

# Appendices





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# Appendix A

## Project Land Requirements



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Address	Current use	Requirement (general )	Ownership Profile
<b>Required In Full</b>			
123 Rosedale Road	Waste Management Site	Entire site	Owner / Leasee
78-80 Paul Matthews Road (Units 1, 1A, 2, 2A, 3, 3A, 4, 4A, 5, 5A, 6, 6A, 7, 7A, 8, 9, 9A, 10, 10A, 11, 11A, 12, 12A, 13, 13A, 14, 14A, 15 and 15A)	Commercial / Office / Service - e.g. Vets; IT Advisors, Insurance Advisor; Bakery	Entire site	Body Corporate Owner / Occupier Owner / Leasee
73-77 Paul Matthews Road	Commercial / Service - Caltex Service Station & Carl's Junior Fast Food Outlet	Entire site	Owner / Leasee
<b>Required in Part</b>			
125 McClymonts Road	Albany Bus Station	Part of site	Auckland Transport
98 McClymonts Road	Vacant - Undeveloped	Part of site	Company
60 Masons Road	Residential complex	Part of communal garden (rear)	Body Corporate
38, 40, 42, 44 Colliston Rise	Residential subdivision- Vacant lots	Boundary strip	Owner
62 Greville Road	Rosedale Closed Landfill	Boundary strip	Auckland Council
171 Rosedale Road	Rosedale Closed Landfill	Boundary strip	Auckland Council
117 Rosedale Road	Waste Management Site	Part of site	Owner / leasee
121 Rosedale Road (Units G, H, I, J, K, L)	Commercial/ Service - e.g. Electrical; fishing, diving and water sport equipment suppliers; office; glaziers	Part of site	Body Corporate Owner/ Occupier Leasee
9 Arrenway Drive	Commercial - Turners (Vehicle and machinery sales)	Part of site	Owner /Leasee
11 Arrenway Drive	Commercial - Brustics	Part of site	Owner / Leasee
13 Arrenway Drive (Units 7-10)	Commercial - e.g. office, water sports equipment suppliers	Part of site	Owner / Leasee
15 Arrenway Drive	Commercial - Chipmunks Play Centre & Cafe	Part of site	Owner / Leasee
17 Arrenway Drive	Logistics - FiveEight Distribution Ltd	Part of site	Owner / Leasee



Address	Current use	Requirement (general )	Ownership Profile
19 Arrenway Drive	Commercial - Supply Plant	Boundary strip (rear)	Owner /Leasee
R27 Arrenway Drive	Reserve - Recreation	Part of site	Auckland Council
35 Arrenway Drive	Logistics - NZ Courier	Boundary corner	Owner /Leasee
R15 Tawa Drive	Reserve - Local Purpose	Part of site	Auckland Council
6 Cowley Place	Depot and office - Hynds	Boundary strip (rear)	Owner / Occupier
8 Cowley Place	Depot and office - Midland Brick	Boundary strip (rear)	Owner /Leasee
10 Cowley Place	Office - AB Equipment	Boundary strip (rear)	Owner / Leasee
R2 Centorian Drive	Reserve - Local Purpose	Part of site	Auckland Council
12 Holder Place	Commercial / Service- Kiwi Self Storage	Boundary strip (rear)	Owner / Occupier
RA2 Jack Hinton Drive	Rosedale Waste Water Treatment Plant	Part of site	Watercare Services Ltd
R1 Upper Harbour Highway	Reserve - Rosedale South Reserve North Harbour Hockey Stadium	Part of site	Auckland Council Leasee
1 Saturn Place	Commercial / Service - e.g. car repairs and maintenance	Strip of common outdoor area (rear)	Body Corporate
R33 Omega Street	Reserve - Recreation	Part of site	Auckland Council
13 Omega Street	Commercial / Service -	Boundary strip (rear)	Owner / Leasee
15 - 17 Omega Street	Commercial / Service -	Boundary strip (rear)	Owner / Leasee
19 Omega Street	Commercial / Service - Shades Direct Ltd	Boundary strip (rear)	Owner / Leasee
21 - 23 Omega Street	Office & Logistics - BNT Commercial	Boundary strip (rear)	Owner / Leasee
25 - 27 Omega Street	Office & Logistics - BNT Commercial	Boundary strip (rear)	Owner / Leasee
29-31 Omega Street	Childcare Facility - Little Steps Montessori	Boundary strip (rear)	Owner / Occupier
R 55 Meadowood Drive	Reserve - Meadowood Community House	Boundary strip (side)	Auckland Council



Address	Current use	Requirement (general )	Ownership Profile
	Meadowood Crèche		
14 Wren Place	Residential	Garden strip	Owner / Occupier
R Rook Place*	Reserve - Recreation	Part of site	Auckland Council
R Alexandra Creek	Reserve - Esplanade	Part of site	Auckland Council
5 Greenwich Way	Retirement Village	Garden strip	Owner
90 Bluebird Crescent	Residential	Garden strip	Owner / Occupier
92 Bluebird Crescent	Residential	Garden strip	Owner / Occupier
94 Bluebird Crescent	Residential	Garden strip	Owner / Occupier
96 Bluebird Crescent	Albany Basin Accident and Emergency - car park area	Boundary strip (side)	Owner / Occupier
R Bluebird Crescent*	Reserve - Recreation	Part of site	Auckland Council
R Spoonbill Place	Reserve - boundary strip Recreation	Boundary strip	Auckland Council
2A William Pickering Drive	Education - Dynaspeak, Albany campus	Strip of common outdoor area (rear)	Body Corporate
229 Bush Road	Logistics- Monaco Corporation	Boundary strip (rear)	Owner / Leasee
233 Bush Road	Commercial- Three Sixty Ltd	Boundary strip (rear)	Owner / Leasee
235 Bush Road	Commercial	Strip of common outdoor area (rear)	Body Corporate
237 Bush Road	Commercial	Strip of common outdoor area (rear)	Body Corporate
239 Bush Road	Commercial	Boundary strip (rear)	Owner / Leasee

Note: \*The land requirement at Rook Reserve and Bluebird Reserve is an either/or situation with a stormwater management wetland only required at one location. The Project's preferred location is Rook Reserve, however at the time of writing a Local Board decision has not been made. See Section 7 of the AEE for details.



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# Appendix B

## Project Communication Tools



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Item	Description
Community Open Days	At the different phases of the Project, community open days were held within the local Study area which provided the community with an opportunity to ask face to face questions of members of the Project team and to feed back on the Project. These sessions included access to the team members from the design, planning and environmental teams as well as representatives from the NZ Transport Agency.
Stakeholder Engagement	Stakeholder meetings and workshops have been held to discuss elements of the Project and involve different stakeholder groups. These have included alignment and siting options. In addition, a Project Reference Group was established to have input into the decision-making process. This group consisted of Auckland Council, both Local Boards, Business North Harbour and other community representatives such as education and action groups.
Project Hui	Hui have been held regularly both as Project specific hui with those holding Mana Whenua over the Project area that have chosen to participate and with the Northern Integration Group (a forum established by the NZ Transport Agency to address a number of northern transport projects). Hui have been held to identify cultural issues, to input to and participate in option evaluation as well as informing the Project design, mitigation measures and content of the UDLF.
Project newsletters and flyers	Project information including diagrams of the Project design have been used to keep the community informed of key Project milestones, open day opportunities and how to provide feedback. In response to the significant Korean and Chinese population present in the Project area (particularly businesses) translations of this material was provided.
Letters	Project advisory letters based on the design plans sent to actual and possible directly affected parties, neighbouring properties to the Project alignment and community stakeholders (all schools, education providers, churches, community groups, sport facilities, disability groups, advocacy groups and emergency services operating in the wider Project area).
Directly Affected Party Engagement	Engagement with actual or potential directly affected property owners has been underway since 2015 and will continue. This engagement has consisted of letters, face to face meetings and telephone conversations to gather property specific information from business and residential property owners as well as to discuss potential property specific impacts associated with the Project.
Bus Station evenings	At the different phases of the Project, the Project team have been available at Albany and Constellation Bus Stations to provide the community with an opportunity to ask face to face questions of members of the Project team and to feed back on the Project.
Business community focused engagement sessions	In addition to stakeholder engagement with Business North Harbour, early morning local business drop in sessions have been held cross the Project area, so that the business



Item	Description
	community has had the opportunity to ask face to face questions of members of the Project team and to feed back on the Project.
Media releases and advertisements	A combination of media releases and paid advertisements (print, web and radio media) have been used to keep the community informed of key Project milestones, open day opportunities and how to provide feedback.
Social media	Social media feedback campaign via the Auckland pages of neighbourly.co.nz, skykiwi.co.nz (Chinese online community website) and the NZ Transport Agency's social media pages, as well as information to the Transport Blog and Cycle Action Auckland website.
Local Drop in Centre	Establishment of a project office at Apollo Way (NCI HUB) providing a drop in facility for stakeholders and the community to meet with the Project team.
Project website <i><a href="https://www.nzta.govt.nz/projects/auckland-northern-corridor/">https://www.nzta.govt.nz/projects/auckland-northern-corridor/</a></i>	A project specific webpage has been setup and hosted on the NZ Transport Agency's website where Project information is regularly updated. All project publications are available along with the latest news. The website provided feedback questions and invited members of the local community to provide electronic feedback on the Project including an interactive on SUP linkage points.
Project telephone number <i>0800 NCI Project</i>	A toll free number was set up so that members of the community could provide feedback or ask questions directly of the Project team or arrangements for face to face meetings. This number will continue to operate for the life of the Project.
Project email address <i><a href="mailto:northerncorridor@nzta.govt.nz">northerncorridor@nzta.govt.nz</a></i>	A project email address was established so that members of the community could provide feedback or ask questions about the Project and request information or meetings. This will continue to operate for the life of the Project.



# Appendix C

## Study Area Demographics



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## 1. Population Profile

The overall population reported within the Study area in the 2013 Census was 38,895 approximately 2.7% of the Auckland population. It is considered that this figure will have increased closer to 40,000 over the intervening period due to ongoing residential subdivision and infill development. **Table 1** provides the Usual Resident population statistics for the CAUs with a comparison between the 2006 and 2013 populations.

Table 1 - Study area Usual Resident Population

CAU	2006 Usual Resident Population	2013 Usual Resident Population	% Change
Albany	2,169	3,057	+40.94%
Fairview	1,119	2,931	+161.93%
Northcross	3,036	4,506	+48.42%
Pinehill	2,700	3,954	+46.44%
North Harbour East	3,693	3,777	+2.27%
Windsor Park	1,797	1,908	+6.18%
Unsworth Heights	5,169	5,403	+4.53%
Sunnynook	6,471	6,711	+3.71%
Target Road	6,402	6,648	+3.84%
<b>Total</b>	<b>32,556</b>	<b>39,895</b>	<b>+19.47%</b>

The CAU with the largest population is Sunnynook, while the lowest noted population is for Windsor Park. This is not unsurprising considering Sunnynook is a well-established residential neighbourhood while Windsor Park contains a high proportion of business development.

Of particular note, is the population increase experienced within the Fairview CAU which has more than doubled since the 2006 Census, reflective of the amount of new residential development which has taken place during the 13 year Census period. Similarly, the surrounding CAUs of Albany, Pinehill and Northcross have also increased populations in the order of 40-50% since 2006 as a result of increased housing stock. Irrespective of this population growth, the south-western CAUs are more heavily populated in comparison, although this disparity will continue to reduce over time with continued developed of greenfield sites in the northern part of the Study area as anticipated in the Auckland Plan.

The 2013 Census data for the Study area shows that there were 20,103 females (51.69%) and 18,783 males (48.30%) which is reflective of the gender split at the Auckland level.

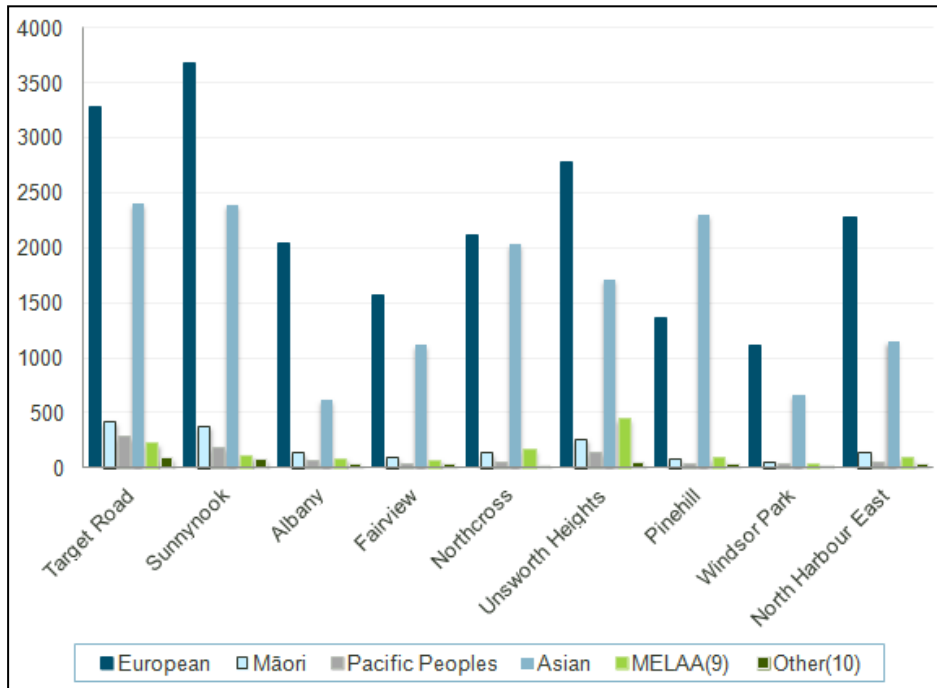
## 2. Population Characteristics

### *Ethnicity*

Ethnic composition is very similar across the area with the predominant ethnic group being European followed by those of Asian ethnicity. Approximately 54.46% of the Study area is of a European ethnicity followed by Asian at 39.65% as illustrated in **Figure 1**. The exception is Pinehill where the ethnicity profile is reversed with Asian ethnicity in the majority to European. Maori and Pacific Peoples make up approximately 6.97% across the Study area.



Figure 1 - Ethnicity Breakdown for Study Area CAUs



Source: NZ Statistics

The percentage born overseas data indicates that the Study area is home to many immigrants with 49.6% reported in the Census, compared with 39.1% for Auckland as a whole.

Mirroring the ethnicity profile, the percentage born outside of New Zealand is strongly represented by those from the People's Republic of China and Korea within the north eastern CAUs as well as Sunnynook, while a small Arabic, Pilipino and South African presence is noted in Unsworth Heights, Target Road and Albany respectively. After English, the next most common language spoken in the Study area is Korean. The Census data does not confirm those with limited or no English, however, there is a possibility that a proportion of those born overseas will not be fluent English speakers or readers.

### Age

The table below (**Table 2**) outlines the age profile within the Study area. The median age is 35.46 which is similar to that of the Auckland Region (35.1 years). All CAUs have a similar proportion of people under the age of 15 with Sunnynook having the highest proportion at 20.25% and Windsor Park having the lowest at 14.17%.

In regards to proportion of the population over the age of 65, the largest percentage is located in Windsor Park which correlates with the location of a retirement facility and rest home within the CAU. Since the collection of the 2013 Census data, a new retirement facility, Greenwich Gardens, has opened in the Unsworth Heights CAU. It can, therefore, be assumed that the percentage of the population over 65 is currently higher than what is portrayed through the 2013 data.

Table 2 - Study area Age Profile

CAU	Median age	% under 15	% over 65
Albany	32.7	17.19%	9.04%
Fairview	34.2	18.24%	14.55%
Northcross	32.3	19.83%	9.91%
Pinehill	32.2	19.58%	7.13%





CAU	Median age	% under 15	% over 65
North Harbour East	37.4	16.46%	13.51%
Windsor Park	43.9	14.17%	23.94%
Unsworth Heights	36	19.32%	10.55%
Sunnynook	34.3	20.25%	9.21%
Target Road	33.2	18.85%	8.57%
<b>Total</b>	<b>35.36</b>	<b>18.70%</b>	<b>10.68%</b>

### 3. Family make up and Household

Couples with children is the dominant family type within the Study area which is reflective of the housing stock and character of the area. No particular CAU indicates a significant proportion of one parent families.

All CAUs but two have a similar proportion of household ownership Sunnynook and Albany have much lower rates of home ownership with 21.22% and 33.70% respectively.

In terms of household composition, single-family households were most predominant, followed by single-person households.

The average household size in Auckland is 3.0 so the notable exception to this is Pinehill where a higher mean of 3.7 is recorded.

Table 3 - Study area Household Profile

CAU	No. of households	% of household ownership	Average household size (mean)
Albany	1086	33.70%	2.8
Fairview	948	54.43%	3.1
Northcross	1548	44.57%	2.9
Pinehill	1080	49.72%	3.7
North Harbour East	1377	44.98%	2.7
Windsor Park	741	52.23%	2.5
Unsworth Heights	1683	54.37%	3.2
Sunnynook	2208	21.22%	3
Target Road	2,268	47.35%	3
<b>Total</b>	<b>12,939</b>	<b>48.19%</b>	<b>2.99</b>

### 4. Occupation and Industry

A summary of the occupational characteristics of individuals and households living within the Study area in terms of the local communities' work/labour force status and income situation is provided in **Table 4**.



Table 4 – Study area Employment and Occupation

CAU	% unemployed	Median personal income	Median household income	Most common occupation (15 years old +)
Albany	4.87%	\$32,700	\$81,900	Professionals (27.40%)
Fairview	4.68%	\$29,300	\$83,800	Professionals (27.12%)
Northcross	4.83%	\$25,700	\$65,800	Professionals (25.38%)
Pinehill	4.89%	\$21,500	\$78,400	Managers (23.43%)
North Harbour East	3.86%	\$28,000	\$72,800	Professionals (23.61%)
Windsor Park	3.02%	\$24,300	\$54,300	Professionals (28.91%)
Unsworth Heights	5.28%	\$31,700	\$87,000	Professionals (22.93%)
Sunnynook	5.18%	\$27,900	\$75,500	Professionals (25.26%)
Target Road	5.19%	\$29,800	\$72,100	Professionals (22.57%)

The unemployment rate within the Study area ranges between 3-6%, with the lowest being in Windsor Park and the highest unemployment in Unsworth Heights, both of which are lower than the Auckland regional average of 5.43%. Unemployment has increased by an average of 1.10% since the 2006 Census with the most significant change in unemployment rate being in the Sunnynook CAU with the rate almost doubling from 2.82% to 5.18%.

The predominant occupation class is Professionals with proportions ranging between 22-29% of each CAU, with the exception of Pinehill in which Managers are the predominant occupational group at 23.43%. The Windsor Park CAU has the lowest median household income at \$54,300 with the highest being Unsworth Heights at \$87,000 however the lowest median personal income is in the Pinehill CAU with \$21,500 with Unsworth Heights being the highest median personal income at \$31,700.

## 5. Travel Patterns

Travelling to work via a private or company vehicle is the predominant travel mode in all CAUs followed by public bus with patronage percentage.

Table 5 – Study area Travel Patterns and Mode Usage

CAU	% Vehicle to work	% Public bus to work	% Train to work	% Bicycle to work	% Walk/Jog to work	Car ownership
Albany	70.04%	8.10%	0.00% (0)	1.01% (15)	2.83%	95.285
Fairview	72.25%	10.55%	0.00% (0)	0.23% (3)	0.46%	95.39%
Northcross	71.06%	10.64%	0.00% (0)	0.45% (9)	2.25%	94.31%
Pinehill	71.93%	8.25%	0.00% (0)	0.18% (3)	2.28%	97.39%



CAU	% Vehicle to work	% Public bus to work	% Train to work	% Bicycle to work	% Walk/Jog to work	Car ownership
North Harbour East	71.45%	5.81%	0.00% (0)	0.48% (9)	4.03%	97.29%
Windsor Park	64.23%	11.15%	0.00% (0)	1.15% (9)	3.46%	90.42%
Unsworth Heights	74.12%	9.31%	0.00% (0)	0.34% (9)	1.36%	97.42%
Sunnynook	68.45%	11.46%	0.09% (3)	0.47% (15)	2.07%	96.17%
Target Road	72.21%	9.79%	0.09% (3)	0.74% (24)	2.49%	96.08%

The Auckland Region average for bus usage for work journeys is 5.41%. The reported percentages within the Study area exceed this significantly. The highest bus patronage is in the Sunnynook then Windsor Park CAUs. The proximity of Constellation Bus Station and Sunnynook Bus Station facilitates this travel choice. Similarly, access to the Albany Bus Station for Albany, Northcross, Pinehill and Fairview residents leads to higher bus commuter numbers from these CAUs.

There is very little use of the train (6 people) which is to be expected as there is no passenger rail infrastructure on the North Shore.

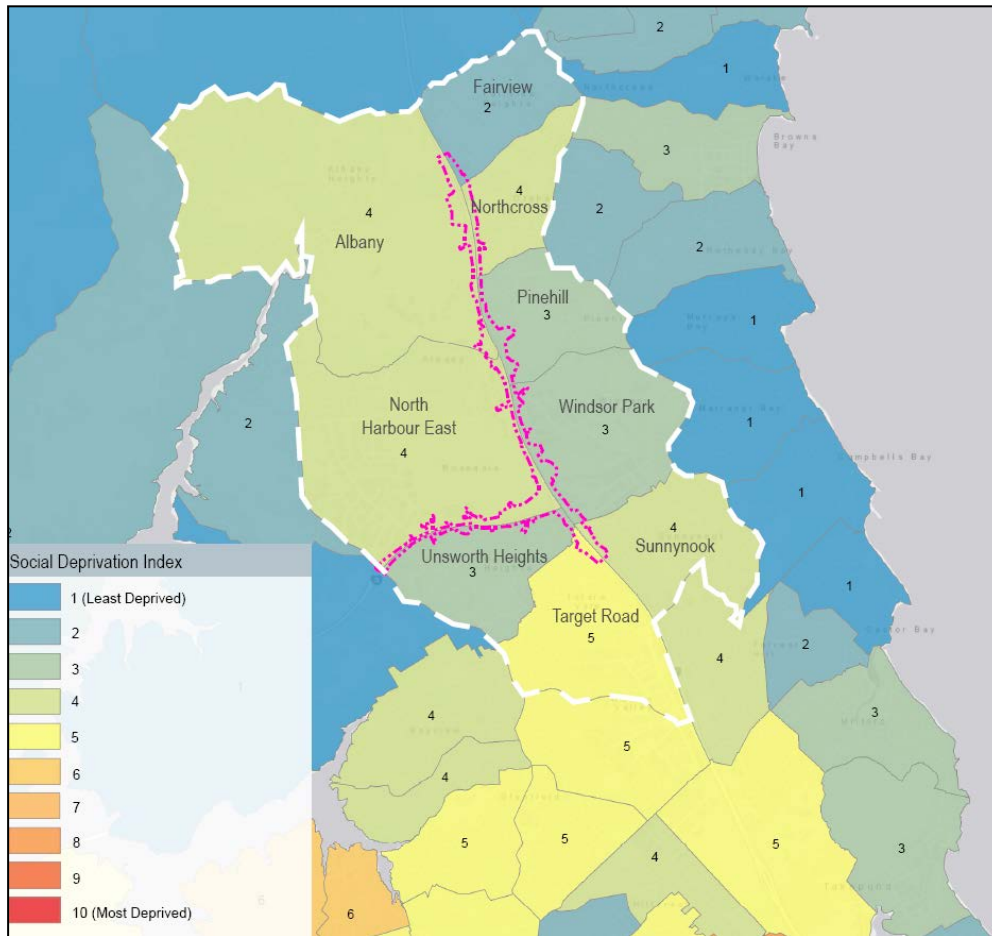
Whilst walking is reasonably low in all CAUs, the highest proportion of walking or jogging to work in the Study area occurs in the Windsor Park and North Harbour East, most likely as a result of the business activities within walking distance located within those CAUs.

## 6. Vulnerable Groups

The 2013 Index of Deprivation combines nine Census variables (including income, qualifications and home tenure) to provide a 'deprivation score' for each CAU. This score is provided as a scale from 1 to 10, with 10 representing the most deprived 10% of areas in New Zealand. This index has been used as a gauge to highlight potential vulnerable groups.



**Figure 2** Index of Deprivation for Study Area CAUs



Source: NZ Statistics

The Index outlines that the CAU with the lowest level of deprivation is Fairview (with a score of 2) and the CAU with the highest level of deprivation is Target Road (with a score of 5). This indicates that the entire Study area is within the least deprived half of the nation. There are no obvious relationships between the deprivation index for CAU in the Study area and the previously discussed population statistics.

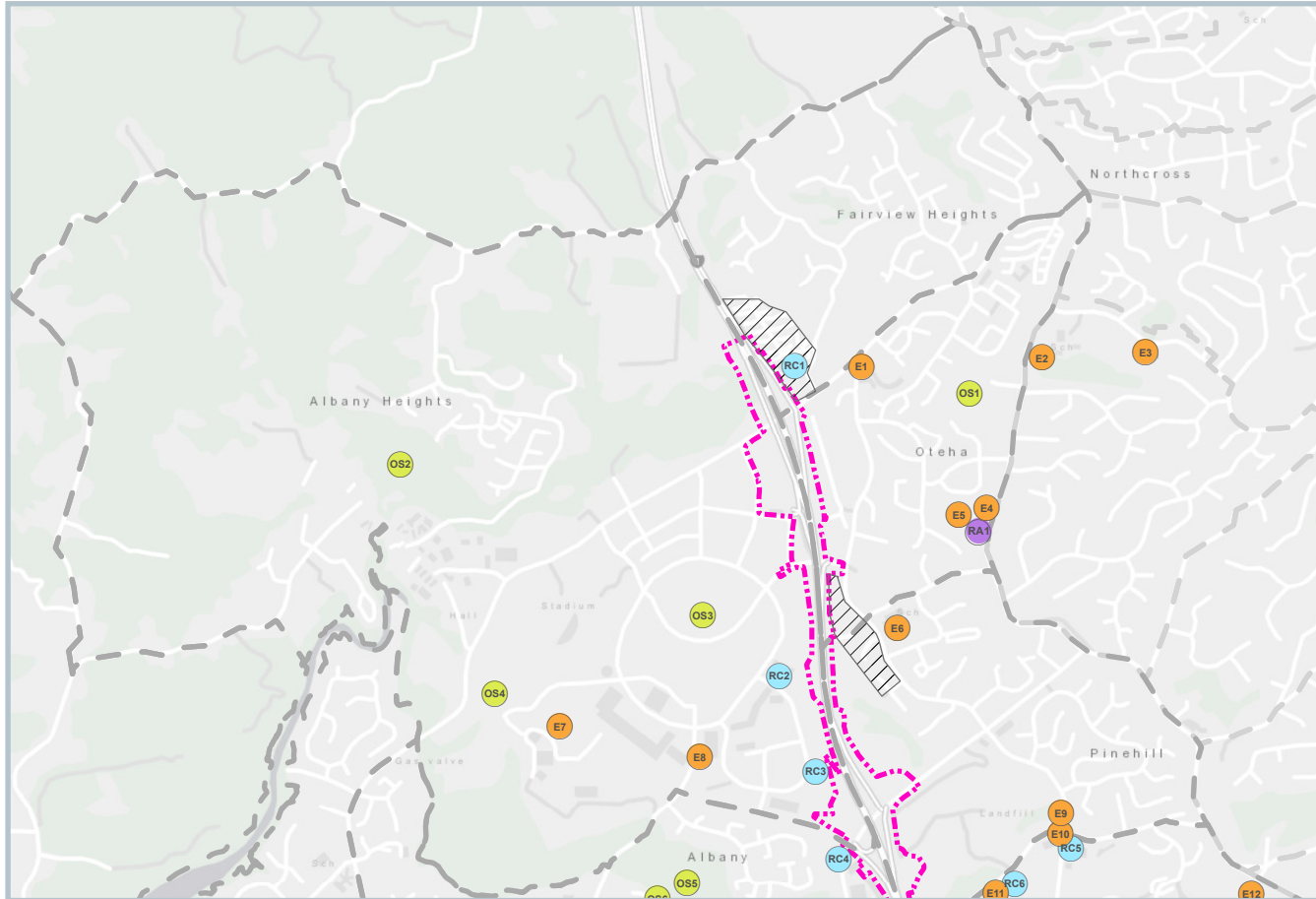


# Appendix D

## Social and Community Facilities in the Study Area



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**Educational Facilities**

- E1** Oteha Valley School
- E2** Northcross Intermediate
- E3** Sherwood School
- E4** City Impact Church School
- E5** City Impact Church Secondary School
- E6** Pinehill School
- E7** Massey University
- E8** Redcliffe-Sumner Community Creche
- E9** Peekaboo Childcare Centre
- E10** Summerfield Early Learning Centre

- E11** New Shoots Childrens Centre
- E12** Rangitoto College

**Open Space**

- OS1** Bay City Park
- OS2** Scenic Reserve
- OS3** Albany Lake Reserve
- OS4** Albany Domain
- OS5** Bushlands Park Reserve

**Places of Religious Assembly**

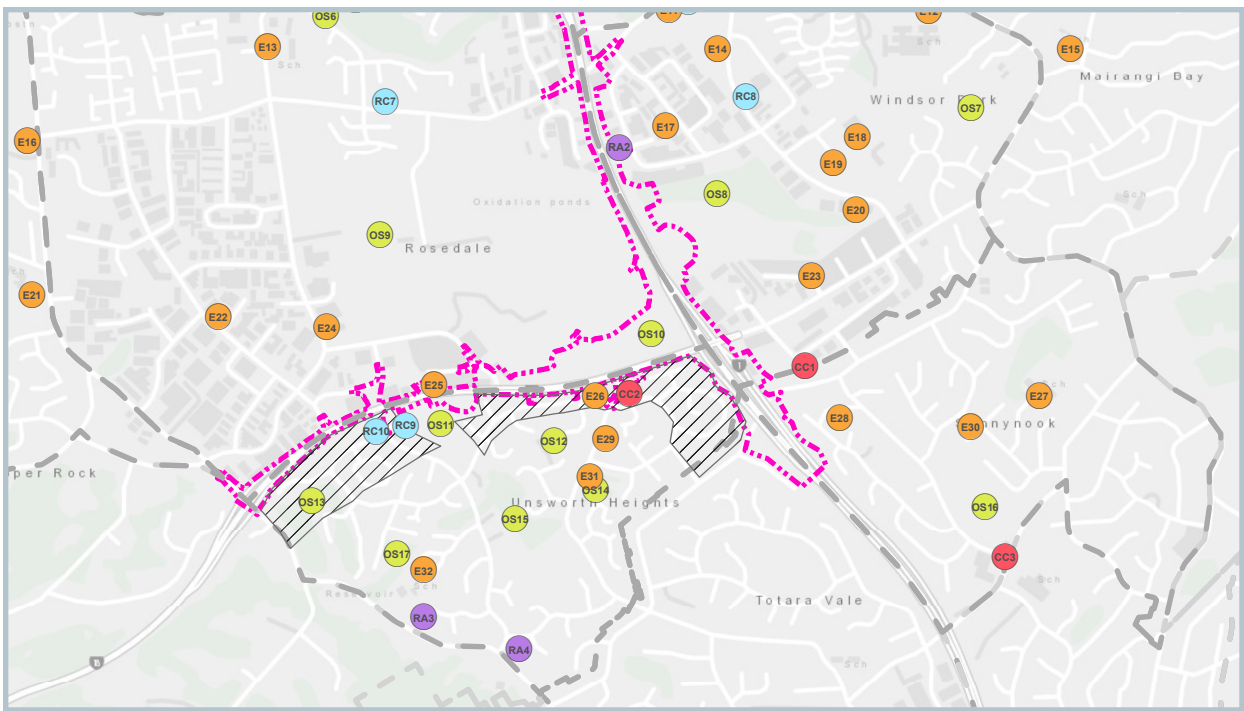
- RA1** City Impact Church

**Retail Areas and Other Community Facilities**

- RC1** Fairview Lifestyle Village
- RC2** District Court
- RC3** Windsor Medical Centre
- RC4** Comprehensive Care
- RC5** Apollo Medical
- RC6** Shore Women

**Other**

- Residential Areas
- CAU Boundaries
- Proposed designation



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### Educational Facilities

- E13 Pinehurst School
- E14 Natural Steps Early Childhood Centre
- E15 St John's School
- E16 Kristin School
- E17 Tots on Triton Early Childhood Centre
- E18 AUT Millennium
- E19 TKKM o Te Raki Paewhenua School
- E20 Bear Park Early Childhood Centre
- E21 Albany Junior High School
- E22 Vanguard Military School
- E23 Kindercare Learning Centre
- E24 Kids Planet Childcare

- E25 Learning Tree Childcare Albany
- E26 Shore Kids Childcare
- E27 Sunnynook School
- E28 North Harbour Pre-School
- E29 Wonderland Early Childhood Centre
- E30 Sunnynook Preschool
- E31 Palms Preschool
- E32 Westminster Christian School

### Community Centres

- CC1 Neighbourhood Support North Shore
- CC2 Meadowood Community House
- CC3 Sunnynook Community Centre

### Open Space

- OS6 George Panhill Park
- OS7 Windsor Park
- OS8 Arrenway Reserve
- OS9 Rosedale Park North
- OS10 Bluebird Reserve
- OS11 Rook Reserve
- OS12 Palm Hill
- OS13 Bluebird Reserve
- OS14 Devonshire Reserve
- OS15 Unsworth Reserve
- OS16 Sunnynook Park
- OS17 Westminster Gardens

### Retail Areas and Other Community Facilities

- RC7 Rosedale Village Care
- RC8 InterMed Medical
- RC9 Greenwich Gardens- Metlifecare
- RC10 Albany Basin Accident and Medical

### Places of Religious Assembly

- RA2 LIFE North
- RA3 North Harbour Seventh Day Adventist
- RA4 Kingdom Hall of Jehovah's Witnesses

### Other

- Residential Areas
- CAU Boundaries
- Proposed designation





# Appendix E

## Study Area Business Profile



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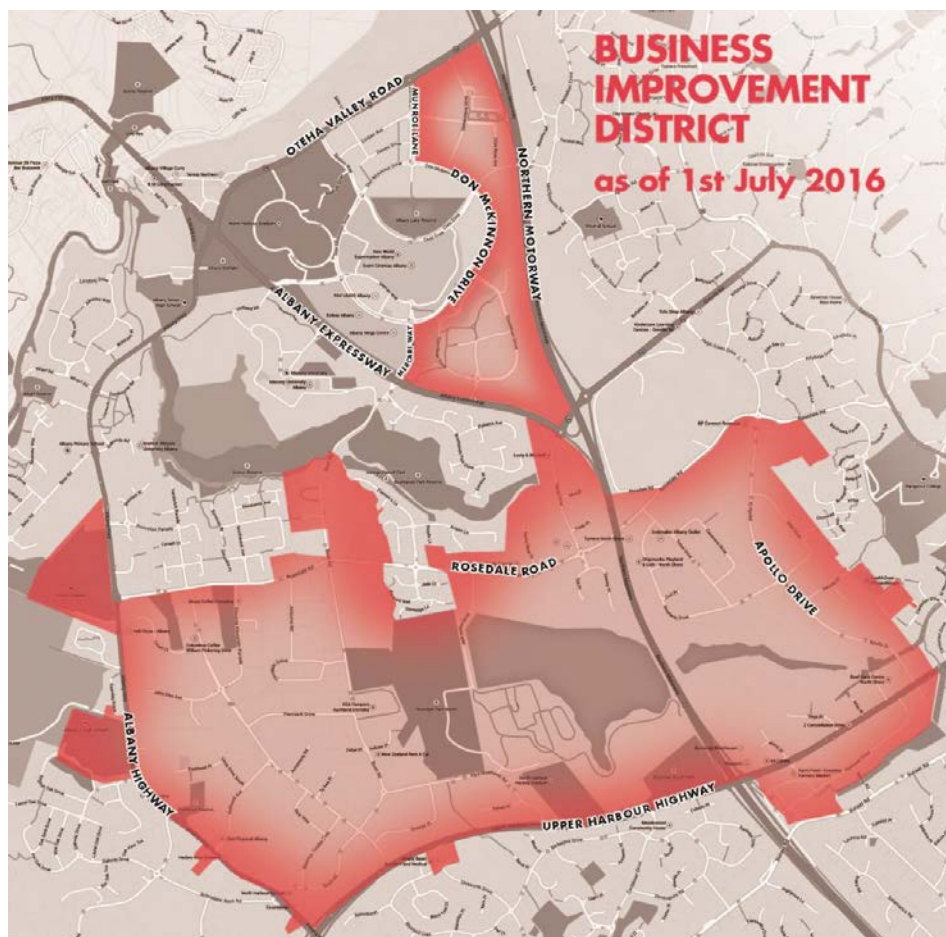
## 1. Business Profile

The majority of the commercial / industrial land use within the Study area is located in the following locations:

- The Albany Industrial Estate;
- Rosedale Road to the west of its intersection with SH1;
- Constellation Drive/Apollo Way/Rosedale Road; and
- The North Harbour Business Park - between Paul Matthews Road and the Albany Highway.

The latter three have formed the North Harbour Business Improvement District (NHBID) for a number of years with Business North Harbour (formerly the North Harbour Business Association), being a representative advocacy group for the business community within the NHBID. The extent of the NHBID has recently been extended northward to include the north-eastern part of the Albany Industrial Estate as shown in **Figure 1** below.

Figure 1 – Map of the North Harbour Business Development District



Source: Business North Harbour Annual Report 2016

Business North Harbour states that the majority of current businesses in the NHBID area comprises of a mix of Small Medium Enterprises (SME), multinational organisations representing sectors such as information and communications technology (ICT), business services, specialist manufacturing and light – medium warehousing.



They also advise that over the last 10 years there has increasingly been growth in office, education/training and commercial/public services within the NHBID representing a move from its original light manufacturing base. The NHBID area also includes a range of small retail and trade/commercial service businesses which also serve both the business community and adjacent residential customers.

## 2. Business and Employee statistics

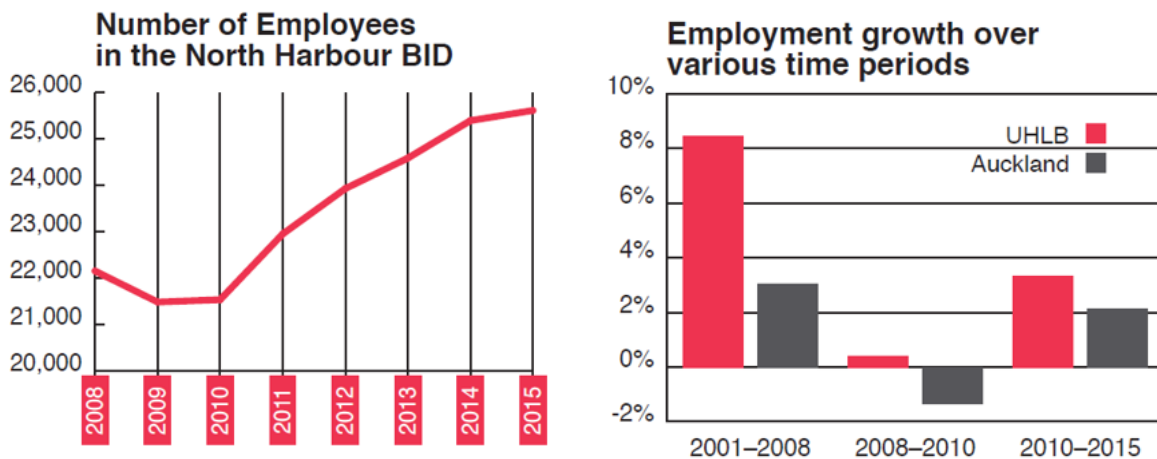
The *Grow North Smart Innovation District Initial Report* of May 2016<sup>13</sup> advises that the Upper Harbour Local Board area had a business base of 8,717 in 2014 with an associated employee population of 37,880. Business North Harbour report that there are approximately 3,717 business in the NHBID<sup>14</sup> and the area encompasses an estimated 25,000 employees also for 2014 base year.

The *Upper Harbour Demographic Report Card 2016* compiled by Auckland Council's Research and Evaluation Unit advises a business base of 9,597 in 2015. It goes on to state that at February 2015, the Upper Harbour Local Board area accounted for 6 % of all employment and 5 % of businesses in Auckland. With respect to employment within the Local Board area, an 18 % increase is noted from 2010 to 2015 (6,230 additional employees) resulting in a total employee number of 40,040 in 2015. This represents an increase of 2,160 from 2013 (5.7%).

This growth is recognised across all sectors, but particularly within the professional, scientific and technical services. The main employment sectors within the Local Board area are reported as wholesale trade (16%), retail trade (12%) and professional, scientific and technical services (10%). The largest number of local businesses were recorded to be in rental, hiring and real estate services (21%) and professional, scientific and technical services (15%).

Assuming the Study area has had a business growth rate of at least 2.9% in keeping with that of Auckland<sup>15</sup> then the number of businesses currently within the Study area could be in the order of 3,825. It is noted, however, in the Business North Harbour's *Annual Report 2016* that the growth rate could be higher (3.9%) with some 3,860 business units present. The report also advises an employee number for the NHBID of 25,620 for 2015.

Figure 2 – Employee data for the NHBID



Source: Business North Harbour Annual Report 2016

<sup>13</sup> ATEED and Massey University

<sup>14</sup> Business North Harbour Annual Report 2016

<sup>15</sup> Auckland Annual Economic Profile 2015 prepared by Infometrics



### 3. Directly affected business

Provided below is an overview of those business that will be directly affected (land required in full) as a consequence of the Project. Also considered are those businesses whose premises will be lost due to the Project's requirement for part of the lot in which they are located. In total, 44 business units will be affected, of which three at the time of writing are vacant.

Address	Current use	Employee Nos.		Main Customer Base
		≤ 10	≥ 10	
123 Rosedale Road	Waste Management Ltd		<input checked="" type="checkbox"/>	Local Auckland wide
<b>78-80 Paul Matthews Road – North Harbour Business Centre</b>				
Unit 1	Vacant			
Unit 1A	Vacant			
Unit 2	Future Plans Ltd	<input checked="" type="checkbox"/>		Auckland wide
Unit 2A	Body & Brain Yoga	<input checked="" type="checkbox"/>		Local North Shore
Unit 3	Cartridge World	<input checked="" type="checkbox"/>		Local North Shore
Unit 3A	Infrastructure & Civil Works Ltd	<input checked="" type="checkbox"/>		Local North Shore
Unit 4	Silver Fern Bakery	<input checked="" type="checkbox"/>		Local Passing Trade
Unit 4A	SFC Consultancy	<input checked="" type="checkbox"/>		Local North Shore
Unit 5	Star Liquor	<input checked="" type="checkbox"/>		Local Passing Trade
Unit 5A	CAD Viz	<input checked="" type="checkbox"/>		Auckland wide
Unit 6	Ulook Health Ltd	<input checked="" type="checkbox"/>		Auckland wide
Unit 6A*	Vacant			
Unit 7	Vibra Train Ltd	<input checked="" type="checkbox"/>		Local North Shore
Unit 7A	Smartsims	<input checked="" type="checkbox"/>		Auckland wide
Unit 8	Vacant			
Unit 8A & Unit 9A	Astrata NZ Ltd		<input checked="" type="checkbox"/>	Auckland wide
Unit 9	Zambesi Hair Design	<input checked="" type="checkbox"/>		Local North Shore
Unit 10	Styleline Kitchens	<input checked="" type="checkbox"/>		Auckland wide
Unit 10A	Hypnotherapy Solutions	<input checked="" type="checkbox"/>		Auckland wide
Unit 11	Go Hockey	<input checked="" type="checkbox"/>		Auckland wide
Unit 11A	Pathway Information Technology Limited	<input checked="" type="checkbox"/>		Auckland wide
Unit 12	Printing.com	<input checked="" type="checkbox"/>		Local North Shore



Address	Current use	Employee Nos.		Main Customer Base
		≤ 10	≥ 10	
Unit 12A	ATX Ltd Charter Accountants	<input checked="" type="checkbox"/>		North Shore
Unit 13	North Shore Ink Tattoo Ltd	<input checked="" type="checkbox"/>		Local North Shore
Unit 13A	TravelWise	<input checked="" type="checkbox"/>		Local North Shore
Unit 14	Health & Beauty	<input checked="" type="checkbox"/>		
Unit 14A	Shore Insurance Services	<input checked="" type="checkbox"/>		Local North Shore
Unit 15	Albany Animal Doctors	<input checked="" type="checkbox"/>		Local North Shore
Unit 15A	Amitabha Buddist Association of NZ			Auckland wide
73-77 Paul Matthews Road	Caltex Service Station		<input checked="" type="checkbox"/>	Local Passing Trade
73-77 Paul Matthews Road	Carl's Junior Fast Food Outlet		<input checked="" type="checkbox"/>	Local Passing Trade
<b>121 Rosedale Road</b>				
Unit G	Commercial Electrics NZ - HQ		<input checked="" type="checkbox"/>	Auckland wide
Unit H	Wettie Spear Fishing		<input checked="" type="checkbox"/>	Auckland wide
Unit I	Dive HQ/Auckland Scuba	<input checked="" type="checkbox"/>		Auckland wide
Unit J	Alpha 1 Epic Fitness		<input checked="" type="checkbox"/>	Local North Shore
Unit K	Ultimate Surf		<input checked="" type="checkbox"/>	Auckland wide
Unit L	Realm Project Construction HQ		<input checked="" type="checkbox"/>	Auckland wide
9 Arrenway Drive	Turners		<input checked="" type="checkbox"/>	North Shore Auckland wide
11 Arrenway Drive	Brustics	<input checked="" type="checkbox"/>		Auckland wide
<b>13 Arrenway Drive</b>				
Unit 7	SpaMan			Regional
Unit 9	CraigCat			Regional
15 Arrenway Drive	Chipmunks Play Centre & Cafe		<input checked="" type="checkbox"/>	Local North Shore
17 Arrenway Drive	FiveEight Distribution Ltd		<input checked="" type="checkbox"/>	Regional

Note: \* Is in the ownership of the NZ Transport Agency.



#### 4. Indirectly affected business

Other businesses which may be indirectly affected by the Project include:

**121 Rosedale Road** – eight remaining business units (Units A-F & M, N), which contain the following activities:

- Wettle Spear Fishing (Units A,C,D)
- Storage Unit
- Outdoor Action
- North Harbour Glass
- Outdoor Action
- Heat Pump City

**Greenway Shops** – a row of eight business units consisting of retail and food outlets predominantly servicing the residential area of Unsworth Heights and the Z Service Station

- Café Vero
- Marik Japan Sushi
- Yummy Takeaways
- Unsworth Liquor Spot
- Metlifecare Sales Office
- Bombay Post Takeaway
- Vacant
- Unsworth Heights Superette



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# Appendix F

## Rating Effects Tables



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Effect	Mitigation	Positive or Negative	Severity	Magnitude	Permanence	Voluntary Exposure	Likelihood	Cumulative	Overall Score
Reduction in SH1/SH18 travel times	None required.	Positive	Minor	Many affected	Permanent	Voluntary	Almost certain	No	+ Moderate to Major
Improvements to local traffic through roading changes	None required.	Positive	Minor	Many affected	Permanent	Voluntary	Almost certain	No	+ Moderate to Major
Improvements to road safety through roading changes	None required.	Positive	Minor	Many affected	Permanent	Voluntary	Almost certain	No	+ Moderate to Major
Potential reduced accessibility for motorists on roads due to disruption caused by construction activity. This may result in increased congestion and change current vehicle movements and journey times for limited periods causing inconvenience and frustration to both local and wider community.	The Stakeholder and Communications Plan (SCP) includes mechanisms for communication with the general public and affected people. Advanced notice of construction activities and potential travel times will help journey planning.	Negative	Minor - Moderate	Many affected	Temporary	Involuntary	Almost certain	No	- Minor to Moderate
Improved travel times for Public Transport on north – south trips between Albany Bus Station and Constellation Bus Station with dedicated Busway separate from motorway traffic.	None required.	Positive	Minor	Many affected	Permanent	Voluntary	Almost certain	No	+ Moderate to Major



Effect	Mitigation	Positive or Negative	Severity	Magnitude	Permanence	Voluntary Exposure	Likelihood	Cumulative	Overall Score
Improved travel times for Public Transport using UHH due to separation from motorway traffic and dedicated Paul Matthews Road Interchange.	None required.	Positive	Minor	Many affected	Permanent	Voluntary	Almost certain	No	+ Moderate to Major
Potential reduced accessibility for Public Transport on roads due to disruption caused by construction activity. This may result in increased congestion and change current vehicle movements and journey times for limited periods causing inconvenience and frustration to both local and wider community.	The Stakeholder and Communications Plan (SCP) includes mechanisms for communication with the general public and affected people. Advanced notice of construction activities and potential travel times will help journey planning.	Negative	Moderate	Many affected	Temporary	Involuntary	Almost certain	No	- Minor to Moderate
Improved pedestrian and cycling facilities due to provision of a new shared use path along Project area length.	None required.	Positive	Minor	Many affected	Permanent	Voluntary	Likely	Unsure, but possible	+ Moderate to Major
Improved east – west pedestrian and cyclist linkages from Unsworth Heights and North Harbour East across Constellation Drive.	None required.	Positive	Minor	Moderate number	Permanent	Voluntary	Likely	No	+ Minor to Moderate



Effect	Mitigation	Positive or Negative	Severity	Magnitude	Permanence	Voluntary Exposure	Likelihood	Cumulative	Overall Score
Improved east – west pedestrian and cyclist linkages via upgrade to McClymonts Road Overbridge.	None required.	Positive	Minor	Moderate number	Permanent	Voluntary	Likely	No	+ Minor
Some local roads may be used for construction-related traffic. There will be a marked increase in heavy vehicle numbers. This will have access implications for residents in the vicinity. Construction activities are likely to affect operating conditions on existing road networks.	<p>Construction of bridge structures will be staged with traffic diverted over or around.</p> <p>The effects of using local roads will be reduced by ensuring the traffic lanes be maintained during peak periods with lane and shoulder narrowing.</p> <p>Construction traffic routes and the way the traffic will be managed is not expected to result in significant effects on public access to community facilities, schools, health centres, and parks.</p> <p>Construction works which close roads will need to be carefully planned to ensure that alternating flow (stop / go) operations can be implemented without causing significant delays or alternative routes are available and have</p>	Negative	Moderate	Moderate number	Temporary	Involuntary	Likely	No	- Minor



Effect	Mitigation	Positive or Negative	Severity	Magnitude	Permanence	Voluntary Exposure	Likelihood	Cumulative	Overall Score
	<p>sufficient capacity to cater for diverted traffic.</p> <p>Construction Traffic Management Plan will be implemented, as required.</p>								
<p>The construction duration is likely to cause some annoyance among those residents located adjacent to construction areas, and for road-users, which could lead to anxiety.</p>	<p>The Stakeholder and Communications Plan (SCP) includes mechanisms for communication with the general public and affected people.</p> <p>The reality and experience of the NZ Transport Agency and other infrastructure agencies in relation to the effects of large construction projects in local communities is that people can tolerate adverse effects provided they are kept informed and their concerns are taken account of and have a pleasant and approachable person to talk to when there is a problem.</p> <p>This can be dealt with by implementing the SCP, and by conditions on the designation and management plans.</p>	Negative	Moderate	Moderate number	Temporary	Involuntary	Likely	No	-Minor



Effect	Mitigation	Positive or Negative	Severity	Magnitude	Permanence	Voluntary Exposure	Likelihood	Cumulative	Overall Score
Construction noise may impact on people's enjoyment of outdoor living areas (or temporarily restrict their use in extreme cases). People who stay at home during the day (including those that work from home, are sick or who work night shifts) could be affected by long periods of noisy works.	<p>Methods to control construction noise are outlined in the Assessment of Construction Noise and Vibration Effects.</p> <p>Protocols in CEMP will include monitoring, reporting, consultation and communication, which will help manage effects and community engagement during construction process.</p>	Negative	Moderate	Moderate number	Temporary	Involuntary	Likely	No	-Minor
Construction vibration may impact on people's enjoyment of indoor and outdoor living areas (or temporarily restrict their use in extreme cases). People who stay at home during the day (including those that work from home, are sick or who work night shifts) could be affected by long periods of vibration works.	<p>Methods to control construction vibration are outlined in the Assessment of Construction Noise and Vibration Effects.</p> <p>In certain cases temporary relocation may be the appropriate mitigation and will be discussed on a case by case basis with property owners.</p> <p>Protocols in CEMP will include monitoring, reporting, consultation and communication, which will help</p>	Negative	Moderate	Moderate number	Temporary	Involuntary	Likely	No	-Minor to Moderate



Effect	Mitigation	Positive or Negative	Severity	Magnitude	Permanence	Voluntary Exposure	Likelihood	Cumulative	Overall Score
	manage effects and community engagement during construction process.								
Construction activities will entail large scale earthworks, and other activities such as contractor's support areas, bridge construction and excavations, which will all generate local dust.	<p>The Assessment of Air Quality Effects assesses the potential effects of construction effects (dust and vehicle emissions) and focuses on sensitive receptors in the community such as residential areas and schools.</p> <p>Dust from construction activities (including concrete batching and rock crushing) and its potential effects, such as on outdoor living will be managed through the Construction Air Quality Management Plan AQMP. Once the proposed mitigation measures are put in place, dust management is not generally expected to be an issue.</p>	Negative	Moderate	Moderate number	Temporary	Involuntary	Likely	No	-Minor





Effect	Mitigation	Positive or Negative	Severity	Magnitude	Permanence	Voluntary Exposure	Likelihood	Cumulative	Overall Score
<p>The main visual effects during the construction phases will arise from construction yards, earthworks, partially completed roading elements, and concentrations of vehicles and machinery at the construction support areas and at work areas on the alignment. These elements will represent a change in the amenity and the 'look and feel' of neighbourhoods for local residents and businesses over the construction period.</p> <p>This may affect people's pride in neighbourhood but is considered to have little overall impact on wellbeing or way of life overall.</p>	<p>Visual effects will be temporary and transition through the Project area until completion of construction.</p> <p>Implementation of measures outlined in the UDLF and the Assessment of Landscape and Visual Effects as appropriate at completion of Project.</p> <p>A Contaminated Soil Management Plan (CSMP) has been developed to address the management of material with contaminants present. Full details of contaminated land are detailed in the Assessment of Land Contamination Effect.</p>	Negative	Moderate	Moderate number	Temporary	Involuntary	Likely	Unsure, but possible	-Minor



Effect	Mitigation	Positive or Negative	Severity	Magnitude	Permanence	Voluntary Exposure	Likelihood	Cumulative	Overall Score
<p>A change to people's way of life and the overall community dynamic as a result of construction traffic; noise; and perception arising from large crews of workers present in the areas. There may be some inconvenience during construction, particularly in relation to access.</p>	<p>Management of community and business expectations is successfully undertaken through a comprehensive communication programme under the SCP.</p> <p>The SCP and CEMP provide the appropriate mechanisms for on-going communication, as well as monitoring programs to keep in control of any effects arising from these activities.</p> <p>Implement Construction Traffic Management Plan, as required, for disruption to communities (such as access disruption) due to construction traffic.</p> <p>Maintenance of access to community facilities. The Project will not require the relocation or temporary closure of any school, place of worship or community centre.</p>	Negative	Minor	Moderate number	Temporary	Involuntary	Likely	No	-Minor



Effect	Mitigation	Positive or Negative	Severity	Magnitude	Permanence	Voluntary Exposure	Likelihood	Cumulative	Overall Score
<p>There will be a daily influx of temporary construction workers (which could be in the order of 200-300 workers for the Project as a whole) during peak construction time.</p> <p>This may bring benefits in terms of increased spending at local businesses.</p>	No mitigation required.	Positive	Minor	Few affected	Temporary	Voluntary	Likely	No	+ Minor
<p>The completed Project will represent a change in amenity for local residents and businesses.</p> <p>Those at Unsworth Heights will have views to the SH18/SH1 Interchange.</p>	<p>The current road alignment is not landscaped and the Project design proposes native planting along the corridor which will provide an improved visual buffer.</p> <p>Implementation of measures outlined in the UDLF and the Assessment of Landscape and Visual Effects as appropriate at completion of Project will provide visual mitigation for the Unsworth Heights community with respect to new interchange structure.</p>		Minor	Moderate number	Permanent	Involuntary	Likely	No	Neutral to - Minor



Effect	Mitigation	Positive or Negative	Severity	Magnitude	Permanence	Voluntary Exposure	Likelihood	Cumulative	Overall Score
There is the potential for residential and business premises (in particular those along SH18) adjacent the SUP to suffer from lack of privacy or security.	The Project Design includes the provision of a physical barrier between the SUP and the boundary of adjacent properties. This will provide a means of security and visual buffer.		Minor	Moderate number	Permanent	Involuntary	Unlikely	No	Neutral
Loss of passive recreational space with the development of a stormwater management device within a local park. (Rook Reserve or the alternative location of Bluebird Reserve).	The Project Design provides for the retention of a significant area of the local park such that children's play, dog walking and other passive recreation use can continue. The stormwater pond will provide additional amenity within the park.		Minor	Few affected	Permanent	Involuntary	Likely	No	Neutral
There is to be no access from SH18 onto Unsworth Drive with the closure of the westbound UHH off-ramp. The potential social implications of this are that residents will feel a high degree of annoyance having to use Caribbean Drive and Barbados Drive for their inbound journey to Unsworth Heights.	SCP includes mechanisms for communication with the general public and affected people. Clear messaging regarding the closure date with the local community will be required. The initial phase following closure will be the greatest time of disruption and annoyance until the new routes become the norm.	Negative	Minor	Moderate number	Permanent	Involuntary	Likely	No	-Minor to neutral



Effect	Mitigation	Positive or Negative	Severity	Magnitude	Permanence	Voluntary Exposure	Likelihood	Cumulative	Overall Score
Impact on NHHS complex which will negatively affect its operations.	Specific mitigation package addressing the Project's effect on the NHHS is being developed that ensures minimum disruption to hockey games and events, including its community roles. Relocation to be progressive, so that limited services will be provided until such time that fully complimentary facility is in place. Without mitigation, the effect of the Project would be rated as major negative as the facility would cease to operate. The interim effect of a phased relocation would be moderate neutral representing a short term negative situation	Negative	Minor	Moderate number	Permanent	Involuntary	Likely	No	-Minor to neutral



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