26. Social

This chapter presents a summary of our assessment of the Project’s potential social effects (the full assessment is included in Appendix F to this AEE).

The study area for the assessment of social effects is divided into a sub-regional area being roughly equivalent to the Project area and nearby communities, and local areas coinciding with local communities covered by census meshblocks.

26.1 Methodology

The assessment addresses matters raised in Schedule 4 of the RMA and the land acquisition process provided in the Public Works Act 1981. The assessment has been based on an accepted framework derived from international principles and practices, and from inputs from community consultation and landowner engagement since 2010.

26.2 Scoping of effects framework

The social effects assessment framework developed for this Project includes:

**Way of life considerations** – relating to the ability of people to access their community, activities and services in a manner that maximises their social welfare. Maintenance of connectivity and mobility is an important component of the ability of people to establish and maintain social networks and quality of life.

**Community considerations** – relating to the effects that a project can have on community cohesion and the way in which people identify and interact with a local community. Community cohesion can be affected by the loss of community members through property acquisition, or where community members decide to relocate to avoid the actual or potential adverse effects of project construction and operation.

**Health and well-being** – relating to the compounding effects of noise, vibration, exposure to air pollution (e.g., dust generation), and changed traffic movements in both the construction and operational phases.

**Property considerations** – relating to effects due to the property acquisition process.

26.3 Existing social environment

26.3.1 Sub-regional characteristics

The overall character of the study area is rural and has a low population density. Warkworth is consistent with the character and density of a rural service town, while Pūhoi is consistent with the form and density of a rural village. The Project area consists largely of farms, forestry and lifestyle blocks, with occasional industries and tourist businesses. The former Rodney area in general experienced high levels of population growth (an increase of approximately 30%) over the period 1996 to 2006. This trend is expected to continue.
The median age of residents within the Project area at the time of the 2006 census was older than the median for the Auckland Region with a high proportion of the population aged over 65 years, especially within Warkworth. The proportion of the population aged 50 years or more increased between 1996 and 2006. This trend could be associated with the appeal of the lifestyle blocks within the Project area.

Family structures are characteristic of a growing population. For example, families of ‘Couples with children’ were the most significant family type in the local board area. This cohort is closely followed by ‘Couple only’ households, which is consistent with the age structure and the number of people within retirement age, particularly in Warkworth.

The degree of ethnic diversity in the Project area is lower than in the Auckland Region, with the predominant ethnic group comprised of people of European heritage (approximately 80% compared with approximately 57% for Auckland). Personal income levels are comparable with those for the Auckland regional population, although there is a slightly higher proportion of people with lower than median incomes. Again, this is indicative of a population with a significant older population.

The proportion of people participating in the workforce is comparable with the Auckland Region as a whole, as was the proportion of people engaged in full-time work. The principal mode of transport to work place across the whole study area is the private motor vehicle, with the use of public transport being negligible. The area is not well serviced with public transport or active transport facilities.

26.3.2 Local characteristics

The Pūhoi community is characterised by its high level of cohesion and identity deriving from the scale of the place and its population, as well as its history of settlement and the presence of Ngā Pā o Te Hēmara Tauhia adjacent to the village. Community cohesion is evidenced also by the range of active community groups.

Warkworth is the largest urban centre within the Project area, with a resident population of 3,270 in 2006. Assuming growth trends have been maintained, the estimated resident population is now approximately 4,030. Warkworth is a thriving service town that contains a wide range of retail, commercial, and community facilities and services. It acts as a commercial centre for the surrounding rural communities and as a gateway for the coastal communities at Leigh, Omaha, Whangateau, Tawharanui, Algies Bay, Snell’s Beach and Sandspit.

Rural residential and other forms of lifestyle properties are clustered along Moirs Hill Road, Perry Road, Wyllie Road, Viv Davie-Martin Drive and Valerie Close, as well as the communities of Mahurangi West off SH1.

The Moirs Hill Road area provides for a number of lifestyle blocks of varying sizes and configuration. While still a small community, this area experienced considerable growth between 1996 and 2006 as people sought alternative lifestyles to those available either in urban areas or larger-scaled farming areas.
The Mahurangi West area is serviced by the Mahurangi West Road and Cowan Bay Road. It is characterised by larger lifestyle blocks which enjoy high scenic amenity. The convenience of these blocks at present is constrained by having access only via SH1, with its challenging traffic conditions.

Perry Road is a discrete community comprised of a combination of lifestyle blocks, small agricultural holdings and the aquaculture site. The area is characterised by a pleasing but highly modified landscape with geometric plantings of introduced vegetation. Perry Road is a no exit road off SH1, with high scenic amenity contributing to a strong sense of local community identity.

The community at Wyllie Road derives its access off Woodcocks Road, which connects to SH1 at Warkworth. A number of rural residential properties sit on elevated land, and are orientated to take advantage of extensive views over the valley below, Warkworth and out to the Hauraki Gulf. Woodcocks Road itself forms part of the local roading network that services the Kaipara Flats communities west of Warkworth. Carran Road provides a link between Woodcocks Road and Kaipara Flats Road.

A conventional rural residential community is situated on the northern edge of Warkworth at Viv Davie-Martin Drive (which is a no-exit road ending in a cul-de-sac), and accessed from Falls Road. Most of the sites in the subdivision lie on the reverse slope from the new motorway. Being a relatively recent subdivision, not all sites have been developed with housing. Three dwellings have direct views into the valley to be traversed by the motorway.

26.4 Community consultation

The consultation programme implemented to this point in the Project has spanned across three distinct phases and is now in a fourth phase (as discussed in Section 8 of this AEE). The formal notification process associated with the lodgement of the notices of requirement and applications for resource consents will mark the commencement of the fifth phase of consultation. The consultation phases were implemented as follows:

- Phase 1 – to raise awareness of the Project and to inform the development of corridor options
- Phase 2 – to inform the route selection process and to update the community on progress with the early planning work
- Phase 3 – to inform design development for the scheme assessment report and identification of a preferred route
- Phase 4 – to inform further design refinement and the preparation of the AEE

An indication of the relative sensitivities for a wide range of issues identified particularly during phases one to three of the consultation process is presented in Table 26-1 below. Many of the planning and design issues have been resolved through the iterative design process, as community inputs informed design development. Other issues, such as the environmental concerns, are addressed elsewhere in this AEE through a combination of design, construction and operational management measures, and ultimately, the conditions to be imposed on the designation and the resource consents.
### Table 26-1: Issues identified in consultation

<table>
<thead>
<tr>
<th>Issues / Sensitivity</th>
<th>Regional Interests</th>
<th>Local Interests</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pūhoi</td>
<td>Moirs Hill / Perry Rd</td>
</tr>
<tr>
<td>High sensitivity</td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Moderate sensitivity</td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Low sensitivity</td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Little or no sensitivity</td>
<td>●</td>
<td></td>
</tr>
</tbody>
</table>

#### PLANNING & DESIGN

- Investment in road infrastructure
- Funding mechanism (eg tolling, other)
- New, off-line route bypassing business centres
- Provide partial upgrades to SH1 (Warkworth bypass)
- Provide local connections to new route
- Location of possible local connections to new route
- Provide a ‘Matakana link’ as part of Project
- Upgrade Hill St intersection (Warkworth)
- Local traffic planning (Western Collector, Warkworth)
- Property impacts
- Impacts to local businesses
- Maintaining access to local roads
- Impacts on ecological, landscape or conservation
- Cultural heritage
- Impacts on environmental amenity & rural lifestyle

#### CONSTRUCTION

- Direct effect of construction activities (air, noise)
- Construction traffic
- Impacts on heritage places (cultural, historic)
- Soil erosion & sedimentation impacts on water
- Impacts on terrestrial ecology
- Impacts on freshwater ecology
26.5 Regional assessment of social effects

This Project will deliver positive social effects through enhanced accessibility and connectivity. These positive effects are generally as follows:

- greater journey time reliability and network resilience for people moving between Northland and the Auckland metropolitan area;
- an improvement in traffic safety for trips between Auckland and Warkworth, with consequential reductions in crash rates and fatalities;
- an improvement in access for people in the former Rodney area to tertiary services (employment, health, education, personal and professional services, entertainment and recreation) in Auckland;
- a potential increase in the availability, frequency and timeliness of public transport connections between Warkworth and the North Shore, Albany and the Auckland metropolitan area; and
- maintenance of current levels of connectivity during the construction phase by adopting an off-line route.

At a sub-regional level, we would expect patterns of living, convenience, transport safety and mobility to benefit from delivery of the Project. Community networks presently constrained by traffic conditions on SH1 will be freed up as inter-regional traffic, including freight, moves from SH1 to the new route. We expect the effects of the Project on community cohesion to be slightly positive as people are able to move around the sub-region more freely and more safely. The off-line indicative alignment avoids potential adverse effects on communities in the Project area.
Careful management will be required in proximity to Mahurangi College to avoid effects associated with construction traffic on Woodcocks Road. However, none of the schools within the former Rodney area will be adversely affected by operation of the Project. Both Warkworth Primary School and Mahurangi College will benefit from the redistribution of traffic from the current SH1 alignment, Woodcocks Road, Hill Street, and respective intersections to the new route. These effects are likely to be positive (in terms of traffic volumes on Woodcocks Road and SH1, and reduced traffic noise and emissions).

Traffic management during construction will be required to avoid, or mitigate and manage potentially adverse, construction-related traffic effects on Woodcocks Road, and redistribution of traffic on Hill Street.

At the sub-regional level, we expect the effects on business activity to be positive, with flow-on effects in terms of employment and business viability.

Recreational facilities or assets will not be adversely affected by the indicative alignment or proposed designation footprint. The Project is also likely to enhance opportunities for wider utilisation of these facilities by improved accessibility at the regional or sub-regional level.

At the sub-regional level, the actual or potential effects of the Project on community health and well-being are expected to be beneficial as a consequence of enhanced access to tertiary services in Auckland and enhanced community networks through traffic relief on SH1. In the absence of the Project, there are potential adverse effects on community health and well-being as traffic congestion on the existing route becomes more severe, and public safety risk increases.

26.6 Local assessment of social effects

The direct social effects of the Project, both positive and negative, will be largely felt at the local community level and in relatively discrete areas.

26.6.1 Property effects

The Project will require the acquisition of land under the provisions of the Public Works Act.

The indicative alignment requires the acquisition of 129 separate parcels of land, either wholly or in part. A total of 46 landowners will be affected by these acquisitions, reflecting the common ownership of many parcels. Some landowners are government agencies, while others are private companies (15%), families or individuals (64%). The NZTA has purchased nine properties thus far.

Of the 660 hectares required for acquisition, approximately 64% or 420 hectares, is held by companies, compared with 28% (186 hectares) held by individuals or family interests. Government agencies and public entities hold approximately 8% or 54 hectares.

The acquisition process adopts a process where fair and reasonable compensation is paid to the affected owners as provided for in section 24 of the Public Works Act 1981.

For some people, the acquisition process will result in them leaving their neighbourhoods, while some others may choose to relocate within it. For those people who will leave their
neighbourhoods, the change can be disturbing and stressful, or it can be liberating by allowing people to choose alternative lifestyles. Some people prefer to relocate within their neighbourhoods or districts once the acquisition and compensation processes have been completed. The effect on people typically is very personal and is able to be mitigated to some extent by the compensation process.

The pattern and extent of this potential social dislocation will become apparent as the acquisition process is implemented and people exercise their choices in relation to new living arrangements. Considering there are 46 landowners, including individuals and families, directly affected by acquisition, the potential for social dislocation at the local community level is very low. There will be some losses of community 'membership' in locations such as Moirs Hill Road, Perry Road and Wyllie Road.

An anticipated effect of the acquisition process is that some social connections and networks will be disrupted. The effects of such disruptions tend to be of a short to medium term nature as communities continue to evolve and respond to a wide range of internal and external influences. Again, considering the number and diversity of the acquisitions in the context of the robust community life evident in the Project area, any social disruptions which do occur are expected to be less than minor.

26.6.2 Construction effects

The construction phase may have social effects in terms of increased business activity, heightened employment opportunities, changes to people's sense of place, aesthetics and heritage, changes to people's sense of belonging, security and liveability.

During the community consultation, many people expressed concern about potential construction effects such as noise, dust, construction traffic and landscape. To balance this, some people also anticipated beneficial impacts such as increased business activity through the provision of goods and services to the proposed works, direct and in-direct employment, and increased demand from the Project workforce. These latter views were expressed by people from both Warkworth where there is an established industrial base, and Pūhoi.

The construction effects will be mitigated and managed through an integrated suite of measures including modifications to construction methods, monitoring and management, and early and ongoing consultation with local communities and near neighbours in particular. Early communication about construction methods and specific construction events, such as blasting, transport of large equipment or components and changes to local access arrangements, will allow people to adjust and manage their daily patterns to either avoid or minimise the effects of construction.

Local communities may be affected during the construction phase by restrictions on or changes to accessibility and connectivity. Construction traffic management planning is proposed to be implemented to maintain access to properties and local access roads. While delays may be experienced, careful management in combination with effective community engagement, can minimise potential disruptions to travel and trip patterns.

Changes to local landscapes as outlined in the Landscape and Visual Assessment Report are anticipated as a consequence of the major earthworks required to implement the Project. Impacts
on community values, arising from landscape changes, are likely to be significant in exposed locations such as the Pūhoi viewshed and the open ground to the north of Warkworth and Wyllie Road. Landscape changes elsewhere along the route will be obvious to smaller populations or be sufficiently distant from sensitive receivers as to reduce the impact on community values.

The median age of residents within some of the affected communities is higher than the sub-region median age, and the proportion of the total population in the 65+ age group is growing. For this older age group the effects on well-being may be more acute and lead to avoidance or aversion behaviours to minimise conflict with construction-based activity.

26.6.3 Operational effects

In the operational phase, there will be a period of adjustment, as communities come to terms with the Project as a fully operational motorway, and with the subsequent changes in community composition, social networks and accessibility.

The social benefits of the Project are expected to flow from enhanced accessibility to tertiary services and employment opportunities in Auckland, improved safety and travel time reliability in accessing such services, and improved environmental amenity and accessibility for those communities still relying on the existing SH1 for access.

The social benefits accruing from enhanced accessibility will be more pronounced for people living in Warkworth and the surrounding communities of Kaipara Flats and the eastern beaches, than for people living in Pūhoi. Travel via the Project to Auckland for tertiary level health care, education, entertainment, personal and professional services, will become more convenient, safer and more predictable as a consequence of the Project. Similarly, the removal of inter-regional traffic including freight from SH1 to the Project, will help deliver similar social benefits as a consequence of improved travel time reliability and traffic safety for those communities to the south of Warkworth.

For the Pūhoi community, the social benefits will derive from improved access to the existing SH1 at Pūhoi Road through a reduction of regional traffic on the existing SH1.

The Project will improve safety and travel time reliability, which in turn will reduce risks and apprehensions regarding the safety and consistency of road travel within the corridor.

The Project design will maintain local access and connectivity in the local road network. Present levels of social cohesion and social networks can be maintained as a result.

Minor changes in community structures are likely as a result of people either relocating within or leaving their districts due to property acquisitions.

We do not expect changes in environmental amenity due to operating effects, such as traffic noise, air quality and surface water quality, to be significant. Consequently, there should be no impact on community values attaching to environmental amenity, such as general well-being. For some near neighbours, the changes in environmental amenity will be noticeable, especially during the first few years of operation. These effects will lessen for some neighbours after a period of adjustment.
26.7 Design, mitigation and monitoring measures

- The design of the Project has benefited from the extensive community consultation programme with the early identification of a number of potential social effects. The NZTA has used design development as a primary means of avoidance and mitigation of adverse effects. The key elements of the design in this regard are the provision of motorway ramps at Pūhoi for trips to and from the south (ensuring the current level of service is maintained);
- Separation of local roads from the motorway to maintain local community connectivity in the operational phase of the Project;
- The selection of a Project area that traverses areas of low population and separated from urban communities;
- An indicative alignment that avoids areas of community value; and
- An off-line route that supports connectivity for Warkworth with a substantial reduction in through traffic.

The mitigation of actual or potential adverse social effects during the consenting and construction phases can be primarily achieved by:

- Maintaining an engagement and consultation process that seeks to inform directly affected landowners, adjacent landowners and affected communities about the Project design, implementation, and timing, and which seeks to identify the ways in which individual circumstances can be accommodated; and
- The use of Construction Environmental Management Plans and a Construction Traffic Management Plan to set the parameters around the management of the effects of the construction phase on directly affected communities.

Three management plans will provide for the mitigation of certain environmental effects including actual or potential adverse social effects. These are:

- The Construction Traffic Management Plan (CTMP);
- The Stakeholder Consultation and Engagement Management Plan (SCEMP); and
- The Construction Noise and Vibration Management Plan (CNVMP).

The CTMP will identify techniques to manage the construction-related traffic and maintain an adequate level of accessibility for local residents who need to traverse the construction works.

A SCEMP will assist in the identification and resolution of issues arising from the communities’ engagement with the Project over the construction phase and in the early stages of the operational phase.

I support the use of a CTMP, SCEMP and CNVMP along with public engagement during the preparation of the ULDF (as referred to in Section 5.11) as mitigation of potential adverse social effects during construction.

The scope of the CNVMP is discussed in Sections 15.5.1 and of this AEE. It will identify and manage the effects of construction works on the acoustic settings along the Project alignment.