 5 of this report, it is maintained that potential adverse effects on water quality will be no more than minor, provided that an Erosion and Sediment Control Plan and stormwater mitigation strategy is prepared in accordance with Auckland Council guidelines (e.g. TP90 and TP10).
Chapter 10: Air Quality	The attached Air Quality report (Appendix 5) concludes that under the worse case circumstance and using the most conservative assumptions, the proposed works being authorized as part of this NOR will not lead to any adverse effects on air quality.
Chapter 17: Contaminated Sites	Section 5 of this report states that as the Phase 1A works will be undertaken on a former paint manufacturing site(Council ref F14-33, located between Forge Way and the Railway line). Given the potential for contaminated land within this site it is recommended that the, construction works should be undertaken in accordance with a Site Management Plan to avoid discharging contaminants to land or water during the construction period. These works will also be subject to a resource consent application for earthworks.

Proposed Plan Change 6 – Auckland Regional Policy Statement 1999 (PP6 – ARPS)

In 2005, Proposed Change 6 to the ARPS introduced changes to strategic policies with the aim of giving effect to the Auckland Regional Growth Strategy 1999 (ARGS) and provides for integration of land use and transport.

Proposed Change 6 remains the subject of a number of outstanding Environment Court appeals that relate to provisions which are relevant to the Phase 1A works. Therefore, these provisions are not operative at this time but are still regarded as part of the overall assessment of policy and plans.

It is considered that the Phase 1A works are consistent with the ARGs (see Appendix 6 of this report), and the proposed objectives and policies of PP6 to the ARPS. In particular, the Phase 1A works are consistent with proposed Policy 2.6.1(16) of PP6 (redevelopment, operation and maintenance of existing regionally significant infrastructure), and will provide for land use to occur in accordance with Policy 2.6.1(17) of PP6 (focus the Region's growth in high density centres and corridors).

Auckland Regional Plan: Sediment Control 2001 (ARPSC)

The ARPSC provides objectives, policies and rules for achieving the sustainable management of the natural and physical resources as they relate to activities contributing to the generation of elevated sediment loadings in waterbodies and coastal areas of the Auckland Region.

As stated in Chapter 5 of this report, earthworks associated with the Phase 1A works can be undertaken and managed in such a way that the potential adverse effects resulting from waterborne sediment are either avoided, remedied or mitigated. An Erosion and Sediment Control Plan will be prepared in accordance with the Auckland Regional Council's ARC Technical Publication No 90; Erosion and Sediment Control Guidelines for Land Disturbing Activities (TP90).

It is considered that there is sufficient capacity within the land requirement to accommodate any mitigation devices needed to comply with TP90 and to mitigate the potential adverse effects of waterborne sediment during the construction phase.

Proposed Auckland Regional Plan: Air, Land, and Water 2005 (PARP:ALW)

The PARPALW provides objectives, policies and rules for achieving the sustainable management of the natural and physical resources of the environment in the Auckland Region. The PARPALW applies to the management of air, land and water resources in the region including: air, soil, rivers and streams, lakes, groundwater, wetlands and geothermal water.

The following specialist reports have been prepared for the Phase 1A works, which relate specifically to matters that are regulated by the PARP:ALW:

- Stormwater Assessment (Appendix 5)
- Contamination Report (Appendix 5)
- Air Quality (Appendix 5)

Chapter 5.10 of this report states that the potential adverse effects resulting from the increase in impermeable surfaces is likely to be no more than minor, provided that appropriate treatment devices are provided in accordance with the Auckland Regional Council Technical Publication No. 10: Design Guideline Manual for Stormwater Treatment Devices. Furthermore, the proposed stormwater devices are likely to

have sufficient capacity under normal operating conditions to provide retrospective treatment for existing roads within the Phase 1A area.

Chapter 5 of this report states that as the Phase 1A works will be undertaken on a former paint manufacturing site and recommends that the construction works should be undertaken in accordance with a Site Management Plan to avoid discharging contaminants to land or water during the construction period.

The attached Air Quality report (Appendix 5) concludes that under the worse case circumstance and using the most conservative assumptions, the proposed works being authorized as part of this NOR will not lead to any adverse effects on air quality.

Overall, it is considered that with mitigation, the potential adverse effects on soil, water, and air quality resulting from the Phase 1A works are no more the minor and are therefore consistent with the relevant objectives and policies of the PARP:ALW.

9.1.2 Evaluation against the District Plan

The Operative Auckland City District Plan: Isthmus Section 1999 (District Plan) requires an assessment of the “local effects” of the Project , including the effect of the Phase 1A works on the activities contained within or adjacent to the sites that are subject to this NOR.

Land use within the Phase 1A area is zoned:

- Business 8.
- Mixed Use.
- Special Activity 3.

Additionally, the land within the Phase 1A area has the following constraints:

- Concept Plan F14-33 (Mt Wellington Concept Plan)
- Concept Plan F14-34 (Panmure Park and Ride and Bus Interchange Facility)
- Designation Reference B10-5 (Rail Designation)
- E05-29 – Volcanic Cone View Protection
- E13 – 28 – Tree Scheduled for protection

The relevant sections of the Plan that are relevant to the Project are outlined below.

Part 4A.3 Designations	Clause 4A.3 Designations of the plans sets out the information required to accompany a notice of requirement. The plans guidance in this clause has been used in relation to preparing this document.
Part 4A.4 Roads & Network Utilities	<p>Part 4A.4 contains the provisions of the plan relating to roads and network utility services. Part 4A.4.6.C(ii) outlines “permitted activities” in relation to roads.</p> <p>The construction (including earthworks), operation and maintenance of roads is a permitted activity throughout the Isthmus and includes:</p> <ul style="list-style-type: none"> • Footways, and footbridges over roads, motorways and railways; • Bridges for roads, tramways, railways and underpasses and retaining walls; • Street furniture, sculptures, works of art and utility provisions, e.g sculptures and works of art in roads or public places, road signage, bus shelters, parking meters. <p>Where zoned land is vested or dedicated as road, the zoning shall cease to have effect from the timing of vesting or dedication.</p>
Part 5: Natural and Physical Environment	The District Plan recognises that ‘sustainable management’ must occur in the context of an urban environment. While the Isthmus has important natural resources which give it its unique identity, it has been substantially modified. The objectives and policies of the plan recognise the need to accommodate ongoing change within the urban area while maintaining and enhancing the quality of the present environment.
Part 5C: Heritage	<p>The Phase 1A works will not modify, destroy, or damage any identified items of heritage or archaeological significance. It is considered that the designation and the associated physical works are in accordance with the objectives and policies of Chapter 5C of the District Plan.</p> <p>Works within dripline of the Scheduled Pohutukawa (Number 28) located on Jellicoe road can be undertaken without adversely affecting the health of the tree subject to conditions required during construction works.</p>
Part 6: Human Environment	The Phase 1A works are consistent with the relevant objectives and policies of Part 6 of the District Plan because Phase 1A works will result in improved transport infrastructure and increased accessibility, which will facilitate greater urban intensification of Panmure in the vicinity of an important public transport node.
Part 8: Business Activity	<p>The Phase 1A works will be located within the ‘Business 8’ and Business ‘Mixed Use’ zone.</p> <p><i>Business 8 Zone</i></p> <p>The ‘Business 8’ zone is designed to provide a flexible and coordinated planning approach for large scale business sites, through the use of individual concept plans to the continued operation and management of these developments. In this instance, the Mount Wellington Concept Plan (F14-33) applies to the former Dulux paint manufacturing site.</p> <p>The Phase 1A works are consistent with the intent of the Mount Wellington Concept Plan by increasing pedestrian and bus access to the station. Internal roads and access within the Concept Plan area is provided for as a “<i>controlled activity</i>” within the Concept Plan area. Furthermore, the Phase 1A works will support the activities that are permitted by the zone.</p> <p><i>Mixed Use Zone</i></p> <p>The zone is designed to enable the development of an urban environment which is supportive of alternative forms of transport such as public transport, cycling, and walking. A high level of amenity which contributes to the liveability of the areas will be achieved by requiring new activities and new development to meet urban design criteria. Overall, it is considered that the</p>

	<p>Phase 1A works are consistent with the relevant objectives and policies of the Mixed-Use Zone.</p> <p>The mixed use zone classifies Bus Depots as a restricted discretionary activity which can be considered without notification.</p>
Part 10: Special Purpose Activity	The Phase 1A works are in accordance with the relevant objective and policy of the Special Purpose 3 "Transport" zone as the works will preserve the existing railway rights of way and will improve accessibility to the Panmure Station, which is located below the ground level of adjacent sites.
Part 12: Transportation	The proposed Phase 1A works will provide for 'mode choice' including walking, cycling, and passenger transport. This assists in managing the capacity of the network by encouraging people to choose other alternative transport modes and potentially reducing single occupancy vehicle use resulting in a better functioning local and regional transport network by relieving traffic congestion. Consequently, the Phase 1A works are considered to be in accordance with the objectives and policies of Part 12 of the District Plan.

The Phase 1A works will result in effects on the amenity and character of adjoining land uses, and these are described in Chapter 5.1 and 5.2 of this report. However, these effects need to be considered within the context of an urban environment and must be balanced against the transportation benefits of the Phase 1A works and the wider AMETI project for the local community and the wider travelling public.

The Project requires the purchase of land in order to achieve the Project's objectives. However, the works are in accordance with the objectives of the Business 8 and Mixed-Use zones, as well as the intention of the Mt Wellington Concept Plan and Council's Park and Ride and Bus Interchange Designation to improve accessibility to the train station, which overlay the land use zoning of properties that are directly affected by the works.

It is also acknowledged that the large-footprint businesses that are encouraged by the District Plan's Business 8 zone (and accompanying Concept Plan), are inconsistent with the objective of intensifying residential activity and business activity within 800m of an RTN stop or 400m from a QTN in identified growth centres⁸.

9.2 Other Planning Documents

The documents that are relevant to the Phase 1A works are:

- Auckland Regional Growth Strategy, 1999
- Auckland Growth Management Strategy,
- Auckland Transport Plan, 2009 (ATP)
- Auckland Regional Public Transport Plan, 2010 (PTP)
- Auckland Sustainable Transport Plan, 2006-2016 (STP)

⁸ Auckland Regional Land Transport Plan, 2010-2040. Table 6, page 31.

- Auckland Walking and Cycling Strategy
- First City of the Pacific 2000 and Our Future Auckland 2009
- Auckland City Future Planning Framework 2010 (FPF)
- Panmure Liveable Community Plan 2002
- Urban Design Protocol, 2005

An analysis of these documents are contained within Appendix 6. In summary, some common themes can be identified across all of the strategy and policy documents that are relevant to this project at regional, city and local levels. The AMETI project is identified within a number of these documents as a key capital project that is needed to realise the *'smart growth'* or *'compact city'* outcomes that are sought by the Auckland Regional Growth Strategy 1999 (ARGS). The ARGS and the Auckland Regional Land Transport Strategy 2005 (RLTS) lie at the core of the land use and transport planning documents that are relevant to the Phase 1A works, and to the objectives that are specific to the project itself.

As detailed below, the ARGS provides the overarching strategic framework to accommodate growth and integrate land use and transport by:

- (a) Consolidating most future growth within the existing metropolitan area by creating compact urban environments; and
- (b) Accommodating growth within town centres and major public transport routes, through the redevelopment and intensification of specific areas.

Key elements of the smart growth model are: compact neighbourhoods, transit-orientated development, and pedestrian and bicycle friendly environments. The Phase 1A works will deliver these elements of the smart growth model sought by the ARGS, which have been carried into the Auckland City Growth Strategies (Auckland City Growth Management Plan 2003 and Growing our City Through Liveable Communities 2000) for delivery at a local level.

The Phase 1A works are in accordance with the central principles of the Panmure Liveable Community Plan 2002, including:

- Protecting the valued environmental features of Panmure (such as Mt Wellington);
- Integration of future development with effective transport and improvement public transport;
- Encouraging local communities to participate in the process;
- Promoting good urban design by creating accessible and compact developments and maintaining local character;
- Creating employment and economic activities through regenerating Panmure Town Centre and business areas;

- Focus growth or redevelopment in areas that can provide for a range of lifestyle options.

Specifically, the Phase 1A works will improve accessibility between two important activity areas, being the Panmure Train Station and the Panmure Town Centre for pedestrians and providing the infrastructure needed to integrate bus and train services. Therefore, the Phase 1A Project is also consistent with the vision of the RLTS to create an urban environment that is easy to get around by improving the walking and cycling infrastructure and designing better Local Connectors to improve accessibility to local services and facilities.

In summary, the Phase 1A works seek to improve accessibility, mode choice, and the quality of streetscape by improving roads, bus lanes, and walking and cycling facilities. Ultimately, the Phase 1A works will contribute towards the sustainable growth and development of Panmure, which has been identified in the ARPS “Growth Concept” as a area for future intensive land use.

10 Notification

Section 169(1) of the RMA states that: -

If a territorial authority is given a notice of requirement under section 168, the territorial authority must decide whether to notify the notice of requirement under sections 95 to 95F, which apply with all necessary modifications and as if -

- (a) a reference to a resource consent were a reference to the requirement; and*
- (b) a reference to an applicant were a reference to the requiring authority; and*
- (c) a reference to an application for a resource consent were a reference to the notice of requirement;*
- (d) a reference to a consent authority were a reference to the territorial authority; and*
- (d) a reference to an activity were a reference to the designation.*

Section 95A(1) of the RMA states that a consent authority may, in its discretion, decide whether to publicly notify an application for a resource consent for an activity. Pursuant to Section 95A(2), despite subsection (1), a consent authority must publicly notify the application if –

- (a) it decides (under section 95D) that the activity will have or is likely to have adverse effects on the environment that are more than minor; or*
- (b) the applicant requests public notification of the application; or*
- (c) a rule or national environmental standard requires public notification of the application.*

Section 95A(3) states that despite subsections (1) and (2)(a), a consent authority must not publicly notify the application if—

- (a) a rule or national environmental standard precludes public notification of the application; and*
- (b) subsection (2)(b) does not apply.*

Despite subsection (3), a consent authority may publicly notify an application if it decides that special circumstances exist in relation to the application.

For the reasons detailed at Chapter 5 of this report the potential adverse effects of the proposed Phase 1A works is not considered to be significant and with the imposition of conditions the potential effects of construction can be avoided remedied or mitigated to be no more than minor. Further, the majority of the works proposed by this NoR will be undertaken in land in which Auckland Transport has an interest in sufficient for undertaking the proposed works. Therefore pursuant to Section 95D(a) the consent authority may disregard any effects on persons who own or occupy: (i) the land, in, on, or over, which the activity will occur; or (ii) any land adjacent to that land.

Pursuant to Section 95A(3) there are no rules or national environmental standards that requires or precludes public notification of the NoR. Further, it is considered that there are no special circumstances that exist in relation to the application.

If a consent authority does not publicly notify an application for a resource consent for an activity, it must decide (under sections 95E and 95F) if there are any affected persons or affected order holders in relation to the activity. Pursuant to section 95B(2) and 95B(3) of the RMA the consent authority must give limited notification of the application to any affected person (unless a rule or national environmental standard precludes limited notification).

In this instance, Auckland Transport does not have an interest sufficient for undertaking the Project within only three properties located at 3 Forge Way, 5-7 Fraser Road and 531 Ellerslie Panmure Highway. Further, the property at 80 Mountain Road has an access way obstructed by the proposed realignment of Mountain Road. Accordingly, it is requested that this Notice is publicly notified on a Limited Basis pursuant to Section 95A(2)(b) of the RMA.

Pursuant to Section 95A(4) where special circumstances exist, the council may choose to publicly notify the application. In cases decided before the Resource Management Amendment Act 2009 (RMAM 2009), it was held that the Act's general policy of wide public participation is relevant to the exercise of the discretion, providing an additional safeguard where the statutory exceptions apply but where the circumstances indicate that notification is nevertheless justified as described in *Murray v Whakatane DC 1997* and in *S & M Property Holdings Ltd v Wellington CC 2003*. In the latter, the Court preferred the view expressed in *Murray*, that where there are indications that a case is out of the ordinary because it does not fall within the general policy, it will be necessary to consider the discretion.

The removal by the RMAM09 of the statutory presumption in favour of notification narrows the scope of instances where special circumstances might be invoked.

Subsection (4), properly construed, is an enabling power which the consent authority may, but is not obliged to, exercise in special circumstances. It involves a statutory power of decision and must be considered in cases which are out of the ordinary.

"Special circumstances" are those that are unusual or exceptional, but they may be less than extraordinary or unique as described in *Peninsula Watchdog Group (Inc) v Minister of Energy 1996*. Circumstances which are "special" will be those which make notification desirable, despite the general provisions excluding the need for notification (*Murray v Whakatane DC*).

Being aware of public opinion against a proposal does not determine whether “special circumstances” exist, but may be a contributing factor (*Murray v Whakatane DC*). If what is proposed is specifically envisaged by the district plan, it cannot be described as being out of the ordinary and giving rise to special circumstances.

In this instances the works proposed by this Notice are not unusual or exceptional. Roads and infrastructure are envisioned by Chapter 4 of the District Plan. The construction (including earthworks), operation and maintenance of roads is a permitted activity throughout the Isthmus and includes:

- Footways, and footbridges over roads, motorways and railways;
- Bridges for roads, tramways, railways and underpasses and retaining walls;
- Street furniture, sculptures, works of art and utility provisions, e.g sculptures and works of art in roads or public places, road signage, bus shelters, parking meters.

In addition, the Phase 1A works are consistent with the intent of the Mount Wellington Concept Plan by increasing pedestrian and bus access to the station. Internal roads and access within the Concept Plan area is provided for as a “controlled activity” within the Concept Plan area. Furthermore, the Phase 1A works will support the activities that are permitted by the zone. Further, the mixed use zone classifies Bus Depots as a restricted discretionary activity which can be considered without notification

In a case where there is no evidence of adverse effects likely to arise from an activity, it is unlikely that “special circumstances” requiring notification could be justified: *Fullers Group Ltd v Auckland RC*. The proposed works under Phase1A are largely required to facilitate the electrification of the rail network (which also includes some construction efficiencies) and to facilitate the development of the Panmure TOD. The proposed works also support proposed improvements to the existing Panmure Station and include the provision of better public transport within Panmure. The environmental specialists as noted in this Notice have considered the potential impact (both positive and adverse) of the proposed development and have recommended appropriate mitigation where required. The specialists have generally concluded the effects of the proposal from an operational perspective are not significant and in some instances the development has many positive effects on the community and amenity of the area.

11 Conclusion

Auckland Transport is a requiring authority pursuant to section 166 of the RMA. Pursuant to Section 166 of the RMA Auckland Transport has a financial responsibility to maintain Auckland City's public road asset in a safe and efficient and functioning manner.

Auckland Transport proposes to give Notice of Requirement for a designation for a public work being the construction, operation and maintenance of its road network at Panmure including: the vertical realignment and extension of Mountain Road (Forge Way to Jellicoe Road), the vertical realignment and widening of the Ellerslie Panmure Highway (between Forge Way and Mountain Road/Panmure roundabout); the extension of Mountwell Crescent; and the construction of a new road on an elevated structure (Proposed Local Connector Network Road (LCN)). This Notice also includes the relocation of services, environmental mitigation, temporary construction areas, ancillary structures and other associated activities.

This designation seeks to include a total of 364m² from five property titles that Auckland Transport does not have an interest in (i.e. Auckland Transport does not own or has not reached an agreement with the owners) sufficient for undertaking the works. The properties are located at 3 Forge Way, 80 Mountain Road, 5-7 Fraser Road, 531 Ellerslie Panmure Highway and 3-37 Ireland Road. The public works are to provide for the ongoing operation and maintenance of this road way in a safe and efficient manner and to meet the project specific objectives of providing local network improvements, maintaining the accessibility to the Panmure Town Centre; and improving the Bus and Rail Interchange.

The designation is also considered necessary as the proposed Phase 1A works are part of the larger AMETI Panmure Corridor Package 01, Phase 1, scheme which are designed to:

- deliver an integrated multi-modal transport system that supports population and economic growth in Panmure and Tamaki;
- support substantial Council investment that has been made to date in the Panmure town centre and wider Tamaki area; and
- provide a catalyst for the revitalisation of the Tamaki area.

The proposed works that are to occur on those areas subject to this NOR are:

- The realignment of Mountain Road over the railway and extension through to Jellicoe Road;
- The realignment of Ellerslie Panmure Highway over the railway and construction of an RTN bridge including road widening;
- The extension of Mountwell crescent; and
- The construction of a new LCN road between Ellerslie Panmure Highway and Mountain Road on an elevated (Box) structure.

This Assessment of Environmental Effects has assessed the actual and potential effects of the proposed development and this analysis is provided in section 5 of this report and in the Technical Reports attached at Appendix 5. This section has identified that the project will result in beneficial environmental effects, particularly over the longer term. A number of mitigation measures are also proposed as part of the NoR, further reducing potential and/or actual effects of the proposed upgrade works.

A number of alternatives were assessed for the component parts of the Project, with the proposal providing sufficient room to permit the construction of multi-modal transport corridor centered on Panmure Station. The Project will have long term benefits to the transport environment in and around Panmure.

The proposal is considered to be consistent with the purpose and principles of the RMA and the policy direction of relevant regional and district planning instruments, and will allow Auckland Transport to fulfill its obligations for operating and maintaining the public road asset within the Isthmus area.

Overall it is considered that the proposed Project proposes benefits for local and district communities and will improve the effectiveness of the transport network within and connecting to this area.

Appendix 1 - Certificates of Title

Appendix 2 – Background to the AMETI Project

Background to AMETI

The Auckland Manukau Eastern Transport Initiative (AMETI) scheme is a major re-scoping of an earlier initiative known as the Eastern Transport Corridor (ETC) project. The initial scheme for a 27km multi-modal expressway between the Auckland and Manukau CBDs was published in March 2004 and a modified scheme was published in August 2004. Both of these earlier schemes included major improvements to the road network for general traffic as well as bus lanes.

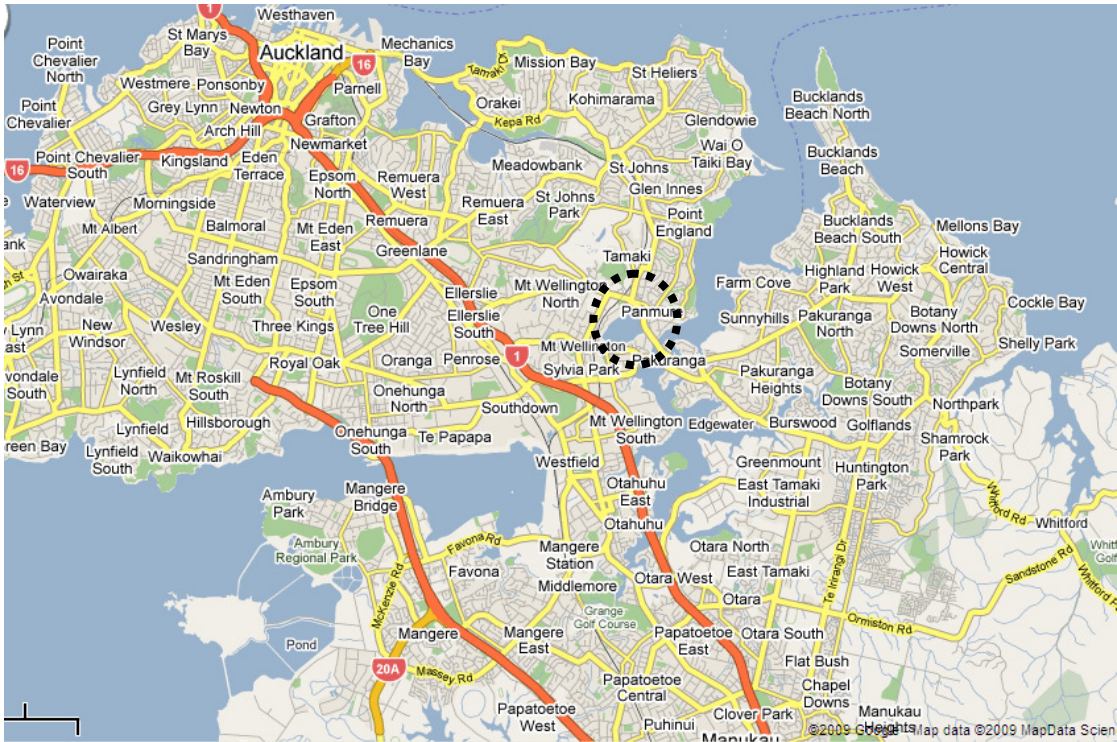
In 2005, the project was re-named AMETI and was re-scoped to focus primarily on passenger transport and travel demand management (TDM) measures as part of an integrated transport plan for an area encompassing Glen Innes / Tamaki, Mount Wellington/Panmure and Pakuranga / Ti Rakau Drive.

The AMETI project was a tripartite partnership between Auckland City Council (ACC), Manukau City Council (MCC) and Auckland Regional Transport Authority (ARTA), now being managed by Auckland Transport.

Panmure Phase of AMETI (AMETI Package 1)

This report considers a section of the AMETI project, known as the Panmure Phase of AMETI located in east Auckland as shown on Figure 1.

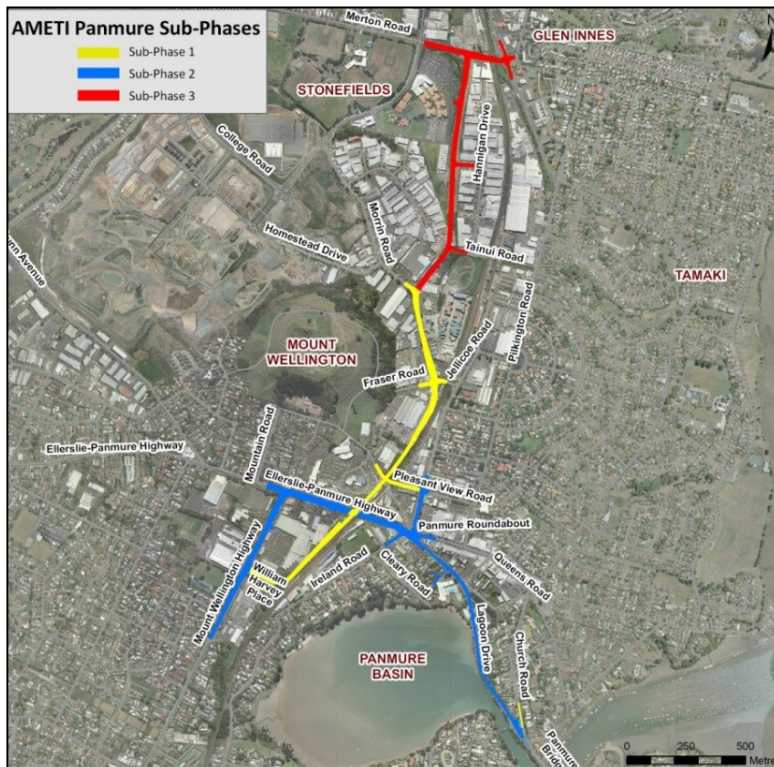
Figure -1: Location Plan



The Panmure Phase of AMETI is designed to support strategic change in transport use and economic growth in Auckland's eastern suburbs. It is the transport component of an economic transformation project centred on this area.

At Scheme Assessment Stage the scope of the Panmure phase was defined as comprising three phases as shown on Figure 2:

Figure 2: Panmure phases



Phase 1: North south link between Morrin Road and Triangle Road

The first phase involves a 2 lane link immediately to the west of the railway line, connecting Triangle Road with Morrin Road at Fraser Road and extending along Morrin Road to Tainui Road.

The initial 2 lane alignment in the Panmure Phase utilises the southbound carriageway of the future 4 lane AMETI arterial and continues southwards from the Fraser Road junction to pass underneath Mountain Road and Eilerslie Panmure Highway (E-P Highway).

The existing vertical clearance on Mountain Road is not adequate to allow for the new link road to pass underneath. The Panmure Phase therefore proposes to replace this bridge with a new bridge with adequate vertical clearance to pass over the new link road as well as over an electrified rail line. Mountain Road would be realigned east of the bridge to meet Jellicoe Road at Pleasant View Road.

The new link road alignment will continue south of the E-P Highway underpass (as a 2 lane road) and connect into the existing road infrastructure at Mt Wellington Highway near triangle road. The new road link intersection with Mt Wellington Highway will be signalised and will also allow for pedestrian crossings. Mt Wellington Highway will need to be widened to allow for the turning lanes at the intersection.

The scheme will consider options to widen the Panmure Bridge to allow for bus priority, pedestrian and cycle paths, which is likely to require a new structure alongside the existing bridge.

Phase 2: Panmure Intersection and bus lanes on Lagoon Drive

This phase provides east-west bus priority on E-P Highway and Lagoon Drive between Mount Wellington Highway and Church Road together with reconfiguration of the Panmure Roundabout. The proposed scheme reallocates road space to bus lanes along Lagoon Drive.

Road space will also be re-allocated to bus lanes between the redesigned Panmure intersection and the Mt Wellington Highway / E-Panmure Highway intersection.

The Panmure roundabout will be re-configured to a signalised intersection that allows for bus priority and signalised pedestrian crossings. The final details of this reconfiguration will be confirmed during the design phase.

Bus priority lanes will also be introduced along E-P Highway between Mt Wellington Highway and Lagoon Drive.

Phase 1 and Phase 2 will be the subject of future Notices of Requirement.

The proposed AMETI Package 1 scheme has been designed to cater for and bring about the desired land use and transportation needs of Panmure and Auckland. The key elements of the scheme are:

- A new north-south link from the Mt Wellington Highway to Glen Innes;
- Greatly improved public and active transport facilities throughout Panmure;
- A safer and more efficient Panmure roundabout and local road network.

The Package 1 scheme is designed to:

- Deliver an integrated multi-modal transport system that supports population and economic growth in Panmure and Tamaki;
- Support substantial Council investment that has been made to date in the Panmure town centre and wider Tamaki area; and
- Provide a catalyst for the revitalisation of the Tamaki area.

The transport and land use integration goals of the project start at the strategic level with the need to support the direction and outcomes provided for in the key strategic land use plans, policies and programmes for the project area including the New Zealand Innovation Centre & Tamaki Innovation Precinct, the Tamaki Transformation Programme and the Tamaki Area Plan.

The project will be a key contributor to the Council's urban intensification outcomes planned for the Tamaki Edge opens up development opportunities around the Panmure town centre and supports the Council's economic development plans. Many of the benefits of these wider initiatives cannot be fully realised until the AMETI Panmure Phase is completed.

These initiatives all stem from the need to accommodate growth within the region in line with the direction provided by the Auckland Regional Growth Strategy (RGS). At a strategic level, the key land use and transport integration issues facing AMETI revolve around trying to ensure that the transport solutions are able to adequately provide for the needs associated with the population and employment growth planned to be accommodated in this area.

The key policies identified above all include specific set population and / or employment growth targets for identified areas within close proximity to AMETI which, if not met will mean that it will be difficult to achieve the RGS's objective of accommodating 70% of future population growth within the metropolitan urban limits.

At a strategic level the most important goal will therefore be to provide transport solutions which support the key land use plans, policies and programmes for the project area, ensuring that the transport becomes a facilitator of growth and intensification in the Panmure area, not a constraint. It will be vital for AMETI to be developed in the context of Council's broader policy objective including delivering liveable arterials and supporting a shift in land-use patterns towards a more compact urban form.

Delivery of the project will be expected to remove congestion around the Panmure roundabout and provide for the much needed north-south connection to the Stonefields development, Tamaki Campus and Innovation Precinct. Decongestion of the key bus route between Auckland and Manukau will be a major benefit.

Surveys and public feedback have identified a number of issues in the Panmure area that the AMETI Package 1 aspires to address. These include:

- Unreliable and infrequent bus services; *and*
- Poor linkages between rail station and town centre; *and*
- Poor walking and cycling environment; *leading to*
- Lack of travel choice leading to over-reliance on private car; *leading to*
- Congestion; *leading to*
- Increased costs for businesses, *and*
- Rat running on residential streets.

The AMETI Package 1 scheme seeks to address the issues, but also to allow for future developments in the area and the transport needs that they will generate.

There are several significant initiatives led by Council and Government agencies that seek to enhance the Panmure area socially, environmentally and economically by stimulating growth in population and employment through master planning and investment initiatives.

The potential effect of these proposals will be to increase the residential population in the Panmure Tamaki area by 20-30,000 people (+100-150%) and double employment to 40,000 by 2041.

This level of growth has two important impacts on the planning of the transport network:

- It increases pressure on transport systems in terms of capacity enhancements and,
- It provides the impetus and growth forecasts needed to enable the provision of greater transport capacity and improvements to services.

The AMETI Package 1, Phase 1A scheme includes a range of initiatives designed to deliver an integrated multi-modal transport system. The main elements of the scheme are:

- Realigning Mountain Road to meet Jellicoe Road at Pleasant View Road, facilitating the construction of a Transit Oriented Development (TOD) centred on Panmure rail station.
- Providing a cover over the new link road adjacent to Panmure rail station, between Ellerslie-Panmure Highway and Mountain Road, to prevent the new link road from being a barrier to movement between the station and proposed developments to the west.

Previous Consultation undertaken as part of the AMETI Project

Consultation has been undertaken throughout the investigation and development stages of the AMETI Project in accordance with the legislative responsibilities under the Local Government Act 2002, Resource Management Act 1991 and to some extent the Land Transport Management Act 2003.

The purpose of the consultation was to provide the community with opportunities to be fully informed about the project and to contribute to solutions before key project decisions were made.

Process

There were three stages to consultation including:

Stage 1: Inform

During this stage the community was informed about AMETI and its link to its predecessor the Eastern Transport Corridor (ETC). The aim of this stage was to create awareness and understanding of the need for the AMETI project, and explain opportunities to contribute to decisions. This was undertaken in March - April 2007 and included media releases, postcards delivered to mailboxes, project website and an 0800 call centre.

Stage 2: Consult

This stage focused on providing more detail about specific proposals. This was undertaken in April – May 2007 and included eight open days, operating a call centre and establishing a project website.

Following Stage 2 consultation and a subsequent urban design workshop, some changes were made to elements of the AMETI proposal. Affected parties were then invited to attend further property information sessions held in August 2007 to discuss the proposed changes.

Alongside Stage 2 a Deliberative Feedback Mechanism (DFM) process was run by research company Colmar Brunton. It involved randomly selecting a group of people mostly from the project area, giving a good

overview and understanding of the project and then asking them to provide feedback. It provided qualitative feedback and was analysed separately and reported on by Colmar Brunton⁹.

Stage 3: Respond

The focus of this stage was to inform participants and the wider public of decisions made and how the community's input influenced those decisions. This was communicated to the public through newsletters.

Parties Consulted

The community engagement process involved consulting with a large number of people and groups. The key groups included:

- Directly affected property owners
- Stakeholders
- The wider community
- Iwi

A consultee data base is contained in the AMETI Community Engagement Report, June 2007.

Consultation Methods

A number of tools were used to implement the Community Engagement Strategy. The tools used varied greatly in order to try to capture a large proportion and cross-section of the potentially affected and interested community. The table below summarises the consultation tools that were used and the target audience.

Consultation Tool	Targeted Audience
Media Articles	Used through stages 1 and 2 of the engagement process and targeted at the general public.
Postcard	Used in stage 1 of the engagement process. Included distribution of 120,000 postcards to homes and businesses within the AMETI project area.
Advertising of information days and consultation period	General public
Newsletter	Distributed to key stakeholders, iwi and directly affected property owners. Also available to the general public through the project website, council offices and libraries in the project area, and handed out with response forms.
Letters	All key stakeholders, iwi, directly affected property owners
Website	General Public – from stage 1 and is ongoing.
Libraries and Council Offices	General public As an information source on the AMETI project. The following information was on display or made available:

⁹ A Deliberative Feedback Mechanism for the AMETI Community Engagement Plan (March 2007).

Consultation Tool	Targeted Audience
	Postcard; Newsletter; Full Options Report January 2007; Summary Options Report March 2007; Full set of Scheme Drawings March 2007.
0800 Call Centre	General public and affected or concerned property owners. Ongoing.
Property Open Days	Affected property owners
Public Open Days	General public
Deliberative Feedback Workshops	A representation of the general public
One-on-one meetings	Key stakeholders and affected parties
Response Form	General public

Consultation Feedback

The feedback response rate was reasonably significant. A total of 126 DFM feedback forms and 532 public response forms or other written feedback was received during the feedback period which ran from 23 April to 25 May 2007. Within the 532 public responses, the following submissions were received:

- 26 key stakeholder responses;
- 8 business submissions;
- 2 petitions with 12 and 23 signatures respectively; and
- 164 responses on one proforma submission form.

The feedback was implemented in the design process as further work was commissioned. This included re-evaluating the Urban Design component of the project through additional Urban Design Charettes¹⁰ in May and August 2007¹¹.

Iwi Consultation

Iwi consultation for AMETI built on the extensive iwi consultation undertaken for the ETC project. The focus of the AMETI consultation was to confirm with Iwi holding an association with the project area the outcomes from the ETC project and to agree a path forward in relation to design development. An Iwi Engagement Report was completed in August 2008.

Alternative Options Considered

In this section, an overview of the alternative alignments considered is provided, with a description of the process used to identify the recommended alignment and associated design features. A full discussion of the evaluation process and outcomes is contained in the **Opus Recommended Options Report (dated January 2007)**.

¹⁰ AMETI Technical Note: Urban Design Charette Options Evaluation, June 2007

¹¹ AMETI Project Status Summary Report, July 2007

Prior to AMETI, 48 alignment options were assessed and evaluated as part of the ETC project. The AMETI corridor is a modified version of the best performing ETC option both in its function and geographical extent¹². As part of AMETI a further 64 options were developed. These included options that deviated from the main alignment and options associated with design development.

Detailed information of the options is documented in the Recommended Options Report. A summary is provided below:

Option	Description
Northern Sector Option	
Mount Wellington Highway from SH 1 to Hamlin Road	
N-SYL-1	Widening to provide bus lanes and boulevard style streetscape outside Sylvia Park town centre between State Highway 1 and Hamlin Road
Hamlin Road to Van Dammes Lagoon	
N-XSECT-1	Existing road cross-section. No widening or PT provision
N-XSECT-2	Widen to 30m, include PT and cycle lanes, but no central islands
N-XSECT-3	Widen to 46m, includes PT and cycle lanes, central median and service lanes
N-XSECT-4	Widen to 56m. Same as N-XSECT-3, but with wider islands between the main carriageway and the service lanes, providing greater amenity value
N-HAM-1	Base widening on land take to the east
N-HAM-2	Base widening on land take to the west
N-HAM-3	Based widening on land take both sides
Waipuna Road Intersection	
N-WAIP-1	Enlarged at-grade intersection to accommodate future traffic demands
N-WAIP-2	Mount Wellington Highway north-south lanes are placed on a bridge structure, with remaining movements at grade
N-WAIP-3	Bridge structure provided to cater for movement from Waipuna Road onto Mount Wellington Highway northbound
N-WAIP-4	Mount Wellington Highway north-south lanes are placed in a tunnel structure, with remaining movements at grade
Van Dammes Lagoon to Fraser Road	
N-VD-1	"Round the Mountain" alignment, which uses the existing designation through the Mount Wellington reserve. Requires a tunnel structure at intersection of Mount Wellington Highway and Ellerslie-Penrose Highway
N-VD-2	Modification of N-VD-1, to avoid the Mount Wellington reserve and instead traverse the existing car yards.
N-VD-3	Further variation on the N-VD-2 alignment, to push further from the volcanic cone
N-VD-4	Alignment passes through the existing Harvey Norman building to get from the current

¹² A full discussion of the ETC evaluation process is contained in the ETC Option Evaluation Report (March 2004).

Option	Description
	Mount Wellington Highway, to an alignment adjacent to the rail line. Avoids need to acquire OnTrack land.
N-VD-5	Route passes through the can factory site, commencing at Triangle Road to an alignment adjacent to the rail line. Requires OnTrack land.
N-VD-6	A variation of N-VD-5 designed to minimise impact on the can factory. Results in substantial impact on Van Dammes Lagoon and less desirable alignment
N-VD-7	Alignment option between that of N-VD-5 and N-VD-6. Avoids Van Dammes Lagoon and endeavours to maximise residual land
Van Dammes Lagoon to Fraser Road – Supplementary Options	
N-VD-8	Alignment from Ellerslie-Penrose Highway through to Fraser Road. Would be associated with options N-VD-4 to N-VD-7
N-VD-EP	Description of bridge options under Ellerslie-Penrose Road for alignments associated with N-VD-8
N-MTN-1	Potential realignment of Mountain Road to relocate away from the location of the current Panmure Roundabout.
Fraser Road to Quarry Link Road	
N-TAI-1	Full grade separated connection on existing designation.
N-TAI-2	Grade separated connection with south facing ramps only. Ramps located in centre of carriageway to move them away from adjacent buildings and provide a single intersection for pedestrians to cross
N-TAI-3	At grade intersection achieved by moving alignment outside of designation to be closer to the current Morrin Road alignment and no Fraser Road connection
N-TAI-4	Similar to N-TAI-3, with at grade intersection at Fraser Road and use of the current Morrin Road alignment
N-TAI-5	Alignment follows rail line, raising up on an embankment to a height of 6-7m, with an at grade intersection. Road then drops as it traverses the current go-kart track.
Quarry Link Road to Merton Road	
N-MERT-1	Alignment between Quarry Link Road and Merton Road using existing designation
Merton Road to Glen Innes (Apirana)	
N-APIR-1	Alignment between Merton Road and Apirana Avenue using predominantly the existing designation.
N-FELT-1	Connection between Felton Matthew Avenue and Apirana Avenue, which N-APIR-1 would connect in to.
Central Sector Options	
Waipuna Road	
C-WAIP-1	Minimal changes to Waipuna Road. New signalised intersection at eastern end to link to Waipuna Road East, and restriction of Ireland Road to left in/left out
C-WAIP-2	Waipuna Road widened to provide service lanes and wide (8m) raised median
C-WAIP-3	Similar to C-WAIP-2, but with a single general traffic lane east of Ireland Road

Option	Description
C-WAIP-4	Waipuna Road widened to four lanes, plus service lanes and reconfiguring access to Ireland Road
C-WAIP-5	Similar to C-WAIP-4, but without the reconfigured Ireland Road
C-WAIP-6	Similar to C-WAIP-2, but with wider (5m) raised medians between main carriageway and the service lanes, and a narrower (4m) central median
C-WAIP-7	Similar to C-WAIP-6, but with narrower (2.5m) raised medians between main carriageway and the service lanes.
C-WAIP-8	Similar to C-WAIP-6, but with no service lanes on southern side of Waipuna Road.
Intersection of South Eastern Highway and Carbine Road	
C-CARB-1	Pure grade separation on existing alignment with no on/off ramps
C-CARB-2	Grade separation on new alignment with eastbound off-ramp and westbound on-ramp
C-CARB-3	Full diamond interchange on new alignment
C-CARB-4	Grade separation achieved by raising Carbine Road over the South Eastern Highway. Full ramp connectivity provided
C-CARB-5a	As per C-CARB-4, but with alternative ramp configuration.
C-CARB-5b	As per C-CARB-4, but with alternative ramp configuration.
C-CARB-6	Grade separation achieved via extension of Arthur Brown Road, looping under the South Eastern Highway in the vicinity of the rail line. Existing intersection of Carbine/South Eastern Highway is left in/left out only.
C-CARB-7	New Carbine Road link installed to the East of the current alignment over the top of the South Eastern Highway, with left in/left out at the existing intersection.
Carbine Road	
C-CARBINE-1	Widening Carbine Road to four lanes between Waipuna Road and the South Eastern Highway
Panmure Town Centre	
C-PAN-1	Replacement of the 6-leg Panmure Roundabout with a 4-leg signalised intersection. Ireland Road closed off and Mountain Road realigned.

Evaluation Process

The evaluation of the 64 AMETI options was carried out in two phases:

1. A fatal flaw analysis was carried out. Two options were discarded on environmental and cultural grounds (Round the Mountain and Van Dammes Lagoon) because it was considered that these options had significant effects on the environment. A more in depth analysis of the remaining 62 options was then undertaken. This involved undertaking an issues and constraints analysis for each option, using a number of environmental specialists including:
 - Air
 - Noise
 - Heritage/Archaeology

- Planning
- Urban Design
- Public Open Space
- Terrestrial Ecology
- Stormwater
- Social
- Geotechnical
- Vibration
- Visual Landscape
- Economics
- Design Engineers
- Transportation Planners and Engineers

Evaluation Criteria

In assessing the extent and nature of environmental effects for each option, each specialist was required to assess the options against recognised criteria specific to their disciplines.

In addition, there were broad evaluation criteria adopted for an overall options analysis which included consideration about the ability of each option to:

- Meet the Project Objectives
- Meet Land Transport Management Act 2003 objectives
- Contribute to the Purpose of the Land Transport Management Act 2003
- Demonstrate consistency with the Resource Management Act 1991 Part 2 Purpose and Principles

Evaluation Workshop

The options were compared using an evaluation matrix. The 'Do minimum' option was used as the benchmark for the evaluation¹³.

An evaluation workshop was held to formally assess and rate each option. Each environmental specialist presented their ratings according to their assigned criteria and then the wider team debated the merits of each option before assigning an agreed rating against the evaluation criteria. The workshop also took into account information obtained during previous ETC consultation with key stakeholders.

Evaluation Results

The following summary highlights the key discussion points in relation to the broad evaluation criteria, reflecting the approach taken at the workshop.

¹³ Do Minimum" is considered to be representative of the current road network albeit with future traffic volumes and demands. Items deemed **positive** are those in which the indicated option is better than the current transport system, with a **negative** rating inferring a situation which is worse than the current transport system / known solutions.

Project Objectives

No options were discarded for failure to meet Project Objectives.

LTMA Purpose and Objectives

All options were rated similarly with respect to the LTMA criteria of assisting economic development, assisting safety and personal security, improving accessing and mobility and protection and promotion of public health. In relation to environmental sustainability, the options which utilised the existing road corridor and designation rated higher than those requiring new alignments.

RMA Part 2 Purpose and Principles

In relation to meeting RMA Part 2, a number of Options rated lower for a number of reasons such as significant residential land take, proximity to/potential impact on scheduled sites, loss of open space, and impact on coastal margins¹⁴. It was noted however that most, if not all effects could be mitigated to meet RMA approval requirements and that this would be further investigated.

Recommended Option and Ongoing Optimisation¹⁵

A Recommended Option came out of the evaluation process and this option proceeded to community engagement during April - May 2007. As a result of community engagement, further optimisation was undertaken in order to address specific issues. Further, an Urban Design Charette in late May 2007 resulted in further modifications.

After the Urban Design Charette, the environmental specialists were re-engaged to undertake an assessment of the proposed modifications. Although there were no fatal flaws, some concerns were raised in relation to the impacts on Van Dammes Lagoon. A full record of this process is provided in the Urban Design Charette Reports, dated June 2007.

In September 2007 a second Urban Design Charette workshop was completed. Further modification was proposed to remove the trench section between Ellerslie Panmure Highway and Mountain Road and to replace these with at grade intersections. These changes were however not adopted in the recommended option.

The AMETI project team has continued to optimise certain elements of the scheme based on feedback received from the community and key stakeholders. This is still ongoing; however the footprint for the AMETI designation is likely to stay the same.

¹⁴ The 'Round the Mountain Route' (Designation E15-01) was identified as a fatal flaw due to its potential impacts on the values associated with Mount Wellington (Maungarei).

¹⁵ Optimisation is defined as changes to the recommended option that would reduce the total project cost whilst incorporating consultation feedback.

Appendix 3 – Land Requirement Plans

Appendix 4 – Future Land Uses Plans

Appendix 5 – Technical Reports

Appendix 6 –Addittional Planning Documents

(a) Auckland Regional Growth Strategy, 1999 (ARGS)

The ARGS sets out a strategy on how growth and development within the Auckland Region can be sustainably managed over the next 50 years. The strategy aims to seek a growth pattern that balances environmental, social and economic values.

The ARGS provides the overarching strategic framework to accommodate growth and integrate land use and transport by:

- Consolidating most future growth within the existing metropolitan area by creating compact urban environments; and
- Accommodating growth within town centres and major public transport routes, through the redevelopment and intensification of specific areas.

AMETI is a transport package that is designed to support population and economic growth in east Auckland. In particular, the Phase 1A works will improve neighbourhood connectivity and accessibility to a multi-modal transport system, which will support the intensification of the identified growth node of Panmure. In this way, Phase 1A the Project is consistent with the ARGS.

(b) Auckland City Growth Management Plan 2003 (GMP)

The GMP identifies ‘transport’ as a key physical requirement to support a compact city. This means supporting improvements to all modes and making streets safer and more attractive to encourage people to walk to amenities and public transport nodes.

Panmure is identified as an area for change in the GMP.

It is considered that the Phase 1A works will support the growth that is envisaged in the GMP by:

- Improved accessibility and the attractiveness of the streetscape in the vicinity of the Panmure Train Station.
- Improvements to public transport, as the Phase 1A works will lead to a bus/ rail interchange.

(c) Auckland Transport Plan 2009 (ATP)

The Auckland Transport Plan 2009 (ATP) gives effect to the RLTS and sets out and sets out a programme in order to put the RLTS into action. The ATP identifies the major planned improvements for strategic roads, passenger transport, and walking and cycling.

The AMETI Project is specifically identified as a key component to achieving the strategic priorities of the Auckland Transport Plan 2009¹⁶. Phase 1A, as an integral component of the AMETI Project is particularly important in terms of realising the vision for an urban environment that is easy to get around by improving the walking and cycling infrastructure and designing better Local Connectors to improve accessibility to local services and facilities.

¹⁶ Auckland Transport Plan 2009 – Map 1, Page 25

(d) Auckland Regional Public Transport Plan, 2010 (PTP)

The purpose of the PTP is to set out how Council will give effect to the public transport components of the RTLS. The PTP gives effect to both the LTMA and the Public Transport Management Act 2008 (PTMA).

The Phase 1A works are consistent with the objectives set out in Chapter 4 of the PTP. In particular, the Phase 1A works will allow passengers to move easily between different bus and train services.

(e) Auckland Sustainable Transport Plan, 2006-2016 (STP)

The Sustainable Transport Plan (STP) is prepared under the RLTS and sets out a 10 year programme to provide safer and more sustainable travel options. The strategies within the STP aim to increase walking and cycling, and public transport use. In particular, the STP seeks to increase walking as a choice for short journeys to town centres and transport nodes¹⁷.

It is considered that the Phase 1A works are consistent with the STP as they will provide a safe and an attractive walking environment, with improved linkages to the Panmure Town Centre and the Panmure Train Station.

(f) Auckland Walking and Cycling Strategy

The Walking and Cycling Framework is a guiding document which sets the direction for planning and programmes to deliver the walking and cycling facilities identified in the LTCCP. The framework is supported by the Cycling Action Plan and Walking Action Plan which detail the activities that council will carry out over the next five years.

The Action Plans identify the AMETI Panmure Corridor Project is an integral part of the planning and implementation of walking and cycling initiatives including future walking and cycling routes along the Panmure Corridor and better connections to and through the Panmure town centre.

(g) First City of the Pacific 2000 and Our Future Auckland 2009

Both of these strategies set out a 20 year strategic direction for the City. They comprise of 21 community outcomes that were identified by the public as being important to Auckland's future.

The outcomes relevant to Phase 1A of the project include: safe environment; successful neighbourhoods; strong communities; transport choice; good for business; growth is planned and provided for; preservation and creation of distinct identity.

The Phase 1A works, as an integral part of the AMETI Project, support all of the stated community outcomes that are relevant to this project, including the desire for the city to have reliable, efficient and well planned public infrastructure that is safe, interconnected, and easy to use.

In particular, the Phase 1A works support the desire for the city to provide for safe pedestrian connections and better integration between bus and rail services.

¹⁷ Auckland Sustainable Transport Plan, 2006-2016; page 9.

(h) Auckland City Future Planning Framework 2010 (FPF)

The FPF is a citywide spatial framework which sets out the key medium and long-term outcomes for the Auckland Isthmus. The FPF combines the former Auckland City Council's vision (First City of the Pacific), strategy (Our Future Auckland), and other key goals as set out in various other policy documents (such as the Walking and Cycling Framework) to provide integrated growth and development solutions that are consistent with the ARGS.

Six strategies are identified in the areas of: lifestyle choice, quality natural environment; strong and healthy communities; transport choices; quality built environment; and economic development.

The Phase 1A works are particularly consistent with the FPF's "transport choices" and "lifestyle choices" strategies, as one of the purpose of the Phase 1A works (and greater AMETI project), is to improve connections to existing town centers and to integrate different modes of transport.

Within the FPF, the AMETI project is identified as a key mid-term project to deliver transport choice, lifestyle choice, economic, and healthy community strategies.

The AMETI project is also identified as delivering upon the long-term plans (to 2050) for the wider city. In particular, improved north-south connections is required to realise the Tamaki Area Plan, north of the area that is subject to the Phase 1A works.

(i) Panmure Liveable Community Plan 2002

The Liveable Community Plan for Panmure was developed after extensive public consultation, and adopted by Council in August 2002. It is intended as a guide to help the local community manage growth in Panmure. The Plan anticipates that Panmure will grow by about 2,400 people or 850 homes over the next 20 years.

The Plan indicates that Council will foster safety and vitality of the Panmure Town Centre by encouraging an attractive mixed use environment that provides opportunities for improved amenity such as better pedestrian routes.

The central principles of the Plan are:

- Environmental protection (recognising and protecting valued natural features including Maungarei/Mount Wellington and Panmure Basin; protect areas of cultural heritage).
- Integrated Development (encouraging the integration of future development with effective transport, including the improvement of public transport service, enhancement of opportunities for walking and cycling, and addressing roading, traffic and both social and physical infrastructure problems).
- Urban Design (maintaining local amenity, identity and character and providing safe, compact and accessible development).
- Economic Development & Employment (revitalising the Panmure Town Centre).

The Phase 1A works are consistent with this Plan, as the works will improve connectivity across all transport modes that is necessary to accommodate an increase in population.

(j) Urban Design Protocol 2005

The Ministry for the Environment's Urban Design Protocol outlines the values of urban design, the characteristics of successful cities, and the key urban design principles to consider in decision making. Both the former Manukau City Council and Auckland City Council are signatories of the Protocol and therefore must adopt the Seven C's of successful urban design in decision making. The Seven Cs are: context, character, choice, creativity, custodianship, connections, and collaboration.

It is considered that the Phase 1A works are consistent with all of the principles of the Urban Design Protocol as they are an urban design oriented transport solution. The objectives of the AMETI project seek to address issues of context, character, transport choice, and connectivity, with a solution that has evolved through the collaboration of urban design specialists and public feedback.

The attached Urban Design Assessment (Appendix x) assesses the project against the seven principles.