


An aerial photograph of a city, likely Auckland, New Zealand, showing a dense residential area with a major highway (Great South Road) running through it. The highway has multiple lanes and is surrounded by trees and buildings. In the background, the city extends to the coast, with hills visible under a clear sky.

TECHNICAL REPORT 11

SOCIAL IMPACT SUPPLEMENTARY ASSESSMENT

GREAT SOUTH ROAD INTERSECTION

DECEMBER 2016

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Revision schedule					
Rev. N°	Date	Description	Prepared by	Reviewed by	Approved by
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Executive Summary

The assessment and recommendations outlined in Technical Report 11 largely remain unchanged as a result of the revised Great South Road intersection design. The revised design results in a small increase in potential adverse social impacts arising from additional land requirements and changes to employment / businesses operating at 20-24 Sylvia Park Road. Overall, the positive social impacts identified in Section 7.4 of Technical Report 11 (particularly in the operation phase) remain the same. Any additional potential adverse impacts can be appropriately mitigated through recommended measures in Technical Report 11.

Changes / Additional Social Impacts Identified - Construction

Extra business land is required for the revised Great South Rod intersection. Approximately an additional seven businesses will be impacted as a result of the increased footprint required for the revised intersection design. Accordingly, the impact of the Project on material wellbeing in the area is considered to result in a moderate impact (compared to the low impact noted in row 3.9 in Section 7.3.1 of Technical Report 11), due to the increased number of businesses affected, but also the particular long-term characteristics of the businesses that have been operating on this site.

The recommended mitigation for these businesses is consistent with that proposed in Technical Report 11 and includes early and proactive engagement with the affected landowners / businesses. However, while this will mitigate the potential impacts on material wellbeing, there is a residual impact for employees and business owners. For example businesses are likely to need to relocate out of the immediate Sylvia Park Road area, which will result in changes for employees accessing their place of work and some businesses may choose to close rather than relocate, resulting in some (minor) loss of employment opportunity.

Changes / Additional Social Impacts Identified – Operation

The positive social impacts of the Project as assessed in Technical Report 11, remain largely the same with the revised Great South Road intersection. Subject to the detailed design there is an opportunity for further enhancement of these positive social impacts. For example, through incorporation of additional design features which may encourage or promote cycling at a wider regional level or through the landmark recognition of cultural values such as the Karetu Portage.

There will also be further reductions in traffic volumes on the existing local road network (e.g. Gloucester Park Road and Neilson Street) as noted in Technical Report 1. This increases the positive social impacts on the quality of the living environment and amenity, associated with reductions in traffic on the existing road network (e.g. Gloucester Park Road and Neilson Street) so overall the positive impacts will remain high (as noted in Technical Report 11).

Contents

Executive Summary	ii
1 Introduction	1
1.1 Purpose and scope of supplementary assessment.....	1
1.2 Project description	1
2 Assessment Methodology and Existing Environment	2
2.1 Additional Project Design Elements	2
2.2 Assessment Methodology.....	2
2.3 Existing environment	3
3 Assessment of Impacts	3
3.1 Local Social Impact Assessment.....	3
4 Recommended Mitigation	5
5 Conclusion	5

1 Introduction

1.1 Purpose and scope of supplementary assessment

The purpose of this Technical Report 11 – Social Impact Supplementary Assessment is to assess the social impacts associated with the revised design of the East West Link (EWL)/Great South Road/Sylvia Park Road intersection.

The original Technical Report 11 – Social Impact Assessment was completed in November 2016. Engagement with stakeholders and the wider community has continued in parallel, including design review in response to matters raised.

As a progression of the work to date, the design of the EWL/Great South Road/Sylvia Park Road intersection has been revised from the at grade design originally proposed, to a grade separated design. Grade separation of the east west through movements at this intersection will provide improved reliability and future resilience.

This supplementary assessment describes the potential and actual social impacts associated with construction and operation of the revised intersection design at Great South Road. The assessment considers whether the type or scale of impacts on the existing environment have changed as a result of the revised design and where necessary recommends additional management and mitigation measures.

This supplementary assessment should be read in conjunction with Technical Report 11. Where this assessment supersedes and/or updates information in Technical Report 11, this has been expressly noted.

This supplementary assessment forms part of the suite of technical reports that inform the Assessment of Effects on the Environment (AEE) and supports the Notice of Requirement for a new designation, alteration to an existing designation, and resource consent applications for the Project.

1.2 Project description

The revised intersection design at Great South Road is described in Section 6 of the AEE. Key features of the revised intersection design include:

- Extending the Anns Creek viaduct by about 330m over Great South Road. The viaduct would grade down to Sylvia Park Road, approximately 200m east of Great South Road.
- Altered through movements and connections to local roads at the intersection –
 - Through movements on EWL would occur on the elevated structure above Great South Road
 - Movements to and from EWL to Sylvia Park Road and Great South Road would be at grade providing connectivity to the local street network
 - North and south movements on Great South Road would remain unchanged, passing under the elevated EWL structure.
- A grade separated pedestrian and cycle crossing for east west movements on the southern side of the Anns Creek viaduct.
- Changes to the EWL/Hugo Johnston Drive intersection.
- Associated urban design and landscape treatments.

The revised intersection design is hereafter referred to in this supplementary assessment as “the revised intersection design at Great South Road”, or “the revised design”. The previously proposed layout (as

assessed in Technical Report 11) is referred to as the “at grade intersection design at Great South Road”, or “the at grade design”.

2 Assessment Methodology and Existing Environment

2.1 Additional Project Design Elements

In addition to the features described above, the assessment of social impacts relies on the following specific urban design and landscape design responses. These responses have been developed through collaboration by various technical specialists (landscape, urban design, social impact and transport).

- There will be a high quality shared path facility (providing walking and cycling) on the southern side of the grade separated intersection, which is to be separated from through traffic (e.g. on elevated structure or through appropriate design response).
- There will be pedestrian and cycle connections to both Sylvia Park Town Centre (via shared path) and to Mutukāroa at the Great South Road intersection.
- The design of the shared path will respond artistically and in design form to the Karetu Portage e.g. through aesthetic design of the path, bridge structure and landscaping.

2.2 Assessment Methodology

The methodology for assessing the social impacts of the proposed EWL is outlined in Section 3 of Technical Report 11. That methodology has also been adopted to assess the impacts associated with the revised intersection design.

2.2.1 Engagement

Additional engagement with stakeholders has been undertaken, including:

1. Meetings with potentially affected landowners and some occupiers (where permission has been given by the landowner) where there has been a change in effect compared to the at grade design, including:
 - Owners and occupiers of a number of units on 20-24 Sylvia Park Road;
 - Stratex and Tramlease;
 - TR Group;
 - Dilworth Trust Board.
2. Engagement with stakeholders including:
 - Mana Whenua: Information on the revised design of the Great South Road intersection shared with Mana Whenua during Project hui. Preliminary designs were discussed in October and November. At a Project hui scheduled for mid December, the Project team will seek further input from Mana Whenua on grade separation;
 - Auckland Council, Auckland Transport and road users (National Road Carriers): This has occurred over a period of September to November 2016.

There has been no additional engagement with the wider public in relation to the revised design at Great South Road, beyond that already undertaken for the Project in June/July 2016. Communication material used in earlier public engagement noted that the design of the intersection at Great South Road was under review, and that one of the options being considered was grade separation.

2.3 Existing environment

The Great South Road intersection is located within Community Area 2 (as described in Section 5.3 of Technical Report 11).

2.3.1 Designation area and property requirement

The proposed designation boundary in the vicinity of the revised Great South Road intersection is shown in the figure below in green (with red showing construction yards).



The proposed designation boundary now includes the following additional property requirements as a result of the revised Great South Road intersection design:

- 20-24 Sylvia Park Road (individual units): 7,800m²
- 19-21 Sylvia Park Road (Stratex): 2,900m²
- 781 Great South Road (TR Group): 6,100m²

The additional property requirement at 20-24 Sylvia Park Road will result in the acquisition of approximately seven additional businesses (noting some of these are owner/occupier businesses, where others are leased).

3 Assessment of Impacts

3.1 Local Social Impact Assessment

3.1.1 Personal and Property Rights – Business

The revised Great South Road intersection design requires the full acquisition of land on which approximately seven businesses are located, in addition to the approximately 40 affected businesses located along the length of the Project as described in Section 7.2.2 of Technical Report 11.

The associated impacts on personal and property rights are as described in Technical Report 11. The seven additional businesses potentially displaced by the revised design are all small to medium businesses, employing between 1-5 people (though one is a service outlet for a much larger business). These businesses are mainly long-term tenants or owner occupiers and many have been there since the units were first built, between 1989 and 1992). The activities include retail, showrooms, a panel beater and a bakery (wholesale).

3.1.2 Construction Impacts

The assessment of social impacts from construction of the Project, including the Great South Road intersection, are as assessed at Section 7.3.3 of Technical Report 11. Changed or additional impacts arising from the revised design at the Great South Road intersection are noted below.

Material well-being

Extra business land is required for the revised design, located at 20-24 Sylvia Park Road (front row of units and the eastern rear units). The impact of the Project on material wellbeing in the area is considered to result in a moderate impact (compared to the low impact noted in row 3.9 in Section 7.3.1 of Technical Report 11), due to the increased number of businesses affected, but also the particular long-term characteristics of the businesses that have been operating on this site. Recommended mitigation is discussed below (Section 4).

3.1.3 Operation Impacts

The assessment of social impacts from operation of the Project, including the Great South Road intersection, are as assessed at Section 7.3.3 of Technical Report 11. Changed or additional impacts arising from the revised design of the Great South Road intersection are noted below.

While the overall change in character of the EWL in this area has been considered (see Technical Report 6), providing the design response set out in Section 2.1 is delivered, it is assessed that the original positive social impacts (outlined in Technical Report 11) can be maintained. In particular, these relate to the quality of life and social wellbeing associated with improved pedestrian and cycle connectivity and the enhanced association with the Karetu Portage. Furthermore, subject to the detailed design there is an opportunity for further enhancement of these positive social impacts. For example, through incorporation of additional design features which may encourage or promote cycling at a wider regional level or through the landmark recognition of cultural values such as the Karetu Portage.

Quality of the living environment and amenity

Impacts on the quality of the living environment and amenity are assessed in Section 7.4.2.1 of Technical Report 11. The traffic flows outlined in paragraph one of that section have changed as a result of the revised Great South Road intersection. Updated figures are provided below:

- Significant reductions (19-21%) on Gloucester Park Road
- Onehunga Mall north of Neilson Street is predicted to have a reasonable reduction traffic (20%)
- South of Neilson Street, traffic in Onehunga mall is expected to reduce significantly (81-84%); and
- The flows on Neilson Street (Selwyn Street to Onehunga Mall) are expected to reduce significantly (38-40%).

On the basis of these revised reductions in traffic volumes, the assessed positive impacts (improved quality of the living environment and amenity) remain high (as summarised in Section 7.4.1 of Technical Report 11 (rows 1.1, 1.2 and 1.5).

Material well-being

Impacts on material well-being are assessed in Section 7.4.2.3 of Technical Report 11. Remaining businesses on Sylvia Park Road and the surrounding business area on and around Great South Road (i.e. not required by the Project) will experience high positive impacts due to improved accessibility and travel time reliability. The number of businesses experiencing this benefit has reduced by a small number (due to a further increase in business requirement on Sylvia Park Road) but the positive impact remains high, given the number of businesses in the wider catchment area.

4 Recommended Mitigation

The recommended mitigation for the impacts identified above, includes early and proactive engagement with the affected landowners / businesses. This mitigation is consistent with that proposed in Technical Report 11, but extended to those additional businesses affected by the revised design at the Great South Road intersection. The proposed mitigation will enable but not ensure planned relocations of business operations. While this will mitigate the potential impacts on material wellbeing, there is a residual impact for employees and business owners. For example businesses are likely to need to relocate out of the immediate Sylvia Park Road area, which will result in changes for employees accessing their place of work etc and some businesses may choose to close rather than relocate, resulting in some (minor) loss of employment opportunity.

5 Conclusion

The revised Great South Road intersection design results in a small increase in potential adverse social impacts associated with the Project, particularly in respect of the additional land take and change to employment / business operating at 20-24 Sylvia Park Road. Given the relatively unusual characteristics of the businesses operating at this site (being long standing businesses and tenancies), the impact of loss/displacement of these businesses has been assessed as moderate. The mitigation measures proposed for the Project (including early and proactive engagement and purchase of properties / tenancies) will appropriately mitigate this impact.

Overall, the positive social impacts identified in Section 7.4 of Technical Report 11 (particularly in the operation phase) can still be realised, and any additional potential adverse impacts can be appropriately mitigated through recommended measures in Technical Report 11.