

Northern Corridor Improvements

Consultation Report

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aurecon





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Opus Consultation and Community Engagement Report



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Glossary of Abbreviations

AEE	Assessment of Environmental Effects
AMA	Auckland Motorway Alliance
AT	Auckland Transport
Bol	Board of Inquiry
DBC	Detailed Business Case
EPA	Environment Protection Agency
IBC	Indicative Business Case
IIG	Northern-Central Iwi Integration Group
LTMA	Land Transport Management Act 2003
NHHS	North Harbour Hockey Stadium
NLTP	National Land Transport Programme
NoR	Notices of Requirement
NZ Transport Agency	New Zealand Transport Agency
RLTP	Regional Land Transport Programme
RMA	Resource Management Act 1991
RoNS	Roads of National Significance
SUP	Shared Use Path
SWP	Stormwater Pond
UDLF	Urban Design and Landscape Framework
WRR	Western Ring Route
WSL	Watercare Services Limited



Terms	Definitions
Alignment	The route or position of the proposed motorway, Busway and/ or SUP.
Amenity	As defined in section 2 of the RMA, amenity values means those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.
Auckland Council	The unitary authority in terms of the Local Government (Auckland Council) Act 2009 and the Local Government (Auckland Transitional Provisions) Act 2010 which replaced the eight existing councils in the Auckland Region as of October 2010.
Culvert	A pipe, designed to convey water under an embankment.
Designation	Defined in Section 2 and Section 166 of the RMA as provision made in a district plan to give effect to a requirement made by a requiring authority under section 168 or section 168A or clause 4 of Schedule 1.
Heritage Site	A site that contributes to an understanding and appreciation of New Zealand's history and cultures. A heritage site can be derived from archaeological, architectural, cultural, historic, scientific and technological investigations.
Motorway	As defined in Part 2 of the Public Works Act 1981: A motorway declared as such by the Governor-General in Council under section 138 of this Act; and includes all bridges, drains, culverts, or other structures or works forming part of any motorway so declared; but does not include any local road, access way, or service lane (or the supports of any such road, way, or lane) that crosses over or under a motorway on a different level.
Noise Mitigation	An activity or structure which reduces/mitigates the impact or effect of noise.
Pedestrian/Cycleway	A dedicated facility for the shared-use of pedestrians and cyclists.
Project Area	The Project area is the Project corridor and immediate surrounds.
Project Corridor	The Project corridor is the extent of works contained on SH18 between Albany Highway and Constellation Drive, and SH1 between Upper Harbour Highway interchange and 90 m north of the Oteha Valley Road interchange. The Busway component of the works extends from Constellation Bus Station to the Albany Bus Station at Oteha Valley Road.
The Project	The Northern Corridor Improvements Project including alterations to designations, new designations and activities requiring regional resource consents.
The Project Team	The team of people responsible for delivering the pre-implementation phase of the Project.
Western Ring Route (WRR)	A strategic State highway route which provides an alternative to SH1 as a regional route for traffic traversing Greater Auckland. The WWR requires the completion of links and new lanes to combine the Southwestern (SH20), Northwestern (SH16) and Upper Harbour (SH18) highways into a continuous 48km motorway. The WWR will link the North Shore, West and South Auckland.

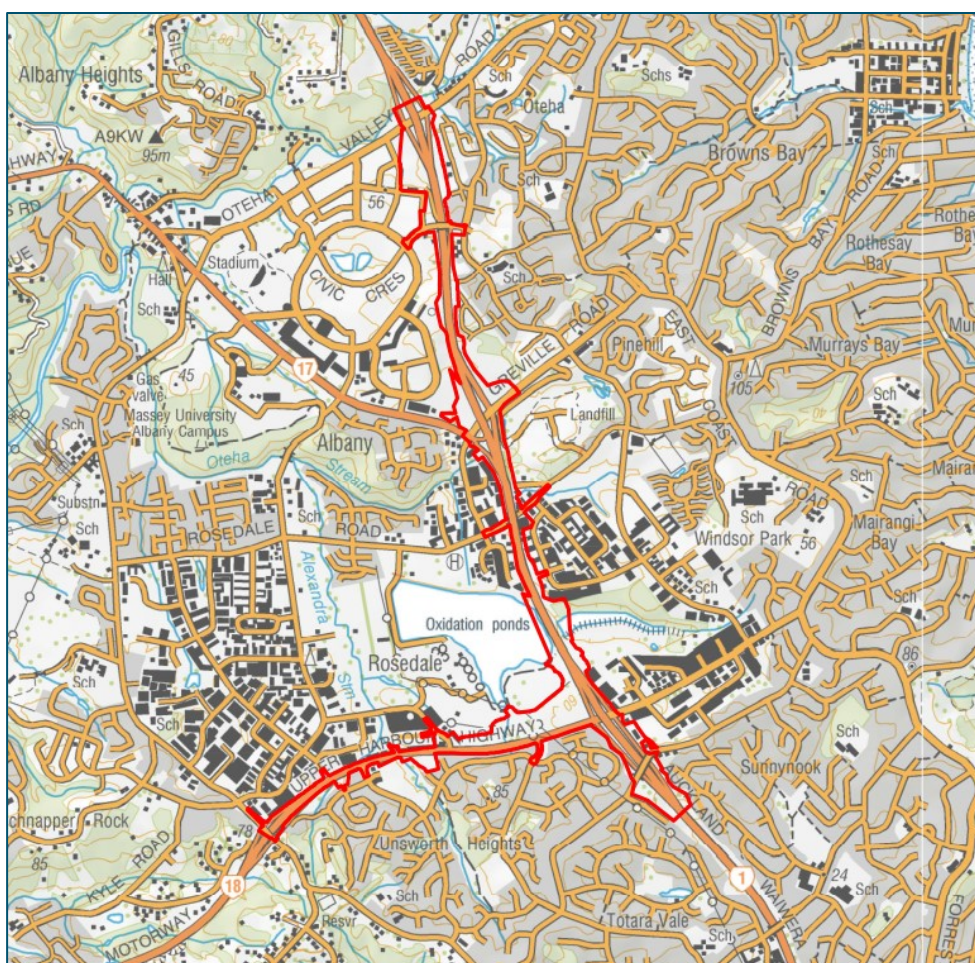


1 Description of Project

1.1 Project Background

The Northern Corridor Improvements Project (the Project) is an accelerated project. The Project area covers the area of SH18 between Albany Highway and Constellation Drive, and SH1 between the Upper Harbour Highway (UHH) interchange to just beyond the Oteha Valley Road Interchange, as indicated on **Figure 1** below and confirmed in the suite of plans provided in **Volume 5**.

Figure 1 Extent of Project Area



Source: Base Map from LINZ

The Project includes upgrades to the existing State highways within the Project Area. In summary, the key elements of the Project are as follows:

- North and West Motorway Interchange connections – SH1/SH18;
- State highway capacity and safety improvements;
- Northern busway extension from Constellation Station and connection to Albany Station;
- Reconfiguration of Constellation Station, converting it from a terminus station to a dual direction station;



- Shared Use Path (SUP) provision along existing SH1 and SH18 routes for the full extent of the Project corridor, including:
 - Constellation Station to Oteha Valley Road;
 - Constellation Drive to Albany Highway; and
 - Intermediate linkages to local network.

A full description of the Project, including its components and construction, is contained in section 5 of the Assessment of Environmental Effects.

1.2 Purpose of this Report

This report is one of a suite of technical reports that has been prepared to inform the Assessment of Environmental Effects (AEE) for the Project.

The particular focus of this report is to provide an overview of the consultation completed during the pre-implementation phase of the Project in 2016.

Previous engagement is outlined in the *Northern Corridor Improvements Project Stakeholder and Community Engagement Report September 2015*, prepared by Opus International Consultants Ltd (the “Opus Report”). A copy of this Report is included in **Appendix F**.



2 Introduction

This report details the stakeholder and community engagement undertaken for the NZ Transport Agency's Project.

Engagement with potentially affected parties and key stakeholders has been ongoing since 2014. Engagement was critical to the development of the Project and remained a critical part of the refining of the alignment plans and preliminary design decisions ahead of lodgement. Engagement prior to 2016 is outlined in the *Northern Corridor Improvements Project Stakeholder and Community Engagement Report September 2015*, prepared by Opus International Consultants Ltd (Opus Report). A copy of this report can be found in **Appendix F**.

Since January 2016, the main purpose of the NZ Transport Agency's engagement for the Project has been to inform key stakeholders, Mana Whenua, property owners and the community of the proposed concept design and plans, and consult or involve them in specific decisions that would help to refine the final designs being worked on.

An intensive period of stakeholder and community consultation was undertaken from early May to late July 2016. The timing of this consultation was specifically planned in order to inform the environmental assessments and preliminary design work being finalised throughout August – October 2016 ahead of the lodgement of the notices of requirement and resource consent applications with Environmental Protection Authority (EPA).

The NZ Transport Agency sought feedback on the Project as a whole, and in particular the following aspects of the Project:

- Urban design;
- Walking and cycling facilities;
- Local road improvements; and
- In partnership with Auckland Transport, a potential new bus station on the extension of the Northern Busway.

The potential new bus station does not form part of the current notices of requirement or resource consent applications. Options for an additional bus station are still being assessed in parallel with the Project.

The Project is on track to begin construction in 2018/2019.

2.1 Project Timeframes

The Project timeframes are set out in **Table 1 and Figure 2**. This Stakeholder and Community Engagement Report is part of the Pre-Implementation and Consenting Phase.

Table 1 Project timeframes

Project stage	Timing	Detail
Investigation phase	2013 to December 2015	Tender award for investigation phase (June 2014). The investigation phase identified and assessed options for the NCI Project. A thorough process of public engagement was undertaken at key milestones, leading to a preferred alignment plan being developed.



Project stage	Timing	Detail
Pre-Implementation and Consenting	2016-17	<p>The Pre-Implementation and Consenting Phase involves preparing environmental and social assessments prior to lodging consenting documentation (NoRs and resource consent applications) with the EPA, to be heard by a Board of Inquiry (BoI). The hearing process will include a formal public notification period and is currently scheduled for 2017.</p> <p>This phase also includes the development of formal preliminary design and engineering plans and a procurement strategy for the following construction stage.</p>
Indicative construction date	From 2018 year (subject to change)	Construction on the Project is being staged. The Transport Agency aims to have the NCI Project fully complete by 2021.

Figure 2 Indicative timeline for the Northern Corridor Improvement Project



2.2 Previous Engagement

Engagement with potentially affected parties and key stakeholders has been ongoing since 2014. Engagement was critical to the development of the Project and remained an important part of the refining of the alignment plans and preliminary design decisions ahead of lodgement. As outlined above, engagement undertaken prior to 2016 is outlined in the Opus Report.

Important feedback was provided by stakeholders and the community in 2014/2015, which helped with some early decision-making on the Project, including:

- Extending the Northern Busway all the way to Albany;
- Providing a good network of walking and cycling facilities;
- Improving the Constellation (UHH) interchange for local traffic; and
- Bridging Paul Matthews Road across the motorway to join up to the Caribbean Drive Intersection.

A detailed discussion of the consultation undertaken and the design responses is contained in the Opus Report attached to this report as **Appendix F**.



3 Engagement Strategy

3.1 Engagement Objectives

Following on from the engagement undertaken in 2014 and 2015, the engagement objectives for the pre-implementation phase of the Project in 2016 were to:

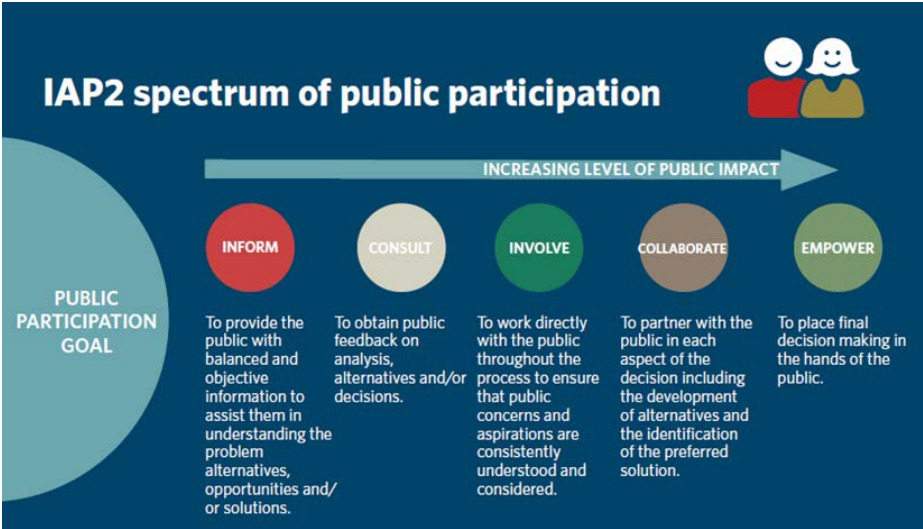
- Maintain and continue the two-way communication process and build on the strong relationships established during previous rounds of engagement;
- Inform the community of the preliminary design (the preferred project alignment and footprint) for the NCI Project and advise how previous consultation feedback has influenced decision making so far;
- Consult with the community and provide multiple ways to provide meaningful and relevant feedback on key themes in preparation for lodging consents in late 2016;
- Capture feedback data and present it back to the NZ Transport Agency and Aurecon in a timely manner, to allow feedback to influence the design and decision making process; and
- Look after the reputation of the NZ Transport Agency and the Project during the engagement process.

3.2 Engagement Framework

The engagement for the Pre-Implementation and Consenting Phase of the Project has been conducted in accordance with the principles and core values of the International Association for Public Participation (IAP2).

IAP2 provides internationally recognised consultation best practice principles. The community engagement spectrum of participation is based on the decisions to be made and the associated level of influence (if any) the community has on project decision making.

Figure 3 IAP2 Spectrum of Public Participation



Source: IAP2 Australasia



The engagement during 2016 continued the engagement framework from earlier project stages as follows:

- Key stakeholders have been engaged at the ‘consult–involve’ level;
- Directly affected property owners have been engaged at the ‘consult–involve’ level; and
- The wider community have been engaged at the ‘consult–involve’ level.

3.3 Parties Engaged

The organisations, agencies and stakeholders listed below have been engaged during the Pre-Implementation and Consenting Phase of the Project:

Stakeholder
Auckland Council – Parks, Landfill, Stormwater, Strategy, Consenting and Policy teams
Auckland Councillors
Auckland Transport – Walking and Cycling, Public Transport, Network Outcomes, Bus Station Planning teams and the AT Travel Wise team
Watercare Services Limited
Upper Harbour Local Board
Hibiscus and Bays Local Board
Business North Harbour
Hokai Nuku (comprising five Iwi)
Te Kawerau a Maki
Ngai Tai Ki Tamaki
Harbour Hockey (including representatives from Hockey NZ)
NZ Transport Agency internal stakeholders (Auckland Motorway Alliance, Joint Transport Operations Centre, as well as Safety, Highways and Networks, Operations and Environment Teams)
Ministry of Transport
Minister of Transport/ National Government office
Office of Local MPs
Emergency services
Local business and residents’ associations including Greenwich Way Shops
Local schools and education facilities
Utilities, including Transpower, Vector, telecommunication services
Interest groups including Bike Auckland, Walk Auckland, and Probus
Sports clubs and facilities including North Harbour Sport and QBE Stadium
Other representative bodies, community facilities, organisations and groups

The outcomes from that engagement are included in **Section 4** of this report.



4 Engagement Methods Utilised

4.1 Overview

From January – August 2016, the Project Team engaged mainly on a one-on-one basis with key stakeholders in meetings, workshops, and via phone and email to provide a Project update on the proposed alignment. This engagement included:

- Meetings with Upper Harbour and Hibiscus & Bays Local Board;
- Workshops with the Project Reference Group, members include representatives from the local boards, Auckland Transport, Auckland Council and Business North Harbour;
- Meetings with Business North Harbour;
- Meetings with the Transport Agency's Central Northern Iwi Integration Group;
- Meetings with other key stakeholders such as Auckland Transport, Auckland Council, Watercare, Bike Auckland, utility companies;
- Ongoing meetings with North Harbour Hockey; and
- One-on-one sessions with possibly affected property owners and tenants.

The Minister officially announced the next stage of the Project on 20 June 2016, which provided more information on the draft alignment and marked the start of another period of public consultation. The Project Team utilised a range of methods, tools and techniques to further engage with stakeholders and the community. These included:

- Workshops and presentations to key stakeholders;
- Meetings with the Central Northern Iwi Integration Group, as well as individual hui with interested groups;
- Individual and group meetings with other key stakeholders;
- Letters, online booking system and individual appointments with affected landowners;
- Letters to key stakeholders including Iwi, affected owners and neighbours;
- Information display material (included within **Appendix E**);
- Project website with posters, contact details;
- An information day at Westfield Albany and Club Day for new students at Massey University;
- Static display at Massey University;
- Business breakfasts;
- Newsletters with feedback forms;
- Tailored newsletters and letters with feedback forms for the Unsworth Heights community;
- Translated newsletters in Korean and Chinese;
- Newsletter distribution at Albany and Constellation Bus Stations;
- Media release, advertising and articles in newspapers;
- Multimedia video;
- Social media feedback campaign;
- Project Hub office open for drop ins;
- Project website with online survey;



- Project e-mail address; and
- Project 0800 number.

A full list of methods used is included in **Appendix A** to this report, with copies of the newsletters in **Appendix B**, letters in **Appendix C**, and media in **Appendix D**.

4.2 Gathering Feedback

Six key mechanisms were used to gather feedback from key stakeholders and the community:

- Talking at meetings or presentations and recording feedback in meeting minutes or during conversations (e.g. business breakfasts, meetings with neighbours affected by proximity, and Project Information Day);
- Written comments on feedback forms;
- “Bang the Table” (engagement and surveying software) website that held project information and online surveys in English, Korean and Chinese, as well as an interactive map enabling people to ‘drop pins’ identifying where walking and cycling facilities were wanted;
- Writing on post it notes during the Project Information Day;
- Written comments on a specific survey and letter sent to the Unsworth Heights community, regarding the proposed Unsworth Drive Bridge
- Providing feedback via the Project e-mail address or phone enquires; and
- Making an appointment and meeting Project representatives at The Hub to discuss the Project in person.

4.2.1 Project Information Day

A Project Information Day was held at Westfield Albany on Sunday 19 June 2016 (10am – 5:30pm) and attended by almost 800 people. People participated in the Information Day by either watching the video (showing the Project in a flyover scenario), taking a newsletter or stopping to chat and discuss the Project. Further information about the Project Information Day is included in **Appendix E** of this report. Issues raised and feedback provided by people at the information day included:

Project in general:

- Support for reducing congestion on Constellation Drive;
- Questions about when the Project is going to start construction, and the SH18/SH1 links (with improved access to the airport);
- Support for the new cycleways and walkways, but a view that these need to be safe and integrated with other cycleways;
- A high level of support and appreciation for being kept informed;
- Concern about the impact on the hockey fields and their relocation;
- Support for improved infrastructure for pedestrians (especially elderly people) when crossing Oteha Valley Road;
- Questions about the north to west ramp and the existing congestion and length of queues on the SH1 off ramp at Constellation Drive. However, there were significantly fewer queries in 2016 in relation to this issue compared to the similar information days held during the 2014/2015 consultation period;
- Questions raised about the south facing ramps not being constructed as part of this Project, although, significantly fewer queries were received in





relation to this issue compared to the similar information days held during the 2014/2015 consultation period.

Buses and bus stations:

- Support for the busway extension and a potential new bus station (but needs to be supported by adequate parking and services);
- A perceived need for improved bus services, particularly along the East Coast Bays;
- A perceived need for additional parking and better pedestrian access to and from Albany Bus Station;
- A need for more park and ride spaces;
- A perceived need for improved service co-ordination from bus stations to local bus services;
- A perceived need for improved bus station facilities when it is raining; and
- Queries about Gold Cards (at the same time Auckland Transport was changing the way Gold Cards were managed).



4.2.2 Business Breakfasts

Three business breakfasts were held to provide updated Project information to the businesses in the area likely to be affected by the Project and to discuss potential issues, concerns, opportunities and benefits. **Table 2** provides a summary of the business breakfasts.

Table 2 Business Breakfasts

Date	Time	Location	Number of attendees	Issues, concerns, opportunities and benefits
16 June 2016	7:30am – 9:30am	Café Drina	6	Concerns regarding access during construction for Project neighbours, future development opportunities
29 June 2016	7:30am – 9:30am	Café Noir	8	Construction access, site specific queries from potentially affected business owners
5 July 2016	7:30am – 9:30am	Euro Deli	15	Bus services and parking issues in Albany area for businesses/employees, support for Spencer Road Bridge (not part of the NCI Project), site specific queries from potentially affected land owners along SH1
12 July 2016	7:30am – 9:30am	Mosaik Cafe	8	Concerns regarding access during construction for project neighbours



4.2.3 Bus Stations

In conjunction with Auckland Transport, Project Team members handed out newsletters outlining the proposed changes to the Albany and Constellation Stations at those stations on Tuesday 28 June between 4:30pm and 6:30pm. During this time, approximately 850 newsletters were handed out. Of those that stopped to chat to Project Team members, most people were supportive of the Project as a whole, with some requesting development of further park and ride facilities at the stations.

A few residents from Unsworth Heights came to the Constellation Bus Station to discuss the impact of the Project on the local road network in the Unsworth Heights area.



4.2.4 Massey University

Project information was put on display in the Massey University Library, including project newsletters and a feedback form box. Team members also attended a “Club Day” at the University on Wednesday 20 July 2016 between 11am and 2pm. No formal feedback was received from the library display or the Club Day. Students spoken to at the Club Day were interested in bus services and access to the University, which is outside the scope of the Project.



4.2.5 Project Newsletter

In June 2016, a Project newsletter was produced and distributed to 46,813 residential and commercial properties in the wider Project area to provide a Project update, an overview of the draft alignment, encourage feedback and to promote the upcoming public consultation period. The newsletter included the feedback form and a freepost envelope to encourage feedback (see **Appendix B** for a copy of the newsletter).

Newsletters were hand delivered to libraries, community centres, local board offices, Massey University, Citizens Advice Bureau and Business North Harbour offices.

119 feedback forms (physical forms) were completed by hand and sent back to the Project Team using the freepost envelope. The newsletter also led to 262 members of the community completing the survey online, via the ‘Bang the Table’ site, explained in more detail in **Section 4.2** above.

An overview of this feedback is included in **Section 5.3**.

4.2.6 Korean/Chinese demographic based newsletter drop

Newsletters and feedback forms were translated into Korean and Chinese, and hand delivered to approximately 100 Korean and Chinese businesses in the Rosedale area. We received two feedback forms completed in Korean and one online survey completed in Chinese. An overview of this feedback is included in Section 5.3.

4.2.7 Unsworth Heights tailored survey

A targeted newsletter specifically for the Unsworth Heights community was produced and distributed in June 2016. An additional two pages were added to the generic project newsletter to gather feedback on proposed potential new Unsworth Bridge. This newsletter also included additional feedback questions and freepost return envelope, and was distributed to approximately 1,788 residents in the Unsworth Heights area. The newsletter included a cover letter and addressed



envelope to encourage high readership numbers. This newsletter was also hand delivered to Metlife Care Greenwich Retirement Village, Greenwich Way shops, and the local medical centre.

104 responses were received from members of the community in relation to the proposed Unsworth Bridge. Comments provided from completion of this survey are included in **Section 5.3**.

4.2.8 Unsworth Heights Community Planting Day

The Kaipatiki Project is a community based environmental group based on the North Shore which aims to protect and restore the biodiversity of the Kaipatiki area and across north Auckland. The Kaipatiki Project organised a tree planting day at Unsworth Heights on Saturday 2 July 2016 between 10am and 1pm. A number of local community leaders and residents attended the event, along with the local Councillor. The Project Team took this opportunity to increase its visibility in the community, learn more about the local environment, local stream water quality, and contribute to the development of a local reserve by planting trees.

Approximately 100 people attended the event, including a group from the Albany Newcomers Network of primarily Chinese descent. The Chinese translator spoke about the Project and distributed around 30 Chinese language newsletters.

Comments provided from completion of the feedback form are included in **Section 5.3**.



4.2.9 Social and Print Media

4.2.9.1 Transport Blog

Transport Blog posted an article about the Project on 30 June 2016¹ and included a link to the Project public consultation webpage on the NZ Transport Agency's website. There were 57 comments on the article covering the topics of Project design, including the lack of a south to west connection; the preferred location of the busway (east or west of the State highway) and the consideration of light rail;

¹ See (<http://transportblog.co.nz/2016/06/30/northern-corridor-moving-ahead/#comments>).



the preferred order of construction; comments on the proposed Rosedale bus station and existing bus stations; and generally positive comments about the Project.

4.2.9.2 Bike Auckland

Bike Auckland posted an article on the Project on 16 June 2016 and included a link to the NZ Transport Agency's Project public consultation webpage. There were six comments on the article, including questions about what to write in a submission to the NZ Transport Agency and preferred connections to existing cycleways and neighbouring streets.

4.2.9.3 Scoop

Online media platform Scoop published a media release on 20 June 2016 - this was a direct reprint of the media release, released by the Minister's office on the same day.

4.2.9.4 Business North Harbour

Business North Harbour (BNH), as the local business organisation, actively mentioned the Project on its website. It also invited its members to attend the Business Breakfasts and delivered newsletters to businesses in the local area.

For copies of the articles published in the association's magazine during this period, see **Appendix D**.

4.2.9.5 Print media

The North Shore Times, Harbour News, and Hibiscus Matters have all published articles about the Project. The North Shore Times has also included an article about the Hockey Centre. Copies of these media articles can be found in **Appendix D**.





5 Feedback received and how it has been used

5.1 Stakeholders

Project stakeholders have continued to be involved in the Project, building on previous engagement during the 2014/2015 period.

A summary of the feedback, actions and key decisions that have influenced the Project is provided below.

5.1.1 Project Reference Group (PRG)

The team called the first Project Reference Group (PRG) meeting of 2016 in April 2016. The PRG is made up of a group of key stakeholders including Auckland Council, Auckland Transport, Local Board members and North Harbour Business. The main purpose of the first meeting was to confirm the draft alignment proposed at that time, and ask for the members' assistance to review the appropriate membership now that the project was changing focus from a high-level town planning exercise to a more intensive, detailed design, and resource consenting phase.

In addition to attending regular group meetings, the NZ Transport Agency also requested that key stakeholders, such as Auckland Transport and Auckland Council, increase their time contributions to meet individually on a weekly or fortnightly basis with the Project Team, in order to progress detailed discussions. Post this meeting, several key members nominated other colleagues in their organisations from resource consenting and operations teams to join the group (with some in the policy area retiring their involvement). Regular one on one meetings with each key stakeholder including Auckland Transport, Auckland Council, Watercare, Transpower and Vector have occurred since then. An overview of feedback from these key stakeholders is included in the following sections.

An increased frequency of meetings has also been held with the other core PRG members including the Local Boards and Business North Harbour. The Project's Transport Engineers have attended some of these meetings. The Project Team believes the trust, good will and knowledge built up with these key stakeholders through the early instatement and engagement of the PRG in 2014/2015 has resulted in an excellent working relationship.

In addition to the individual progress meetings that are continuing to occur, the Project Team also plans to resume the group PRG meetings in 2017 to discuss the detailed design phase and changes that have been incorporated.

5.1.2 Mana Whenua

Central- Northern Iwi Integration Group

The NZ Transport Agency's Northern-Central Iwi Integration Group (IIG) was established in August 2015 and is the primary mechanism for engagement for iwi that have expressed an interest in the Project. The hui is held monthly, and all NZ Transport Agency projects are discussed in allocated time slots. Members of the group include Ngāti Paoa, Ngai Tai Ki Tamaki, Ngāti Te Ata Waiohua, Ngati Whatua o Orakei, Ngāti Whatua, Ngati Manuhiri, Te Ākitai Waiohua, Ngāti Tamaoho and Te Kawerau a Maki.



The first IIG hui for the pre-implementation phase of the Project (i.e. design and consenting) was held on 29 January 2016 at the NZ Transport Agency office. The focus of the meeting was to introduce the team that would be liaising with the group through the pre-implementation phase. The group was also introduced to various other workstreams that are being progressed in parallel with the Project including the proposed bridge at Spencer Road and the Hockey reconfiguration/relocation.

The monthly IIG hui have been supplemented by a Project specific hui, and the first of the Project specific hui occurred on 3 June 2016. Ngāti Tamaoho and Te Kawerau a Maki were invited to participate in these Project hui, however they advised that the Project Area was outside their rohe.

At this hui, an overview of the process leading to the BOI was presented to Mana Whenua representatives together with an outline on the key elements of the design, including the stormwater management philosophy and the urban design principles to be used to guide the Project. Initial feedback from Mana Whenua centred on avoiding effects on the natural areas and waterways such as the Oteha Valley. Other matters such as earthworks, stormwater treatment, vegetation removal, potential impacts on biodiversity, and the opportunity for Mana Whenua to input into the design were also discussed and identified as matters for discussion at future Project hui. Copies of the draft Urban Design Framework were provided to Mana Whenua with an invitation for them to provide feedback and suggest appropriate cultural input.

On 7 July 2016, members of the Project Team presented the results of their baseline assessments to Mana Whenua and feedback was sought. Baseline assessments were presented on the following potential effects:

- Archaeology;
- Stormwater;
- Water quality;
- Freshwater ecology;
- Terrestrial ecology;
- Land contamination;
- The Rosedale Landfill;
- Noise; and
- Landscape and visual effects.

Electronic copies of baseline assessment reports were distributed to each iwi following this hui.

The Project hui on 4 August 2016 provided an update on the design elements of the Project that had been identified by Mana Whenua as being of particular interest. Accordingly, further presentations were made to the hui by experts dealing with stormwater management, the management of works within the closed Rosedale landfill and the UDLF. Key matters of concern expressed by Mana Whenua at this Project hui included the following:

- Identification of Lucas Creek as a cultural significant location;
- Proposed methods of stormwater management and treatment;
- Opportunities to improve water quality and provide riparian planting within existing streams in the affected catchments;
- Potential effects of cutting into the closed landfill and causing leachate and gas migration and possible effects of these;
- Proposed stormwater management detention and treatment methods including the location and design of stormwater pond and wetlands;
- The use of organic materials in the treatment of suspended sediment from earthworks;



- Avoiding adverse effects on indigenous bird species and lizards in the project area; and
- The inclusion of a Cultural Values Framework and 'Cultural Responsiveness' into the planning, consenting and construction phases of the Project through the Urban Design Landscape Framework and contract documentation (the Southern Corridor Improvements and East-West Link projects were offered as examples of how this could be progressed).

At the hui on 30 August 2016, the latest iteration of the General Arrangement plans were presented, together with an overview of key design developments that had occurred since the previous hui. The UDLF was discussed in detail and design opportunities for input from iwi were discussed and agreed. These included input into the design of retaining walls along the Project corridor and the proposed planting strategy.

At the Project hui on 23 September 2016, design changes were presented, with the focus being on design of stormwater treatment over the Project footprint and key treatment devices to be used, including the design and location of proposed water quality pond and wetlands. Landscape and visual mitigation measures were also discussed.

The 11 October 2016 hui focussed on built elements of the Project. It was agreed that input on the detailed design of these structures would be provided by an iwi artist in accordance with principles expressed in the UDLF.

At the hui on 28 October 2016, IIG iwi were provided with electronic copies of all AEE material to be presented to the EPA for pre-lodgement checks.

Hui on 4 and 18 November addressed the design of alternatives for water quality wetlands to be established in either the Rook or Bluebird Reserves (see assessment in **Chapter 7** of the AEE). At these hui, Mana Whenua expressed a preference that stormwater treatment be maximised through the use of both reserves or, if this option was not considered viable, to use the Rook Reserve option as it resulted in a greater treatment footprint.

Draft conditions were also presented to Mana Whenua at these Project hui. The matters of particular interest included the following:

- Use of organic flocculants, where practicable;
- Input into management plans;
- Cultural inductions for contractors;
- Input of a Maori artist into the UDLF;
- Reference to native planting and use of native grasses.

In addition to the above, Mana Whenua suggested the inclusion of additional conditions or amendment of conditions to address the following matters:

- Treatment of stormwater and construction water to higher standards than those provided for in TP10 and TP90;
- Identification of cultural indicators;
- Cultural monitoring;
- Iwi participation in native lizard and fish recovery;
- Remediation of material from contaminated sites;
- Preventing dotterels from nesting in construction sites rather than disposal where practicable; and
- Mana Whenua input into the Project communications where Maori imagery is used.

At the time of lodgement these suggestions are being considered by the NZ Transport Agency.

Formal feedback has also been provided via Cultural Values Assessments prepared by Ngāti Te Akitai Waiohau and Ngai Tai Ki Tamaki and a Cultural Impact Assessment from Ngāti Manuhiri. These



documents, along with engagement at Project hui, have been used to develop an understanding of matters of importance to iwi and to inform the development of the design to reflect these.

5.1.3 Local Boards

The Project Team has continued to meet with the two local boards in relation to the Project area (Upper Harbour Local Board, and Hibiscus and Bays Local Board), and also the neighbouring Rodney Local Board regularly, including in December 2015, and April 2016. The purpose of these meetings was to update the boards on the overall progress of the Project and to seek feedback on the draft alignment plan prior to undertaking public consultation. At these workshops, the Project Team asked for assistance, particularly with how the boards recommended the Project Team should engage with the Unsworth Heights community. The Project Team followed the advice from the boards.

Both boards offered their appreciation for the extent and quality of the updates and did not raise any significant issues with the draft alignment plan. Although not part of the Project, they also tabled their support for the Spencer Road Bridge project as a key new piece of walking and cycling infrastructure assisting with growth in the Albany area.

The Upper Harbour Local Board has publicly voiced support for the Project, such as including positive items about the Project's investment in the Albany area in their newsletters, and attending one of the business breakfasts.

While not part of the Project, the Project Team has also met with the Upper Harbour Local Board an additional four times (May, July, August and September 2016) with Auckland Council to workshop through the relocation of the North Harbour Hockey Stadium. This has included working through the details of the option assessments, short list results, and plans for new relocation sites. In addition, this has included options to alter the existing tenancies of other sports clubs within Rosedale Reserve to accommodate the relocation of the hockey stadium.

The Board's feedback was obtained in terms of what would be an acceptable solution. This solution is being progressed and is outlined in further detail below (note that the consents for the relocation of the Hockey Stadium are not being sought as a part of the applications lodged with the BoI).

The Local Boards have also been consulted on the parts of the Project that affect reserves. The impacts on reserves is addressed in **Section 5.1.6** of the report below.

5.1.4 Business North Harbour

During 2016, the Project Team continued to meet regularly with both the CEO and the Transport Relationship Manager for BNH. The purpose of these meetings was to explain next steps in the Project, and responded to individual business queries passed on by the Association. In May 2016, a presentation was given to BNH's Board of Directors, including discussions about the opportunity to work together with the organisation's commercial property/leasing subcommittee to identify and promote relocation sites within the business zone for those property owners or business tenants who relocate as a result of the Project. The aim is to ensure the current economic growth/membership within the Project area does not relocate to other parts of Auckland. As a result, ongoing conversations about how to explore this opportunity have been held with the Board's chairman and the Property Team have successfully relocated a number of affected property owners within this business zone.

The Board also expressed satisfaction with the early engagement approach the Project Team has been taking with business owners.

Other feedback gained from these meetings included:

- General continued support for the Project;



- Support for the decision to bridge Paul Matthews Road;
- Support for the increase in journey reliability resulting from the completed WRR; and
- Excitement about the general opportunities the Project would bring to the area.

As well as these meetings, BNH also agreed to co-host 'public meetings' for their members during the June-July 2016 consultation period and arranged four business breakfasts for businesses within the Project area (see **Section 4.2.2** for more information on these events).

Articles were also printed in BNH's member magazine in February, April, and August 2016.

While not part of the Project, discussions have also been held with BNH about a potential new bus station. While expressing support for the concept of a bus station to help their employees get to work and reduce the dominance of choosing driving as their employee commuter mode, they also asked for reassurance from Auckland Transport that a traffic management plan would be put in place to ensure no additional stress was placed on the street parking and peak time traffic issues by patrons outside of the area choosing to drive into Rosedale to park at the Park & Ride. Auckland Transport's parking and bus station team have reassured BNH this will be investigated fully and that they will continue to meet with the BNH going forward.

5.1.5 Auckland Transport

Auckland Transport is responsible for all of the region's transport services (excluding State Highways), from roads and footpaths, to cycling, parking and public transport.

The Project Team has continued to work very closely with Auckland Transport, with regular meetings to progress the Project footprint and agree components of the general arrangement drawings throughout the preliminary design development and assessment of environmental effects phases. Key discussion topics included:

- Local network impacts during construction;
- Local network impacts post construction;
- A potential Unsworth Bridge;
- Shared walking and cycling paths;
- Busway extension;
- Constellation and Albany Stations; and
- A potential new bus station.

An overview of these workstream topics is provided below:

5.1.5.1 Local Network Impacts During Construction

During the pre-implementation phase, the Project Team has engaged with Auckland Transport to discuss the likely construction staging and the associated impacts on the local network as forecast from the traffic modelling. Likely local road closures and/or restrictions on McClymonts Road, Rosedale Road and Paul Matthews Road have been discussed. The key feedback received from Auckland Transport was that it would like to see the Project Team do whatever it can to keep the busway and associated bus services running without impediment/extreme time delays, and to ensure at least one direction of traffic on both Rosedale Road and Paul Matthews Road is kept open at all times. Moving into the next phase, the Project Team will develop the Minimum Requirements in consultation with Auckland Transport to maintain minimum agreed levels of service for traffic on these local roads during construction, due to the importance of these routes for private and commercial traffic, as well as buses.



A key decision has also been made in collaboration with Auckland Transport to construct the McClymonts Road Bridge off-line. This decision means the new structure will be built first, next to the existing one and then traffic will be moved onto the new structure. By constructing this bridge separately, cars, trucks and buses can continue to use the existing bridge and disruption on this important route will be minimised.

Detailed information on construction staging and associated traffic management will form part of the traffic management plans required by the conditions of consent.

5.1.5.2 Local Network Impacts Post Construction

Prior to the pre-implementation phase, traffic modelling was undertaken to determine the impacts of the Project on the local road network. Auckland Transport provided comments and feedback on this traffic model. During the pre-implementation phase in 2016, the traffic model has been updated to take into account comments from Auckland Transport, changes to the wider future network assumptions, and the further development of the design for the Project.

Key decisions that have been made to improve efficiencies on the local network as a result of ongoing consultation with Auckland Transport include:

- The decision to improve Caribbean Drive intersection with additional lanes whilst maintaining the left-turning lane to relieve pressure;
- A change to the layout of Greville Road East from the existing roundabout to a signalised intersection to improve safety;
- Improvements to the Greville Road interchange layout and removing 'trap lanes' to reduce risk associated with lane weaving;
- Improvements to the vertical clearance on Rosedale Road for double decker buses; and
- Improvements to the Constellation Drive intersection.

5.1.5.3 Proposed Unsworth Bridge

One of the final aspects of the Project to be confirmed was whether a new bridge would be provided across SH18 to Unsworth Heights. Community consultation in 2015 and 2016 showed great interest in a potential local road bridge being built over SH18, connecting Unsworth Drive with Omega Street/Paul Matthews Road/Bush Road.

The bridge was proposed to provide an alternative access route for residents in and out of Unsworth Drive, when the current one-way access from SH18 closes as part of the Project.

More in-depth consultation with the community took place in June/July 2016 to gather feedback on the proposed bridge.

Many people supported the proposal, citing the ease of access this could offer for residents to get to and from their homes, local schools and places of employment in Albany and North Harbour. Some people, however raised safety concerns and were concerned with the risk of people using Unsworth Heights as a through-road.

The Project Team undertook an in-depth assessment of the need to provide the Unsworth Height Bridge, including traffic impact studies and safety assessments in consultation with Auckland Transport to investigate the following:

- The minimum cross-section of the bridge;
- The alignment options with varying levels of impacts on property, safety and traffic operations; and
- Social impacts following consultation with neighbours, stakeholders and the local Unsworth Heights community (see section 5.3.7 for more information on community consultation undertaken by the Transport Agency).



The Project Team and Auckland Transport worked together to assess the findings of each of these aspects and undertook a workshop in late August 2016, which ultimately reached the conclusion that the Unsworth Drive link is not required as mitigation for the effects of the Project.

The traffic impact assessments were tabled at a meeting on 26 August 2016, which included representatives from Auckland Transport and the Transport Agency. The conclusion was reached that the negative outcomes of the Unsworth Drive link, such as an increased volume of traffic using Unsworth Drive when considered alongside safety issues, such as the steep alignment of the proposed bridge design, outweigh the positive social impacts and that therefore the link should not be included as part of the Project.

In October 2016, the Project team communicated these findings back to the community and informed them that the Unsworth Bridge link will not be included as part of the Project. The Project Team received mostly positive feedback on this decision.

5.1.5.4 Shared Walking and Cycling Paths

During the pre-implementation phase, the Project Team has engaged with Auckland Transport on various facets of the proposed shared walking and cycling paths during the weekly meetings including:

- The general design philosophy with respect to the provision of walking and cycling facilities and connections to the existing local network;
- Provision of a 5-metre corridor (path and shoulders) for the proposed shared path on SH1 and SH18, (except where impacts on property could result in locations where the path has to reduce to a 4-metre corridor (path and shoulders));
- Providing AustRoads compliant connections to the existing local network (including safe road crossings where required) where there were no additional impacts to property;
- Options for providing a connection between the proposed shared walking and cycling path on SH1 and SH18 including an overbridge over SH1, underpass on SH1 and modifications to the cross-section of Constellation Drive to utilise a maximised footpath width as a connection; and
- The strategic need to continue the proposed shared path on SH1 north of McClymonts Roads and the impacts on property.

The Project Team also worked with Auckland Transport to further consult on walking and cycling shared paths in the 2016 consultation questions. This consultation aimed to help the Project Team refine the connection points to the shared path, and indicated what features would make these paths attractive for use by the public. More information on this consultation can be found in **Section 5.3.3**. The purpose was to be able to provide Auckland Transport's Walking and Cycling Team with information to assist with funding applications in the next 3-year plan for shared use paths to integrate into those provided by the Project.

Key decisions have been made as a result of consultation with Auckland Transport on the shared walking and cycling paths, and include:

- Providing a 5-metre width (path and shoulders), reducing to a 4-metre width (path and shoulders) where there are space constraints;
- Integrating a wide shared path on Constellation Drive as a link from SH1 to SH18, rather than a dedicated walking and cycling bridge to Constellation Station or a new underpass beneath SH1;
- Including a wide shared path on the new McClymonts Road Bridge;
- Ensuring connections to existing walking and cycling paths including at Oteha Valley Road, McClymonts Road, Medallion Drive, Greville Road, Rosedale Road, Arrenway Drive, Constellation Drive, Paul Matthews Road, William Pickering Drive, Alexandra Creek and Albany Highway;
- Providing upgrades to existing walking and cycling facilities; and
- Ensuring all routes are well lit so walkers and cyclists feel safe.



- In addition, a new pedestrian and cyclist connection between Albany and Pinehill across SH1 at Spencer Road which links to existing local paths at either side is progressing as a separate project in advance of the NCI Project.

5.1.5.5 Northern Busway Extension

During the pre-implementation phase, the Project Team engaged with Auckland Transport on various facets of the proposed Busway during weekly meetings, including:

- The design criteria used to develop the design for the operation of buses and future-proofing of light rail; and
- Geometric departures from the agreed design criteria to minimise the impact on property and/or environmental effects.

During this phase of design, the Project Team and Auckland Transport have agreed on key decisions including the provision of a direct Busway access to Albany Station via a dedicated overbridge across SH1 (rather than via McClymonts Road Bridge).

5.1.5.6 Constellation and Albany Stations

During the pre-implementation phase, the Project Team has engaged with Auckland Transport with regard to the necessary upgrades of the existing stations at Constellation and Albany as a result of the Busway Extension. Upgrades are required to the Constellation Station to allow it to become a through station, with the Busway continuing further north to Albany Station. Albany Station will also require modification to allow buses to enter via the new busway bridge.

The Project Team has been working closely with Auckland Transport to discuss and agree on the following matters:

- The general design philosophy of converting Constellation Station into a through station and the modification of the existing platform arrangements;
- Safety and design considerations for Constellation Station;
- Minimisation of bus circulating movements within the Albany Bus Station through the identification of alternative service patterns and modifications to existing ones; and
- Beneficial upgrades to both stations to improve form/function and provide consistency across bus stations in the Auckland area.

5.1.5.7 Proposed New Bus Station

Throughout 2014-15, Auckland Transport and the Transport Agency undertook a high-level investigation of the potential for a new bus station between Constellation and Albany stations, including looking at alternative sites and potential design layouts.

While Auckland Transport and the Transport Agency are continuing to work together to investigate the feasibility of a new station in parallel to the Project, a new bus station is not part of the Project and if it proceeds, will be progressed as a separate project.

5.1.6 Auckland Council

The Project Team has worked closely with Auckland Council in 2016 to build on previous relationships and make important decisions on key aspects of the Project. Regular meetings have been held with representatives from the following technical teams:

- Stormwater (Healthy Waters) Unit;
- Closed Landfills and Contaminated Land Response Team; and
- Parks, Sports and Recreation Unit.



Key discussion points from these meetings included:

- Confirmation of catchment flood assessment criteria;
- Confirmation of hydrological modelling requirements;
- Details of known existing flooding issues over the Project Area;
- Confirmation of stormwater peak flow attenuation requirements;
- Culvert design and sizing;
- Guidance on the Project's stormwater management report detail required for consent;
- Understanding of existing stormwater drainage over the Project;
- Design considerations for interface with existing public AC drainage;
- The Project's stormwater management reporting requirements in relation to the existing Network Discharge Consent;
- Guidance on the Proposed Auckland Unitary Plan stormwater management requirements;
- The impact on the Rosedale Closed Landfill in terms of extent of encroachment in to the landfill area and reinstatement of landfill infrastructure
- The impact on Auckland Council reserves / open space (passive) land and design detail requirements for the proposed main alignment works, namely at:
 - Tawa Reserve;
 - Arrenway Reserve;
 - Centorian Reserve;
 - Omega Reserve;
 - Meadowood Reserve;
 - Rook Reserve; and
 - Bluebird Reserve.

5.1.6.1 Healthy Waters Unit

The Project includes changes to Auckland Council owned stormwater pipes, discharge to Auckland Council's stormwater network, and open channels/streams and the relocation of three existing stormwater ponds. Regular consultation with Auckland Council's Healthy Waters Unit resulted in agreed key objectives which included the following:

- Minimise flood risk for properties in the stormwater catchment, in particular properties adjacent to watercourses;
- Minimise flood risk on local roads;
- Maximise stream health by regulating erosion potential and runoff treatment requirements; and
- Maintain the space and ability to improve existing stormwater management assets.

The proposed stormwater management design for the Project addresses Auckland Council's concerns as follows:

- Attenuation requirements:
 - Attenuation requirements have been assessed using Auckland Council's stormwater models. The post-development model run demonstrates peak flows up to 100-year ARI result in minimal upstream and downstream impacts.
- Stream erosion:
 - Detention is provided for discharges from all catchments.



- Replacement of existing ponds:
 - The hydraulic performance of the proposed ponds replacement has been confirmed with flood modelling of the post-development scenario, to be adequate to maintain pre-development peak flows and overflow volumes into Watercare Ponds; and
 - Treatment functions of existing ARC Refuse Pond to be replaced by a new wet pond on the west side of the Northern Motorway (SH1).
- Caribbean Drive flooding:
 - The existing culvert is proposed to be upsized to improve the existing flood situation.
- Greville Road flooding:
 - The proposed busway bridge abutments have been placed outside the existing floodplain, hence the Project does not adversely affect existing flood risk and no improvement work is proposed.
- Treatment above TP10 standards:
 - The proposed stormwater management design uses swales and wetlands, and proprietary devices that treat all new high use road runoff to 75% TSS removal in accordance with TP10. In addition, swales are proposed, where practicable, to provide informal pre-treatment before discharging to wetlands, which provide additional treatment above and beyond TP10 requirements. The Project will also treat a significant proportion of the existing high use road impervious area.
- External catchment management:
 - The Design Team has consulted with Auckland Council regarding the replacement ponds adjacent to the Watercare Wastewater Treatment Plant. These ponds serve stormwater run-off from external residential and commercial catchments. The existing capacity will be retained in the replacement ponds.
- Detention:
 - Detention has been provided in accordance with SMAF1 and in accordance with the PAUP.
 - Attenuation of 10-year ARI and 100-year ARI peak flows has been provided where flood risks are present.
- Pre-treatment:
 - Swales have been provided where practicable (e.g. between the shared-use path and busway where space within designation allows) for informal pre-treatment prior to discharge to wetlands.
- Culverts:
 - The Project Team has consulted with Auckland Council regarding culvert upgrades. It was noted that changing existing sizes could cause adverse flood effects to the upstream and downstream receiving environment. As such, any poor condition pipes are proposed to be replaced with pipes of the same size.

5.1.6.2 Parks and Reserves

Auckland Council manages parks and reserves which provide for passive recreation and local purpose activities in Auckland. Its key concern is ensuring that a healthy ratio of amenity open space servicing residential areas is maintained.

The NCI Project has an impact on the following reserves:

- Tawa Reserve;
- Arrenway Reserve;
- Centorian Reserve;
- Omega Reserve;



- Meadowood Reserve;
- Rook Reserve; and
- Bluebird Reserve.

Due to the location and nature of Tawa, Arrenway, Centorian and Omega Reserves, Auckland Council Parks has raised no concerns with the proposed use of these reserves and in particular, support the activation of Arrenway Reserve with the provision of a link between the local road network and the SUP.

While the impact on Meadowood Reserve is primarily the removal of boundary vegetation, Parks is generally in support of the Project works, this reserve houses a Community House and Creche. The Project Team is actively engaging with Auckland Council Parks and its tenants in respect of the limitations and controls necessary during the construction phase so that onsite activities can function during the construction period.

A wetland is required to treat stormwater from the Oteha Stream catchment. Initial project design indicated that Rook Reserve would provide a suitable location. The Project Team and AC Parks held workshops to consider the advantages and disadvantages of alternative locations for this stormwater pond to determine the Council's preferred location for the stormwater ponds which best reflects the quality and ratio of open space within the Unsworth Heights area. In response to feedback from Auckland Council Parks to consider whether Bluebird Reserve could accommodate this pond, the Project Team has developed an alternative stormwater design option for this location. This MCA process has confirmed Rook Reserve as the preferred location. However, the Local Board has yet to meet and consider the matter. The Project team will continue its engagement with AC Parks and the Local Board to resolve this issue.

The existing North Harbour Hockey site located at 60 Paul Matthews Road in Rosedale, is located within an Auckland Council owned reserve and more discussion can be found in **Section 5.1.8** below.

5.1.6.3 Closed Landfill and Contamination

The Auckland Council Closed Landfill and Contamination Team (CLCLR) initially raised concerns regarding the concept design for the Project and its interaction with the Rosedale Closed Landfill. Consequently, the Project team considered a range of alternatives to reduce the extent of the works within the landfill with respect to the vertical and horizontal alignment and to develop a design for the reinstatement of landfill infrastructure displaced by the Project. The CLCLR has been closely involved in the review of these designs, and is in support of the developed Project which achieves their principal objectives. On-going liaison will continue with CLCLR to develop a consenting strategy for any alterations necessary to the existing resource consents for the landfill and the development of the detailed contents for inclusion in the Landfill Reinstatement Works Plan proposed in the conditions.

5.1.6.4 Auckland Council Owned Sports fields

Auckland Council has advised that part of Rosedale Park has been identified as potential future sports fields. This area is affected by the proposed State Highway 1 to State Highway 18 ramps. Discussions with Auckland Council are continuing and options being explored include the provision of an alternative site for the proposed sports fields.

5.1.7 Bike Auckland

Bike Auckland is a not-for-profit member driven organisation who advocate cycling in Auckland. Bike Auckland expressed support for the inclusion of dedicated walking and cycling facilities as part of the Project.

Key themes raised during consultation and agreed outcomes included:



- Bike Auckland would prefer a consistent 4-metre width for the SUP, where possible. The agreed outcome with the Project design team was to provide a 5-metre wide shared path (3-metre wide path with 1-metre shoulders on either side) where at all possible. In certain sections, the path reduces to 3-metres wide with a 0.5-metre shoulder on either side due to space constraints and where land acquisition would have been required.
- Walking and cycling facilities are provided on Constellation Drive (rather than a dedicated bridge) and on the new McClymonts Road bridge.
- A number of options to link the McClymonts Road and Spencer Road bridge paths to the new shared path have been considered and will be further developed in the detailed design. The new SUP will be up to up to 8-metres lower than the cycling and pedestrian paths on the bridges with limited space for large ramps. The options considered include straight (linear), doubling back and loose spiral ramps, as well as stairs option with a channel for a bike to be easily pushed.

The Project Team is continuing to consult with Bike Auckland to progress the detailed design of the shared walking and cycling paths and connections.

5.1.8 North Harbour Hockey

Part of the existing North Harbour Hockey site located at 60 Paul Matthews Road, Rosedale is required for the construction of the Project. A collaborative approach has been undertaken with Auckland Council as landowner, lessee Harbour Hockey Charitable Trust (Hockey), its tenant North Harbour Hockey (also the facility operator) and strategic partner Hockey New Zealand, to find the optimal solution.

A working group has been formed that includes the Project Team, Hockey, Auckland Council, representatives from Watercare and Council's Parks and Property teams. Regular meetings have been held from 2014 to the time of preparing this Report, and the Transport Agency is committed to working with Hockey to maintain its ability to service the hockey community both during the construction works and into the future.

Hockey had intended to upgrade the North Harbour Hockey site in order to accommodate ongoing community growth, to host international events scheduled for 2017 and beyond, and to provide training facilities for the New Zealand men's and women's teams. The NCI Project has meant the upgrade cannot proceed, but Hockey and the Transport Agency have agreed to temporary upgrades of the existing North Harbour Hockey site, to ensure the training and international events can still occur. The construction timetable also allows Hockey to remain on the existing North Harbour Hockey site until after the events scheduled for November 2017 have concluded.

In addition, the working group has been investigating a number of options to either permanently reconfigure the existing site or relocate the facility to a different site, while ensuring minimum disruption to community games or major events.

After an in-depth options analysis, a site in the western corner of Rosedale Reserve has been identified as the preferred option for a relocation site. This option has the support of the joint working group including Hockey, Auckland Council and Watercare. It has also been supported by Upper Harbour Local Board, subject to details being worked through with the incumbent tenants located on the site that is the preferred option (Rosedale Pony Club and North Harbour BMX).

Any resource consents required for the permanent reconfiguration or relocation of the facility will be sought separately from those required for the Project.

5.1.9 Watercare

The NCI Project will have an impact on the Rosedale Wastewater Treatment Plant and significant pipe assets that feed into the treatment plant site. Regular fortnightly meetings have been held with Watercare during 2016 to discuss:



- The realignment of trunk sewer mains to mitigate the impact of the NCI Project;
- Integration and coordination of proposed Watercare upgrade works with the works required as a result of the Project to agree a collaborative approach;
- Provision for a larger pond link connecting the wastewater treatment ponds;
- Classification of the causeway link as a dam and the construction of the motorway widening; and
- Provision for stormwater ponds within the Watercare site.

Watercare's key concerns with respect to the proposed stormwater design for the NCI Project include:

- Minimising overflow into the Watercare ponds from existing artificial watercourses adjacent to the Watercare ponds (particularly overflows into Pond 1); and
- Maintaining the space and ability to expand the Rosedale Wastewater Treatment Plant. This includes not locating assets on the east side of SH1 south of Pond 2, which has significant development potential.

The design has taken into consideration Watercare's concerns during consultation by:

- Reducing stormwater overflow into the Watercare Treatment Ponds:
 - Pond 1 is currently used for wastewater treatment and while Pond 2 provides further polishing of flows, this is not required for wastewater treatment; and
 - The proposed solution reduces overall stormwater overflow into the ponds, with a significant decrease of overflow into Pond 1, at the expense of a slight increase of overflow into Pond 2.
- Coordinating the relocation of ARC Refuse Pond with Watercare:
 - Watercare does not support any replacement ponds south of Pond 2 east of SH1. The replacement ARC Refuse Pond has been located on the west of SH1;
 - The location of the relocated ARC Refuse Pond avoids the footprint of Watercare's expansion plans for the Wastewater Treatment Plant; and
 - The location of the proposed Constellation Drive Pond that replaces existing Auckland Council Ponds also avoids the footprint of Watercare's planned expansion.

Discussions have also included the proposed new bridge at Spencer Road which does not form part of the Project but is located within the Project Area.

As part of a wider project to service growth in Auckland, Watercare requires a new watermain to cross SH1 and connect the Albany Reservoir with the Pinehill Reservoir. It was proposed that collaboration could benefit both parties by integrating the watermain crossing with a strategic walking and cycling bridge that would connect popular East Coast Bays cycle routes with the growing employment and retail area of Don McKinnon Drive/Corinthian Drive, near Westfield Albany. This joint project has been agreed in principle at the time of writing this report, subject to further design development. The bridge will be delivered in advance of the NCI Project.

5.1.10 Utilities

The following other utility stakeholders have been engaged and regular meetings have been held during the pre-implementation phase of the NCI Project:

- Vodafone;
- Chorus;
- Vector; and
- Transpower.

Both Transpower and Vector have significant assets impacted by the Project's design and therefore working with these parties to find an acceptable design solution has been a key focus.



Transpower has completed and issued an optioneering report, which recommends a preferred solution of bridging over the existing 220kV cables by constructing a box culvert tunnel through the proposed motorway fill embankment using a cut and cover approach. This approach is to allow for protection of the existing Transpower assets, while allowing for a future proofed alignment for additional circuits. The Project design accommodates this solution.

Vector has also been working with the Project Team to agree a solution for replacing one of their pylons to raise their 110kV overhead cables clear of the proposed SH1 – SH18 interchange ramps. The parties are confident an acceptable solution will be found.

Regular meetings have also been held with Vodafone, Vector and Chorus to confirm how their assets will be affected by the Project. Solutions for the relocation of these assets, if required, will be determined during detailed design.

5.1.11 Auckland Motorway Alliance (AMA)

The AMA is responsible for the maintenance and operation of the Transport Agency motorways within the Auckland region. The AMA has been consulted throughout the development of the stormwater management design, and they raised the following with respect to operation and maintenance considerations:

- Safe operation and maintenance of the motorway network with provision of safe access to stormwater assets;
- Standardisation of products and device selection for ease of repairing and replacing assets; and
- Functional stormwater management to meet consenting and regulatory requirements.

Below is a list of the key aspects of the design which take into account AMA's recommendations:

- Maintenance:
 - Safe, all weather access to stormwater assets (including stormwater management areas) has been provided from local roads or the shared use path where possible;
 - Safety benches have been provided for all wetlands in accordance with TP10;
 - Stormwater design has been undertaken in accordance with requirements set out in the AMA's O&M Guidelines and the NZ Transport Agency Stormwater Specification;
 - The Project avoids the use of underground storage devices through use of wetlands, swales and dry ponds for stormwater management. This is preferred over underground solutions as it eliminates the need for confined space maintenance work from a Safety in Design perspective; and
 - Wetlands avoid serving combined Transport Agency and Auckland Council catchments as far as practically possible. The only exceptions are small areas of local roads near interchanges and local road crossings that discharge to the Transport Agency owned and operated wetlands.

5.2 Potentially Affected Parties

5.2.1 Directly Affected Property Owners and Occupiers

Engagement with identified landowners commenced in mid-2015 and discussions that occurred up to the beginning of 2016 are summarised in the *Stakeholder and Community Engagement Report September 2015*. A copy of that report is included in **Appendix F**.

There were 150 property owners who were identified as “probably” affected by the Project at the DBC Stage. These property owners were sent a letter on 3 May 2016. At that point in time, these property owners were identified as “probably” affected because the land requirements for the Project had not been confirmed. The letter invited the property owner to a one-on-one meeting where a Project update



was given, and the landowner's property rights and their tenants lessee rights were explained. A similar letter to the tenant (if there was one) was also enclosed, with the aim for the landowner to pass on to the tenant as a first point of contact.

Time blocks were set up across an 8-week period where owners could book in to meet with a Project Team member and property specialist. Meetings were also arranged to accommodate owners and occupiers at a time or place of their request. Towards the end of the 8-week consultation period for "probably" affected owners and occupiers, a letter was addressed to all occupiers from whom we had not had responses.

A second letter was sent out on 1 June 2016 addressed to all 10 "possibly" affected property owners identified in the General Arrangement Plans at that time. The letter provided an update to the project programme and advised that the Transport Agency would be in touch with a confirmed design later in 2016.

Letters were also sent out to the body corporates of 60 Masons Road, 1 Saturn Place and 78-80 Paul Matthews Road to pass on the message to individual property owners who may not be aware of the Project. A presentation was given at a 60 Masons Road body corporate meeting on 6 June 2016, as well as with the 78-80 Paul Matthews Road body corporate on 17 August 2016.

This method of communication with potentially affected property owners and occupiers was hugely successful, with 115 out of 127 property owners having attended sessions or contacted via phone, and 40 out of 48 probably directly impacted tenants by the end of August 2016.

Consultation with individual owners and lessees enabled the Project Team to understand key concerns relating to property impacts, and in some cases, the Project Team has been able to refined the design to reduce identified impacts (refer to the Assessment of Alternatives section below). In areas where the land requirement is of concern to the operation of the business or building maintenance, detailed plans and cross-sections have been produced for the landowners to enable better understanding of the land requirement. In the case of Kiwi Storage Yard (12 Holder Place), a survey was undertaken of the Project's encroachment onto the site to ensure that the site's vehicle circulation is not obstructed by the proposed works.

Throughout the development of the design during 2016, as potentially affected properties have been identified, contact has been made the owners and occupiers of these properties.

As the design has progressed, willing negotiations have commenced with a number of definitely affected property owners and tenants. Engagement with affected property owners/occupiers is ongoing.

As of November 2016, a total of 132 interests on 52 properties have been identified within the NCI Project footprint.

Assessment of Alternatives

Affected property owners at 60 Masons Road and those along Arrenway Drive requested that alternatives to the design be investigated so that these properties were not impacted. The following alternatives were investigated:

- Tightening the Busway and SUP against the motorway alignment with the removal of maintenance bays to avoid impacting the buildings along Arrenway Drive. The outcome showed buildings along Arrenway Drive will still be impacted by these structures. This alternative therefore has not been progressed for further consideration.
- Tightening the Busway and SUP against the motorway alignment to avoid 60 Masons Road. This is achieved by removing the eastern pier of McClymonts Road Bridge which forms an existing physical constraint, and locally reducing the width and shoulders of the shared use path to the absolute minimum allowable in the standards and less than the width requested by AT. This would necessitate the replacement of the McClymonts Road Bridge span over SH1 southbound however



following discussions with the NZ Transport Agency and Auckland Transport a revision to this option has been developed for the full off-line replacement of McClymonts Road Bridge in order to cause minimal disruption to existing express, connector and local bus services using the bridge which are critical to Auckland Transport Metro's North Shore network. This new bridge encroaches into an additional property, 98 McClymonts Road. To date, this new property is a vacant site with no development lodged. Consultation with the landowners of 98 McClymonts Road (MetlifeCare Ltd) has indicated the encroachment is not a risk to their planned development. The Project has therefore adopted this option in order to minimise impact on existing residential properties at 60 Masons Road.

5.2.2 Leasing Agents

A Project update was presented to Colliers, Barfoot & Thompson, Harbours and Bayleys, using the July 2016 public material, to explain the timelines of the NCI Project. Agents who had property owner clients or were advertising/leasing tenancies at properties potentially affected by the NCI Project were instructed to advise their clients to contact the NCI Project property team.

5.2.3 Neighbours by Proximity

As part of the public consultation campaign in July 2016, an individually addressed letter was sent to approximately 1,190 neighbouring property owners within close proximity of the NCI Project. The purpose of this letter was to explain the Project in more detail, as construction work will be taking place close to these property owners' houses or businesses. A copy of the June 2016 newsletter also accompanied the letter to provide more information and encourage feedback on the Project. See **Appendix B** for a copy of this newsletter.

The Project Team also met with the Auckland Transport Travelwise team in August 2016 in order to gather insights on school travel patterns and to advise the team on the walking and cycling initiatives being delivered as part of the Project.

Neighbours of the Project in the Unsworth Heights area were targeted with specific consultation in relation to the proposed Unsworth Heights Bridge. As part of this work, tailored newsletters were hand delivered to businesses on Greenwich Way, including the Greenwich Way shop owners, the medical centre, and Metlifecare retirement village.

Meetings were also held in August and October 2016 with the management of Metlifecare Greenwich Gardens, as Project neighbours bordering SH18. As a result of these sessions, the Project Team has agreed to consult with the retirement village during the next stage of design to agree on noise and visual mitigation measures. The Project Team has also presented to the residents of Metlifecare Greenwich Gardens several times to inform them of Project progress and timing.

Two meetings have been held in September and December 2016 with the Greenwich Way shop owners to discuss further design options to connect Unsworth Heights to SH18. An overview of the outcomes following these meetings and the options assessments can be found in **Section 5.3.10.3** below.

5.2.4 Next Steps

The Property Team's next steps are to proactively contact those directly affected owners and tenants who have not yet met with the NZ Transport Agency. As the remaining property owners are located in multi-unit developments, the NZ Transport Agency will contact the relevant body corporates to determine the appropriate contact details.



5.3 Community Feedback

This section provides an overview of community feedback received in 2016 and includes the public consultation period which ran in June – July 2016. Section 5.3.10 outlines how the Project Team have used this feedback to make key decisions.

To gain written feedback from the wider community, an online survey and printed feedback forms were developed and promoted at the open day events and business breakfasts. The feedback form was also distributed as an attachment to the Project newsletter and distributed to 47,000 homes in the wider North Shore area. The survey was published in English, Korean and Chinese.

An additional feedback form was distributed to approximately 1,700 residents in the Unsworth Heights area and hand delivered to business and commercial properties, asking for feedback on the proposed Unsworth Heights bridge link (see Section 5.3.7 for feedback on this proposal).

As well as general feedback, specific feedback was sought regarding:

- Urban design;
- Walking and cycling facilities, including the Spencer Road Bridge;
- Local road improvements, including the proposed Unsworth Drive bridge; and
- In partnership with Auckland Transport, a potential new bus station on the extension of the Northern Busway.

The consultation period was originally from 13 June to 8 July. Subsequently, the Project Team extended the closing date for feedback to 22 July to enable people attending a fourth Business Breakfast event and the Club Day at Massey University to provide feedback.

During the consultation period 487 surveys or feedback forms were completed. Surveys and feedback forms were accepted up to and including 26 July. Copies of newsletters with feedback forms are included in **Appendix A**.

People were provided with a number of options in terms of how they could complete and return the feedback form, as set out in **Table 3**.



Table 3 Feedback options

Feedback	Method of distribution	Language	Number of surveys/forms
Online survey	Online	English	262
		Korean	0
		Simplified Chinese	1
Feedback form in Project Newsletter	Letterbox drop, bus station handouts, business delivery	English	119
		Korean	2
		Simplified Chinese	0
Feedback form in Project Newsletter, including Unsworth Heights survey	Online and letterbox drop	English	104
		Korean	0
		Simplified Chinese	0

Feedback from the survey and feedback forms is outlined in the following sections.

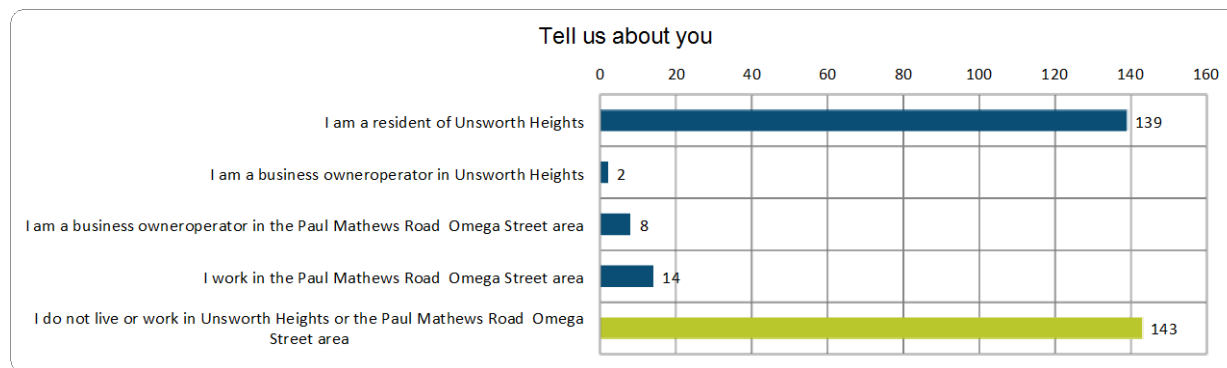
5.3.1 Introductory Questions

Tell us about yourself

As shown in **Figure 3**, of the 295 people who identified themselves:

- 154 people (163 responses) identified themselves as living or owning a business in Unsworth Heights or working or owning a business in the Paul Mathews Road/Omega Street area; and
- 141 people (143 responses) said they did not live or own a business in the Unsworth Heights or did not own a business or work in the Paul Mathews Road/Omega Street area.

Figure 3 People's connection to the Project



What issues are important to you?

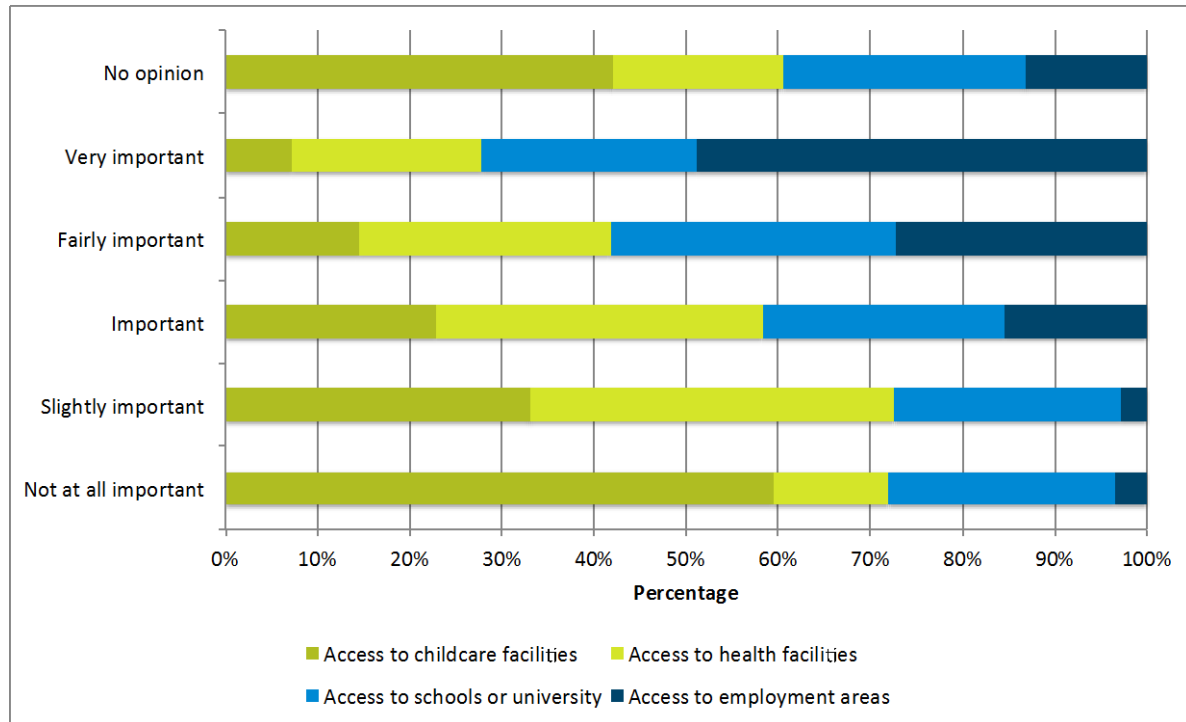
To gain some insight into the people completing the surveys (both online and written), some introductory questions were asked. People completing the online survey were asked to rank the importance of access to the following services:

- Childcare;
- Health;
- School/university; and
- Employment areas.



As shown in **Figure 4** access to employment, schools and university were generally ranked the most important issues with access to childcare facilities being ranked as the least important to people.

Figure 4 Issues important to the community



5.3.2 Project benefits and concerns

What benefits does the NCI Project provide you?

296 people provided 354 comments on what benefits the Project would provide to them. Of those 47 people (57 comments) identified themselves as living or working in the Unsworth Heights or Paul Mathews/Omega areas. As shown in **Figure 5** responses can be grouped onto eight main themes:

- General support;
- Negative comments;
- Improved walking;
- No perceived benefit;
- Improved cycling;
- Decreased congestion;
- Increased public transport; and
- Improved access.

“Better access to State highway 18. Less cars going into the city potentially and therefore less congestion. Potential job opportunities. Better bus services



Figure 5 Perceived benefits

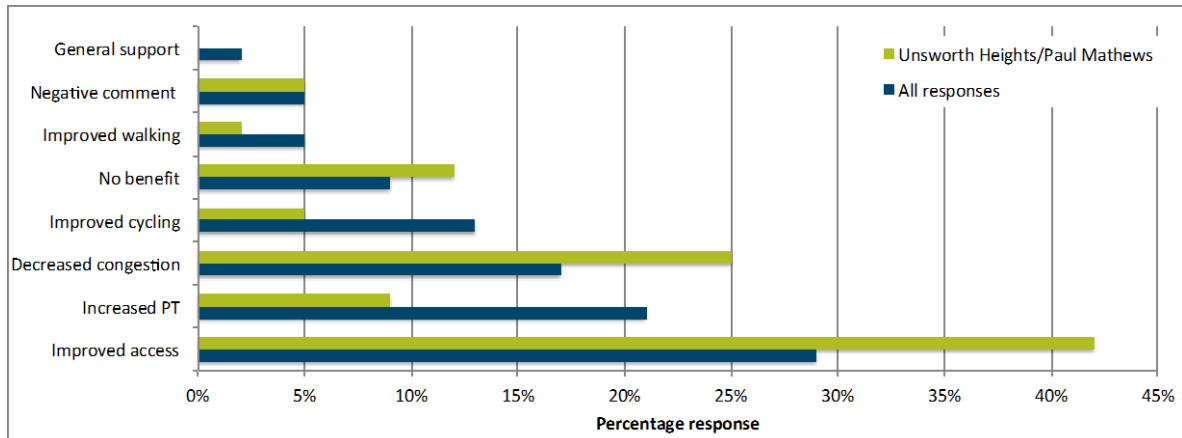


Table 4 provides a summary of the feedback received in relation to each of the eight main themes along with examples of comments for each theme.

Table 4 Perceived benefits

Category	Explanation	Example comments
Improved access	Improved ability to access places for work, family and friends Improved access to local roads and motorways	“Faster access to motorways” “Better links with family in Whenuapai/Hobsonville, options to walk or bike” “Getting to work on time in a timely manner”
Increased public transport	Improved public transport options Benefits of the bus and the busway	“I can have a choice to use a bus if need to, to travel to my work place” “Hopefully better links via public transport, work in Tawa Drive at present and live Castor bay area, no option but car to travel to work at present. Bus station in Rosedale area is really needed”
Improved cycling	Improved cycling infrastructure and safety	“I like the improvements that are being made to walking and cycling facilities” “Improves access to Albany by bike. Makes it possible to cycle to the Constellation Drive Park & Ride & encourages trips down the Upper Harbour Highway towards the North Western motorway”
Improved walking	Improved walking infrastructure and safety	“Ability to walk to work quickly (Corinthian drive) & help relieve extreme parking congestion” “Easier walking access to/from Constellation bus station and the Albany Industrial area. Currently there are no footpaths part of the way along Constellation drive and it is necessary to walk on the road”
Decreased congestion	Decrease in the amount of traffic Increase in the flow of traffic	“Free up traffic” “It will reduce the number of cars on the road which will enable easier access to employment” “Hopefully it will relieve some of the present traffic congestion that we experience every day of the week”



Category	Explanation	Example comments
General support	Comment provides general support for the project	<p>"It's a great idea."</p> <p>"Improvements to this area are a must."</p> <p>"This is a very good project"</p>
No benefit	No benefit identified	<p>"None"</p> <p>"None that I'm aware of really"</p>
Negative comment	<p>Project does not 'fix' the problem</p> <p>Project does not add to the area</p>	<p>"Not a lot doesn't tick enough boxes. Not enough foresight has gone into north shore infrastructure. Widening of northern motorways is critical, fix bottle necks i.e. Greville Rd on ramp and put a train in it makes sense"</p> <p>"None, you are doing the north bound link but not the southern towards city, you will create more congestion on the new proposed off ramp SH18 onto the intersection of Caribbean drive because 90% of the traffic is flowing towards the city not towards north except for the shopper traffic and weekends"</p> <p>"Very little, the northern motorway and this junction are so overwhelmed with traffic, you cannot even drive through the northern motorway via Albany and Constellation on off ramps in the weekend"</p> <p>"This is yet another small drop in a huge problem, the traffic in Auckland And in particular the northern motorway is unbelievable! And this is all you plan to do till 2020 seriously what idiot came up with this band aid to fix a gaping wound..."</p>

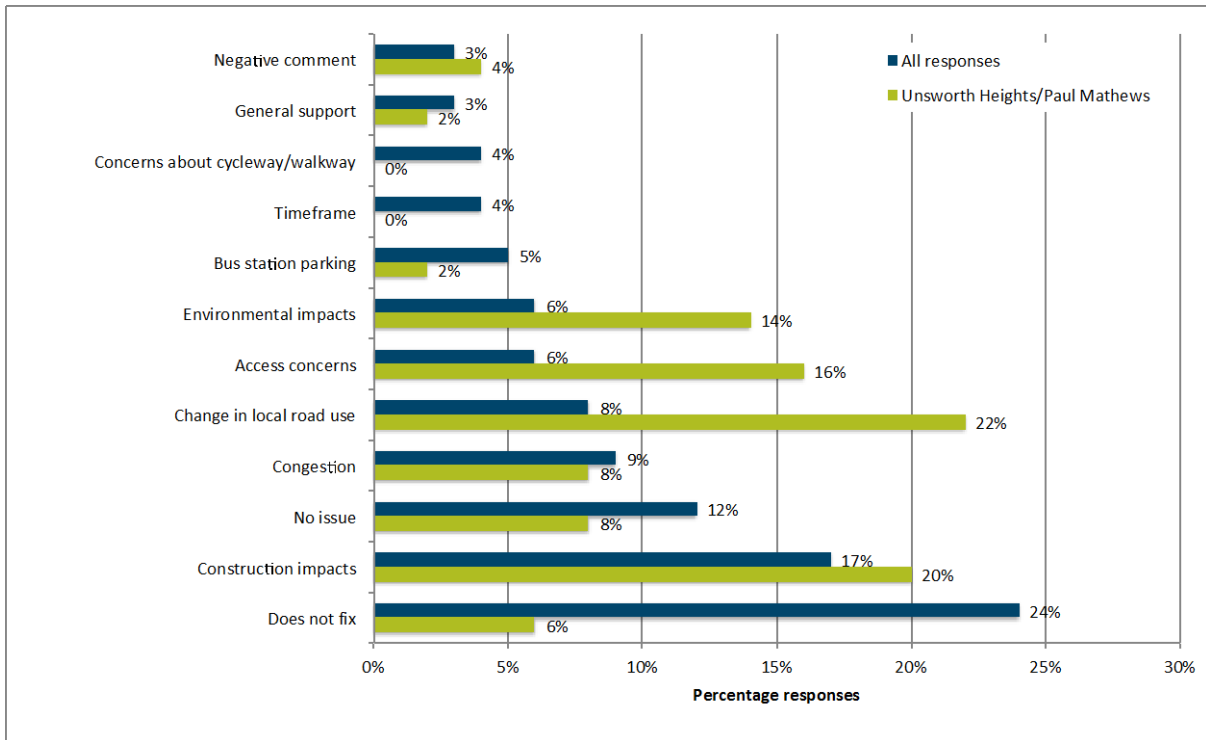
What issues does the Project create for you?

183 people provided 215 comments on what issues the Project would create for them. Of those, 37 people (51 responses) identified themselves as living or working in the Unsworth Heights or Paul Mathews/Omega areas.

Unlike in 2015, where 28% of all respondents commented on the provision of south-west ramp to connect SH18 to the southbound lanes of SH1, in the 2016 consultation only 14 respondents (7%) provided 'other' comments on the Project in relation to the south-west ramps. For the question "what issues does the Project create for you?" 183 people provided 215 responses of which 15 were about the dislike of the lack of south-west facing ramps (7%).



Figure 6 Perceived issues



The responses were categorised into the categories described in **Table 5**.

Table 5 Perceived issues

Category	Explanation	Example comments
Construction impacts	Impacts during project construction	“Potential delays while being constructed” “Even more delays during the work program” “Only the inconvenience during construction time”
Timeframe	The Project is taking too long or won't be built in time	“Biggest issue is it's only a short term solution and you are too slow to react” “Time it is taking to get done. 2 years for next stage and then how long after that. These things should be getting put on place when roads etc. are in first planning stages so we can cut down this consultation period” “The length of time to completion” “It's 2-3 years too late, you should have been building the busway extension 2 years ago”
Does not fix	The Project does not fix the problems	“Link from SH1 northbound to SH18 seems to be being left out” “It will not ease morning or afternoon congestion as the plan stands now. but love been able to have a say even though it won't make a difference to the outcome as budgets won't be big enough to make a real difference” “Doesn't solve local issues where traffic is now standing still for longer and local access is more difficult since the so called 'improvements' to the



Category	Explanation	Example comments
		Albany Expressway. This project will not solve the issues which will mean that when completed traffic congestion will be worse than pre-2014."
Access concerns	Reduced or changed access to home, work, local roads or motorway	<p>"More difficult to get from CBD to Greenhithe. More difficult to get from Greenhithe to Constellation"</p> <p>"It will greatly inconvenience me or cause concern if:</p> <ul style="list-style-type: none"> - The access into the lower Unsworth Drive from the Upper Harbour Highway is closed. - There will only be a couple of access points into the Unsworth/Unsworth Heights area (Albany Highway or Sunset Road) and no quick access for emergency vehicles. - There is a vehicle over bridge from Unsworth Drive into the North Harbour Industrial area (will encourage commercial vehicles to use Unsworth Drive as a shortcut/alternative access to the North Harbour Industrial area thereby greatly increasing traffic passed a school area and Retirement Village)."
Concerns about cycleway/walkway	Concerns about safety, access, location, links to other cycleways	<p>"The cycle network proposed is still incomplete. It should extend along the entire length of the busway."</p> <p>"not enough consideration of cycling and walking; Albany impossible if you don't have a car/not designed for people"</p> <p>"It highlights the lack of cycle paths in the North Shore. Oteha Valley Road is dangerous for people on bikes & needs to be re-designed"</p>
Bus station parking	Not enough parking at existing bus stations	<p>"Park and ride not big enough"</p> <p>"You MUST build level or underground or MORE parking spaces at the bus stops that the buses come through (Smales, Akoranga, Constellation) the purpose is to reduce cars on our roads however you are not allowing people to drive and park their car at bus stop to then bus due to extreme lack of parking! If parking was available, I guarantee people would bus A LOT more and traffic would reduce!!! Making more bus stops and what not will not be successful without a large enough parking space! Right now from hillcrest to the city"</p>
Change in local road use	Increase in rat running Loss of access	<p>"Is the design going to mean Unsworth Drive and surrounding streets becomes a used as a "rat run" during peak traffic flow times or just a general short cut between Albany and Glenfield areas?"</p> <p>"Access to work"</p> <p>"Travelling west and east will be more difficult as we will now have to use an exit or on ramp. This may add to travel time"</p>
Congestion	Increase congestion on local roads and motorway	<p>"Congestion banked up south of Constellation Drive going back to Greville Rd onramp"</p> <p>"More traffic around effected areas"</p>



Category	Explanation	Example comments
		"More hassles in terms of greater traffic volume in Unsworth Drive"
Environmental impacts	Noise Visual Pollution	"More noise" "As manager of a community early childhood centre that is located at the intersection of Constellation Drive and Caribbean Drive (with 100 children aged 0-5 attending per week) there could possibly be issues with: air pollution, traffic noise, widening of intersection at Caribbean if it encroaches on land near Meadowood Crèche and possibly compounding drainage issues that already exist on Meadowood Reserve as it is lower ground than existing Upper Harbour Highway"
General support	General support for the Project	"Love it" "keep up the good work!"
No issue	No issue identified	
Negative comment	Negative comment about the Project	"Cost to the rates and tax payers and motorist whose fuel tax appears to funding buses, bikes and walking, what ever happened to user pays?" "I believe the initial design concept is flawed"

5.3.3 New walking and cycling paths

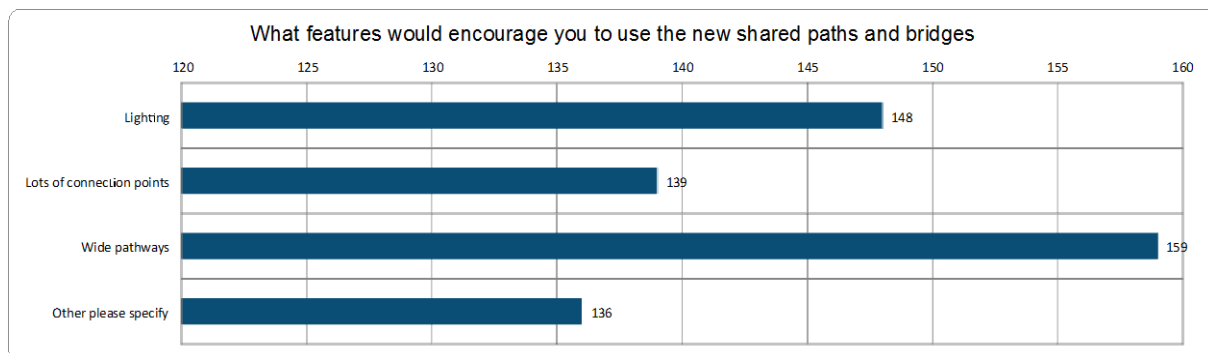
The Draft Alignment Plan includes a new 5km shared walking and cycling path alongside the Northern Busway and SH1 from Oteha Valley Road to Constellation Drive and across and along SH18, joining the new cycleway path on Albany Highway. What features would encourage you to use the new shared paths and bridges?

Of the 582 responses to the question on what features would encourage people to use the new shared paths and bridges as shown in Figure 7, there were:

- 159 (27%) responses for wide pathways;
- 148 (25%) responses for lighting; and
- 139 (24%) responses for lots of connection points.



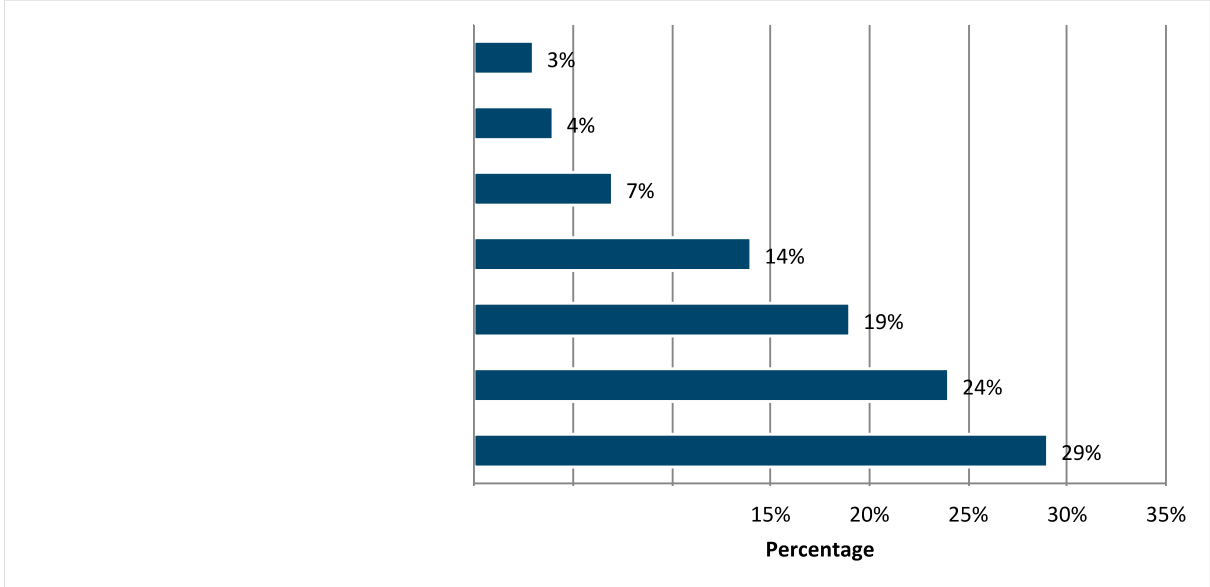
Figure 7 Features that would encourage use of shared paths and bridges





The 136 (24%) response to “other” (see **Figure 8**), included 109² nominations for features that would encourage people to use the new shared paths and bridges:

Figure 8 “Other” features that would encourage use of shared paths



What features would discourage you from using the new shared paths and bridges?

Of the 302 responses to the question on what features would discourage them from using the new shared paths and bridges there were:

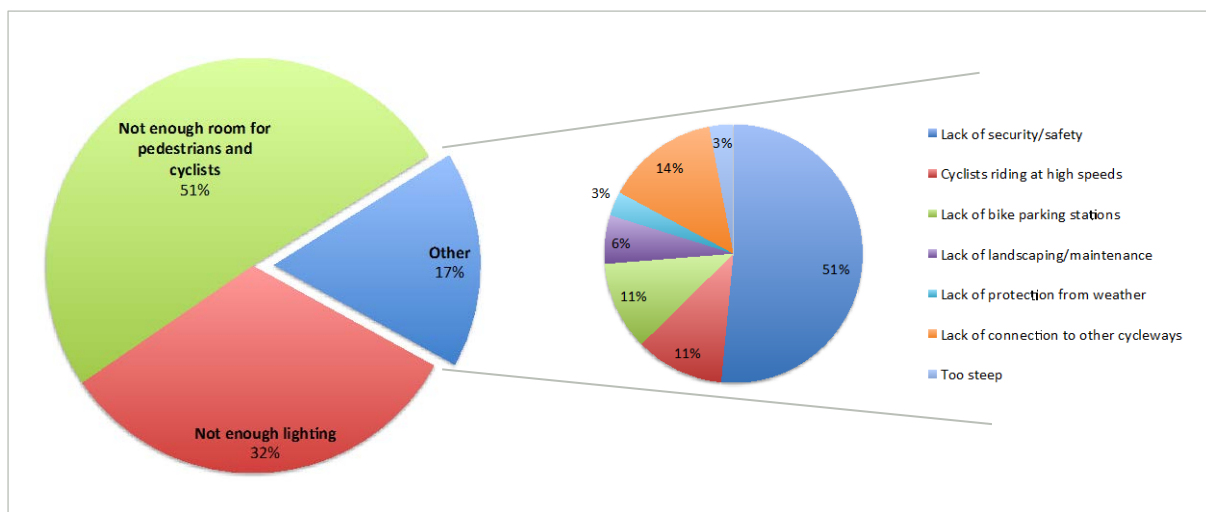
- 153 (51%) responses for not enough room for pedestrians and cyclists;
- 98 (32%) responses for not enough lighting; and
- 51 (17%) responses for “other”.

As **Figure 9** shows, of those that responded “other”, the main response was a lack of security/safety.

² Responses that did not directly answer the question (e.g. a general comment on the Project) were not included.



Figure 9 Features that would discourage use of shared paths and bridges

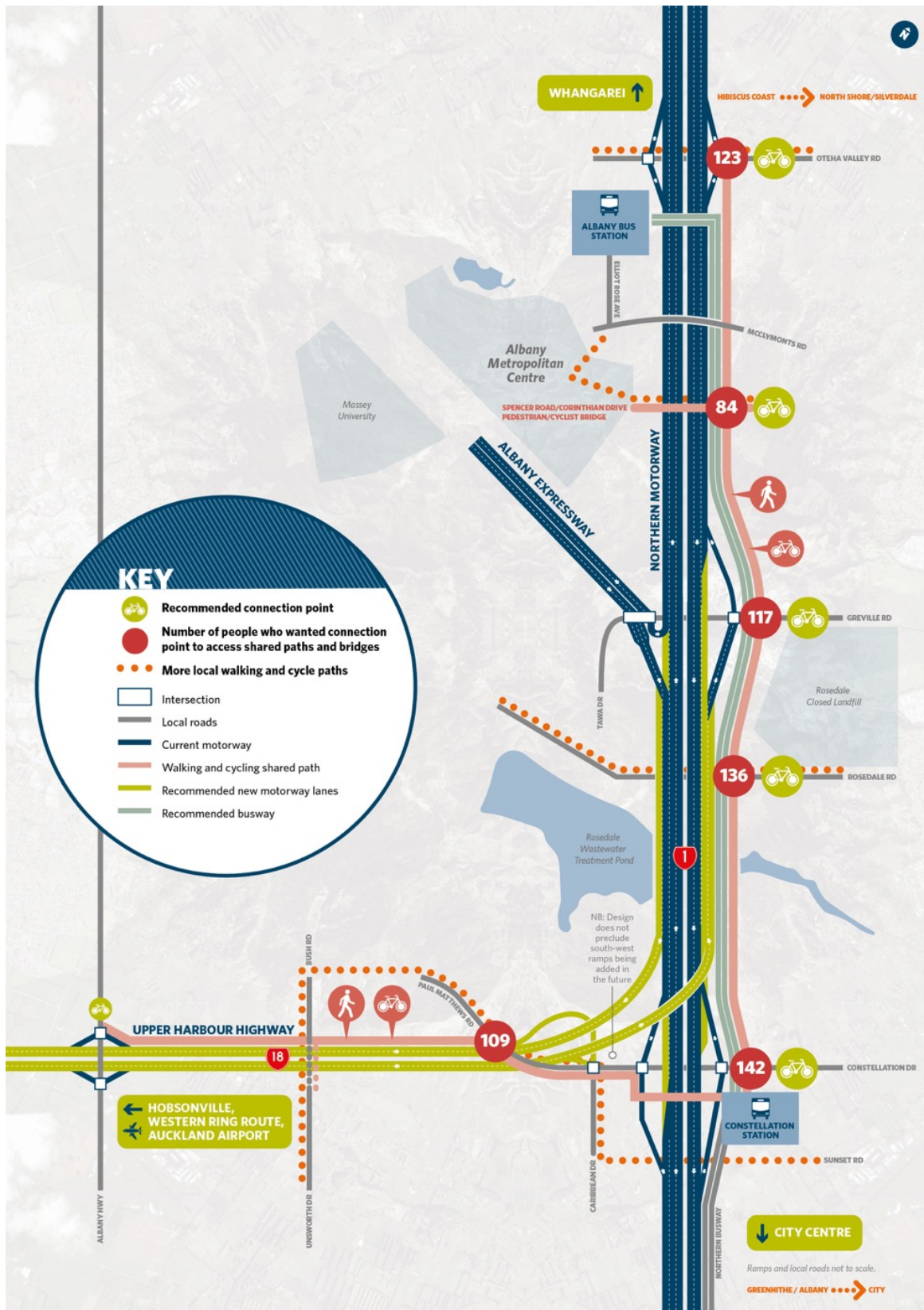


Where would you like to see connection points to access these new shared paths and bridges, and where would you like to see more local walking and cycling paths?

These two questions could be answered as a multi-choice question with an 'other' field or a 'pin' could be dropped onto a map. All responses (almost 800) from both these questions have been combined and are shown in **Figure 10**.



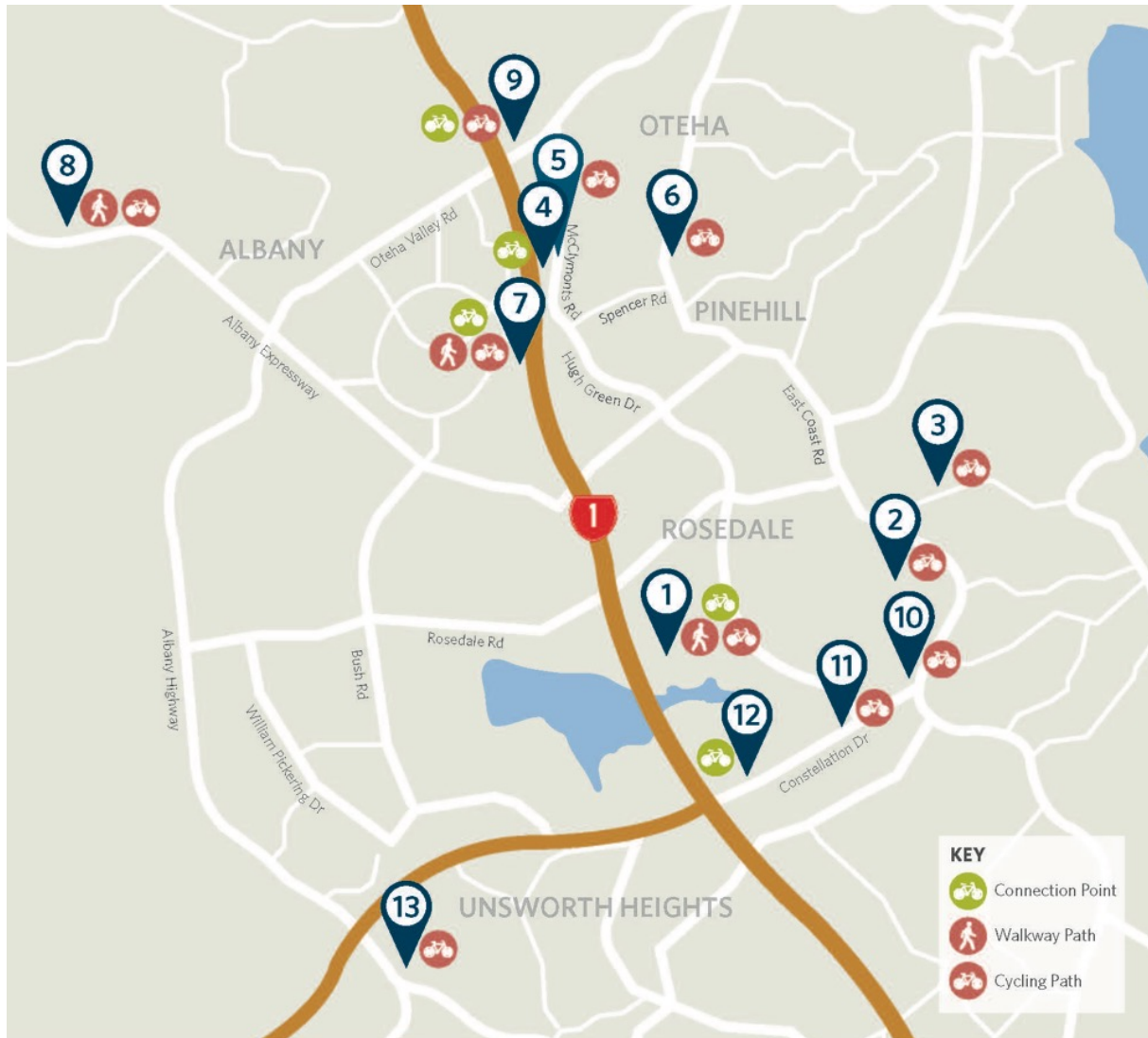
Figure 10 Desired connection points and more walking and cycling facilities (note that this is the project plan from June 2016 that was presented for public consultation)



Source: NZ Transport Agency



Figure 11 Where people want walking and cycling connections



- 1/ Sunrise to Aaronway Drive cycle route needed.
- 2/ Indicative location only but would like to see safer cycle paths (quieter roads than East Coast Bays Rd/Constellation Dr) for accessing Constellation Station and the proposed new cycle path.
- 3/ Remove parking and create separated cycle lane to provide safe cycle access to local schools and connection from local area to other cycling infrastructure.
- 4/ Access at the top of the hill to the cycle path, travel away from dangerous traffic.
- 5/ This way is used by many people from East Coast Bays to get to Albany bus station and business districts as it is safer than Oteha Valley Rd. Add more cycling infrastructure here (East Coast Rd - Spencer Rd - McClymonts).
- 6/ This section of East Coast Rd does not have a cycle path. Existing shoulder is used for parking which is causing congestion and collision risk. Complete the cycle path along the East Coast Rd.
- 7/ Less parking congestion Corinthian Dr, less traffic congestion at Pinehill School.
- 8/ It is very dangerous to walk/cycle up Dairy Flat highway from Albany. I ride a bike regularly and because of the steepness of the

- road, the 80kph speed limit and narrow roads I have almost been hit or dragged onto the road by large vehicles passing close. The speed difference is too much as the problem is multiplied by the narrow lanes. When I walk up Dairy Flat Highway from Albany to the reserve there is no footpath or walkway.
- 9/ Oteha Valley Road is a nightmare for kids to cross with such huge traffic flow. I would love a pedestrian and cycle overbridge or even an underpass to allow people to get to Hooton Reserve without a car.
- 10/ Difficult and dangerous intersection for cyclists. Makes cycling to Constellation Bus Station unattractive.
- 11/ Safe cycle access to Constellation Bus Station and new cyclepath therefore opening up cycle access to Albany as an alternative to driving
- 12/ Provide access to cycle path and therefore ability to access Albany area safely by bike.
- 13/ At this point on Albany Highway the cycle lane disappears at the same point the speed limit increases from 50kph to 70kph. There is also a sharp left bend with poor visibility and no shoulder. If the cycle lane extended through this dangerous part of Albany Highway I would cycle to work.

Source: NZ Transport Agency



5.3.4 Spencer Road Bridge

During 2016, the decision was made to separate out the Spencer Road Bridge and deliver it as an early enabling works for the Project. Before this decision was made, the Project Team asked questions during the June – July 2016 consultation period in relation to the Spencer Road Bridge. Details on this consultation can be found in **Appendix G**.

5.3.5 Urban Design

The Project Team has developed a draft Urban Design Landscape Framework (UDLF) to convey how the NCI Project could incorporate urban design and landscaping elements into the Project. The following feedback has informed the development of that draft UDLF.

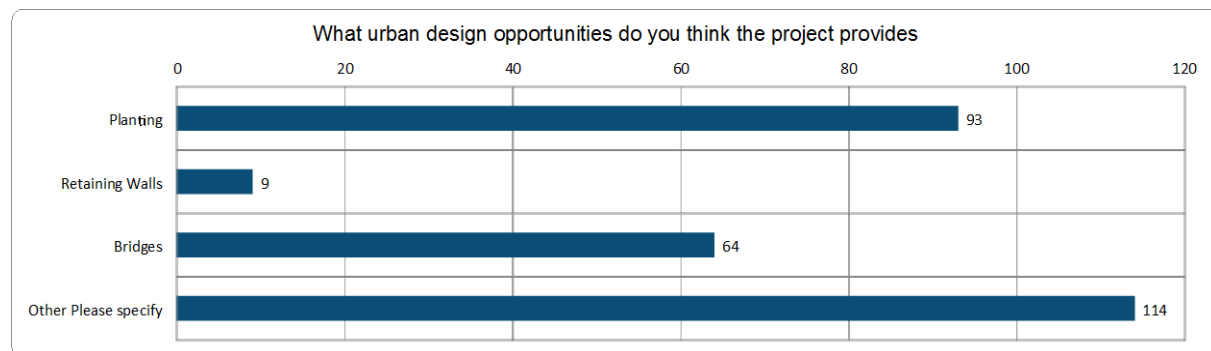
What urban design opportunities do you think the project provides?

Of the 280 responses to the question on the type of urban design opportunities as shown in **Figure 12** the Project provides:

- 93 (33%) responses for planting;
- 64 (23%) responses for bridges; and
- 9 (3%) responses for retaining walls.

“Ability to show some great scenery and views of the North Shore area with viewing locations along the cycleway, making a sense of community and encouraging use for commuting and exercise/adventure.”

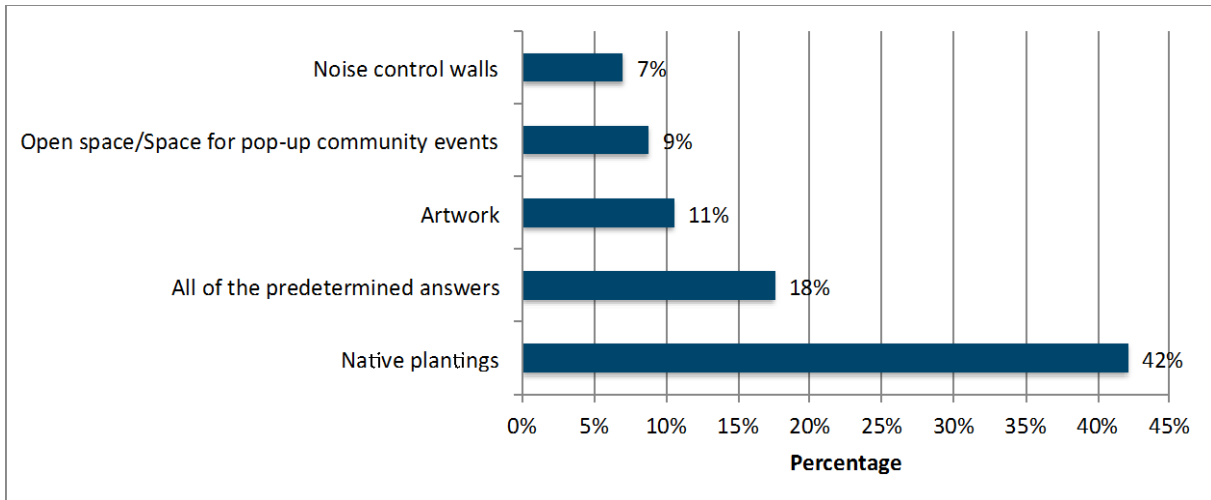
Figure 12 Urban Design opportunities



There were a range of responses to “other” as shown in **Figure 13**.



Figure 13 “Other” Urban Design opportunities



5.3.6 Bus Station

As noted in *Section 4.1.5 – Consultation with Auckland Transport*, Auckland Transport and the Project Team have been investigating a potential new bus station between the Albany and Constellation Stations. A new bus station does not form part of the Project. However, due to its relationship with the Busway extension, feedback on a proposed bus station was sought to help inform ongoing investigations. Details on this consultation can be found in **Appendix H**.

5.3.7 Unsworth Heights

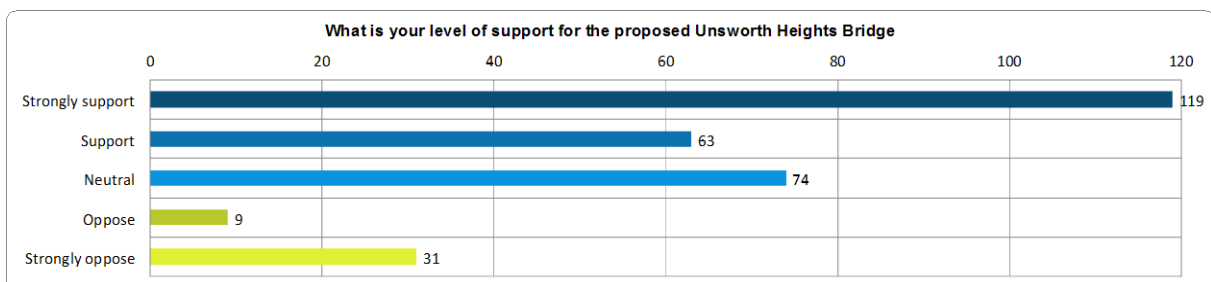
The Unsworth Drive Bridge link was proposed in the earlier stages of developing the Project to address the removal of the one way left-turn from Upper Harbour Highway onto Unsworth Drive, but was identified as needing further investigations into potential safety and traffic impacts. As a result, questions were asked and feedback gathered to gauge public opinion on the proposed bridge link, and the results are outlined below.

Further traffic assessments have now concluded that the additional link would cause significant adverse effects on the local road network. Safety issues were also identified in all the design options developed. Therefore, the decision was made not to include this link as part of the Project.

What is your level of support for the proposed Unsworth Heights Bridge?

Of the 296 responses to the question on the level of support for the proposed Unsworth Heights Bridge, the majority strongly support the proposed Unsworth Heights Bridge, as shown in **Figure 14**.

Figure 14 Level of support for the proposed Unsworth Heights Bridge

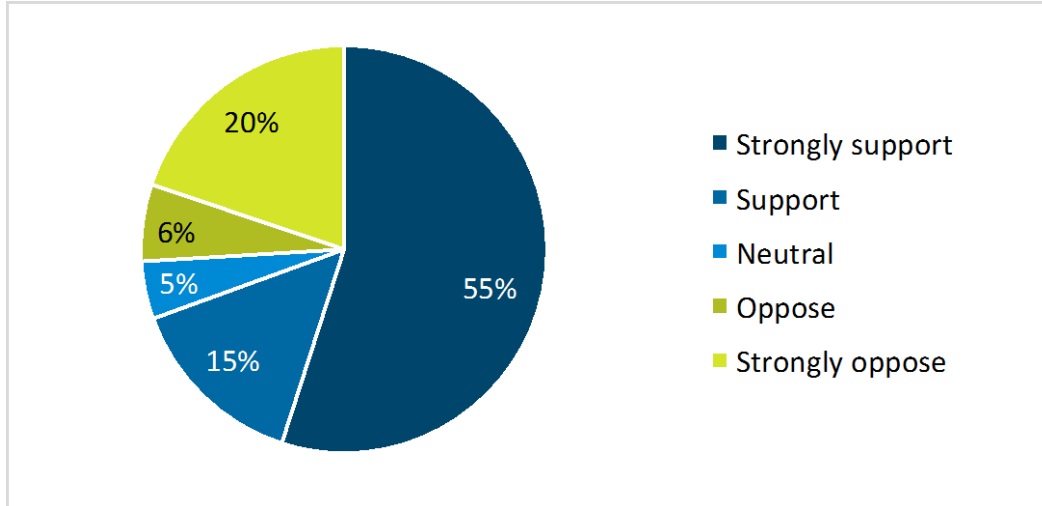


Almost half of all respondents to this question (44%) identified themselves as living or working in the Unsworth Heights or Paul Matthews/Omega areas. Of these people, as shown in **Figure 15**, 55%



strongly support the Unsworth Heights Bridge due to the improved access to employment, schools, shops, etc. and decreased congestion.

Figure 15 “Local” community support for the Unsworth Heights Bridge



What don’t you like about the proposed Unsworth Bridge?

Of those people who provided a comment on what they did not like about the proposed Unsworth Bridge, the most common responses were: the introduction of industrial traffic; more traffic; creation of rat running on the local road network and increased local congestion. Twenty-three respondents (15%) said there was nothing they did not like about the proposed Unsworth Bridge. A total of 73.6% of people who answered this question identified themselves as living or owning a business in Unsworth Heights or working or owning a business in the Paul Matthews Road/Omega Street area.

Figure 16 Features not liked about the Unsworth Heights Bridge

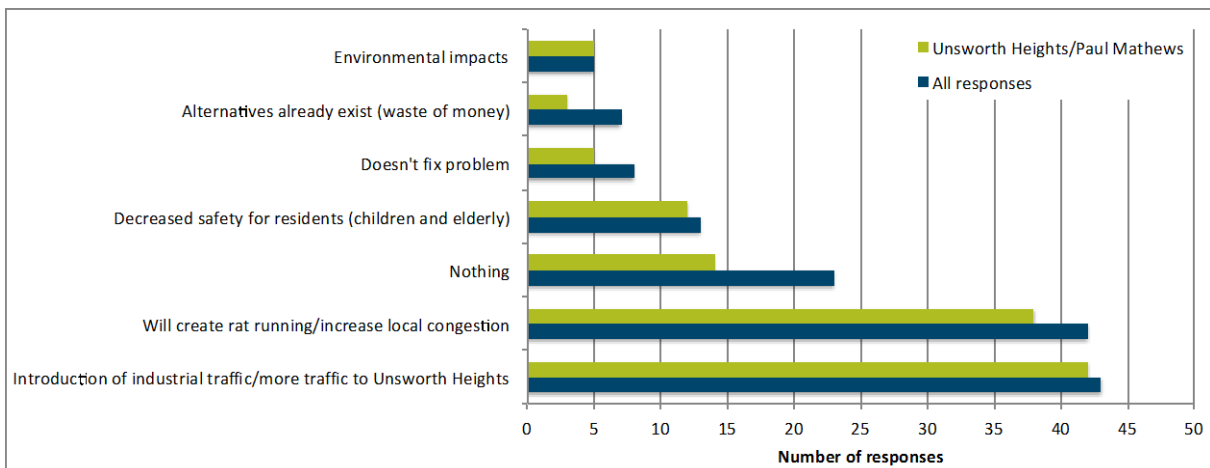
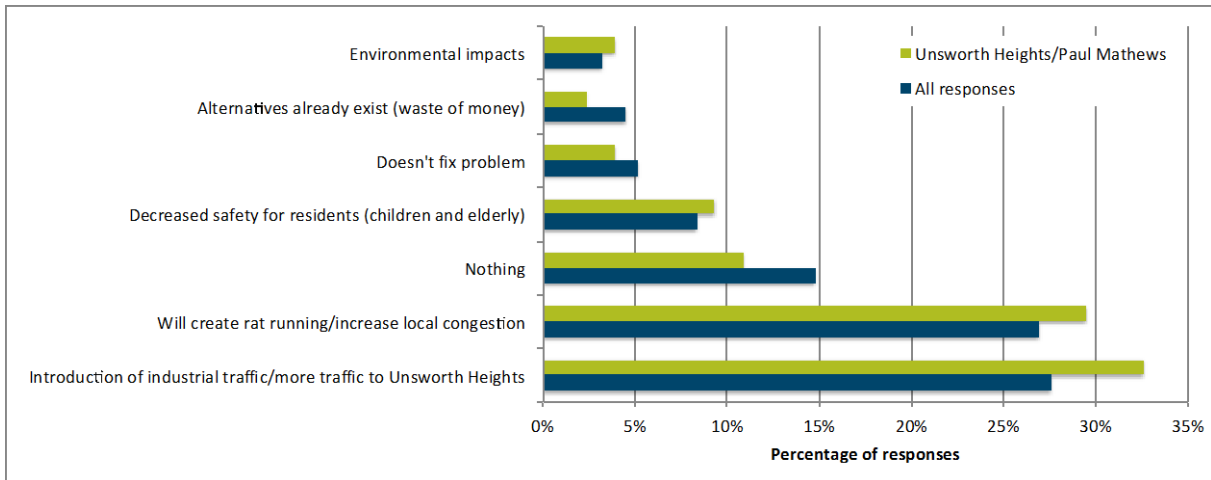




Figure 17 Percentage of features not liked about the Unsworth Heights Bridge



What do you like about the proposed Unsworth Bridge?

Of those people who provided a comment on what they like about the proposed Unsworth Bridge, the most common response was access to employment, schools, shops, etc. and decreased congestion as shown in **Figures 18 and 19**. 98.5% of people who answered this question identified themselves as living or owning a business in Unsworth Heights or working or owning a business in the Paul Mathews Road/Omega Street area.

Figure 18 Features liked about the Unsworth Heights Bridge

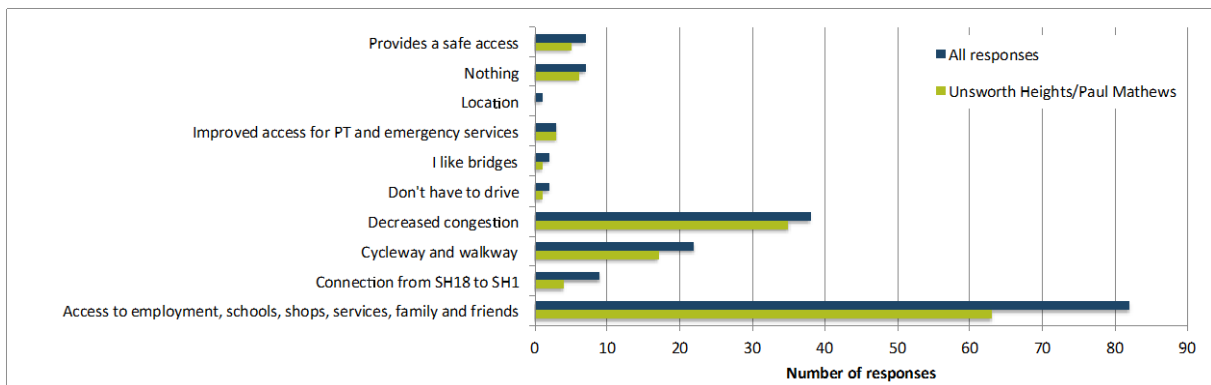
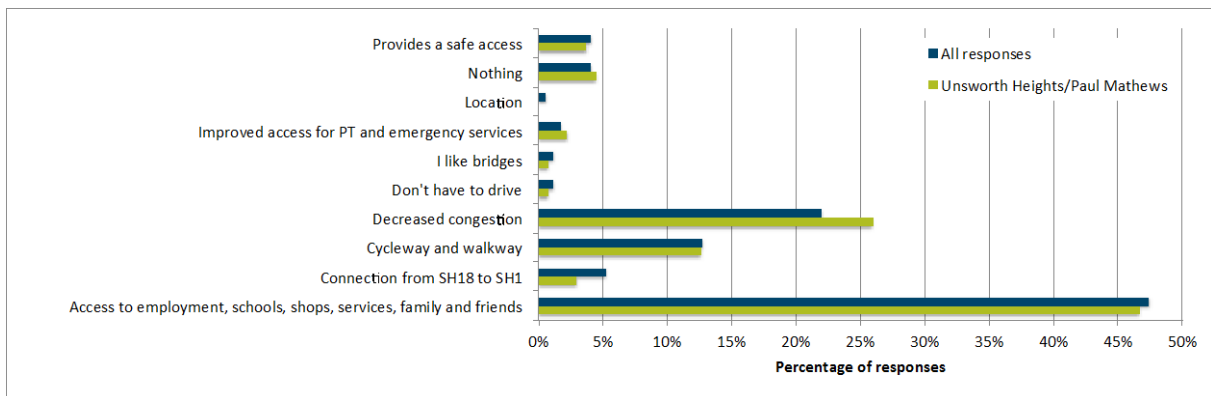


Figure 19 Percentage of features liked about the Unsworth Heights Bridge

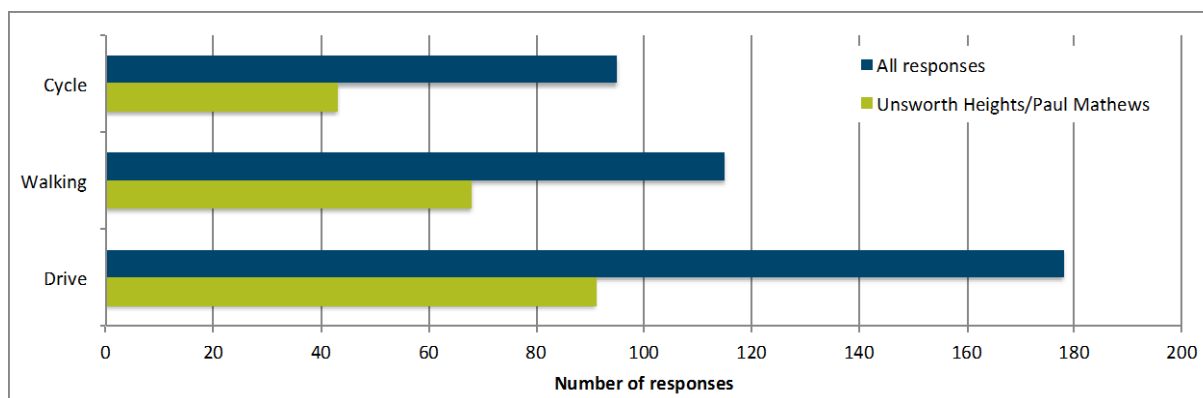




What would you use the bridge for if it was built?

Of the 388 responses to the question on what people would use the proposed Unsworth Heights Bridge for, if it was built, driving was the most common response. 52% of people who answered this question identified themselves as living or owning a business in Unsworth Heights or working or owning a business in the Paul Mathews Road/Omega Street area as shown in **Figure 20**.

Figure 20 Mode of travel on the bridge



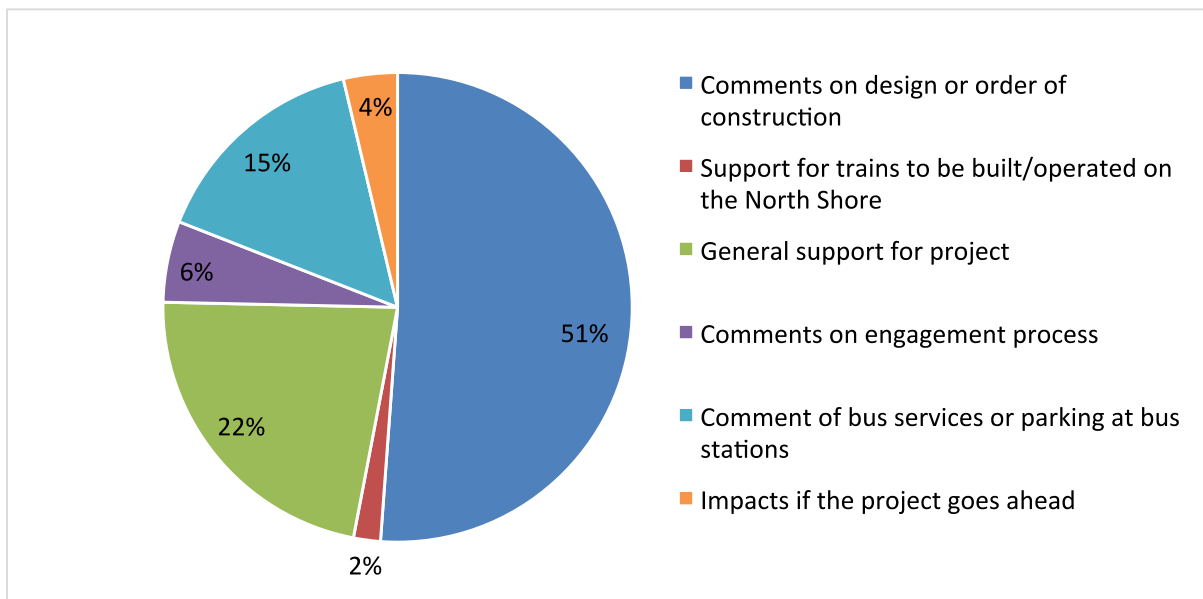
5.3.8 Other comments

Are there any other comments you wish to make on the Project?

Of the 208 people who provided 'other comments' on the Project, as shown in **Figure 21**, 51% of comments were about Project design or order of construction, 22% were comments in support for the Project and 15% were comments about existing bus services and parking at bus stations. A total of 7% of all comments related to the south west ramps, which was significantly lower than during previous consultation periods. The remaining comments were on the engagement process, impacts if the Project proceeded, and support for trains to be built/operated on the North Shore.



Figure 21 Other comments



“Consider the residents of the area not the people who simply want to pass through in a hurry. I work in the vicinity of the Bush Road / Paul Matthews intersection and walk via the under highway tunnel. A pedestrian crossing near that intersection would be of great assistance to all of us who work in that area and walk to work or further afield”

“The motorway South of upper Harbour Highway needs to have 3 lanes South Bound, otherwise you are shifting congestion from Greville but not removing / minimising congestion.”

“Love the plan for the new direct motorway to motorway connection SH18 & SH1 and additional lanes. ALL of these initiatives detailed are greatly needed.”

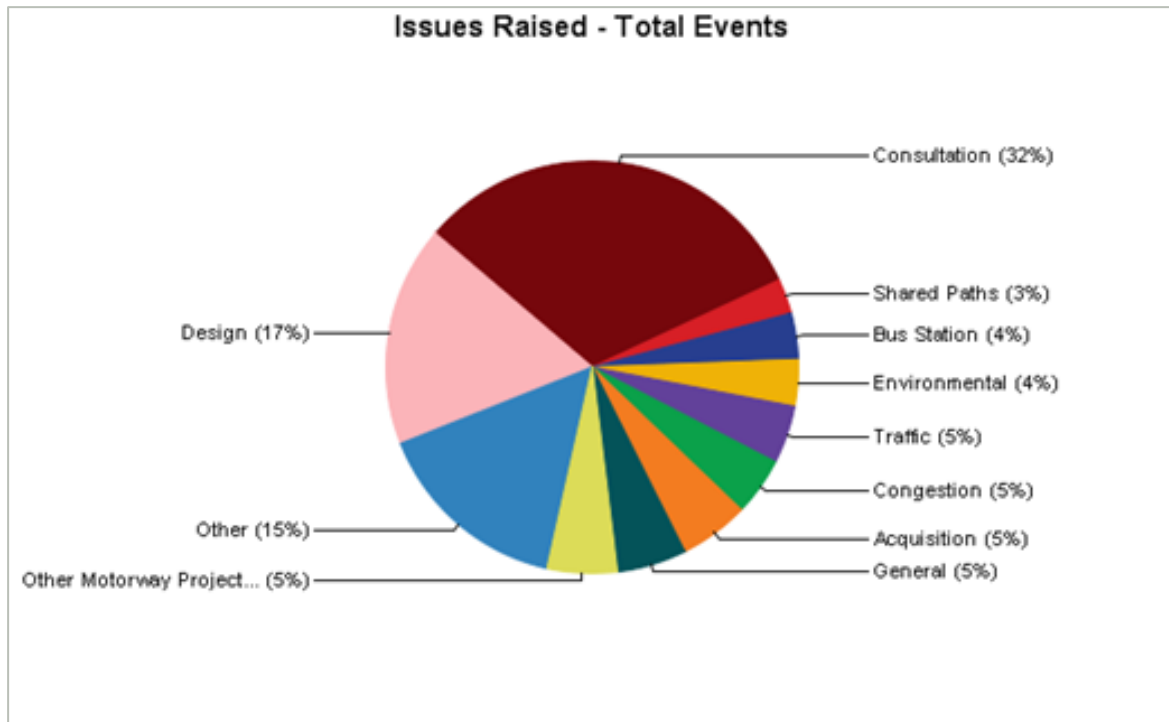


5.3.9 Community Feedback via Email and Phone

From January – August 2016, there were a total number of 74 interactions recorded from the email address (northerncorridor@nzta.govt.nz) or via the freephone number (0800 NCI PROJECT/ 0800 624 7765) from members of the public in relation to the Project.

A breakdown of the key themes is included in **Figure 22** (note: these statistics do not include the feedback from the official public consultation outlined in Section 5.3 above, it is an overview of email and phone interaction only).

Figure 22 Email and phone – key themes



5.3.10 How Community Feedback has been Considered

Feedback received during the community consultation period in June – August 2016 was able to be categorised under four key themes – urban design, walking and cycling, local road improvements/proposed Unsworth Bridge, and the proposed additional bus station. The ways in which this feedback has been used by the Project Team to make key decisions are outlined below.

Any feedback outside of the Project scope, relating to Auckland Transport or Auckland Council projects or areas of expertise has been forwarded to them to respond to directly and is not further addressed in this section. Examples of feedback outside of the Project scope were in relation to bus services, local road improvements.

5.3.10.1 Urban design

Community feedback from recent 2016 consultation period has been considered when drafting the draft UDLF.

Most responses (33%) were in relation to planting and two common themes were apparent in the written feedback:

- The fact that existing planting and greenery is what makes the Project area special; and



- The impact of retaining walls and other structures should be reduced by planting.

The use of native plants has been suggested by several groups (local community, Iwi, Royal Forest and Bird, Auckland Council biodiversity team) and as such is widely mentioned throughout the draft UDLF. The draft UDLF specifically recommends using eco-sourced native plants, and the Project will involve extensive planting. The Urban Design Team recommends that all areas of open space within the Project area are proposed to be planted with native plants, even where grass banks currently exist.

The draft UDLF will be further developed as the Project design progresses, and will take into account future themes from any community and stakeholder consultation, including with local iwi groups and the wider community.

5.3.10.2 Walking and Cycling

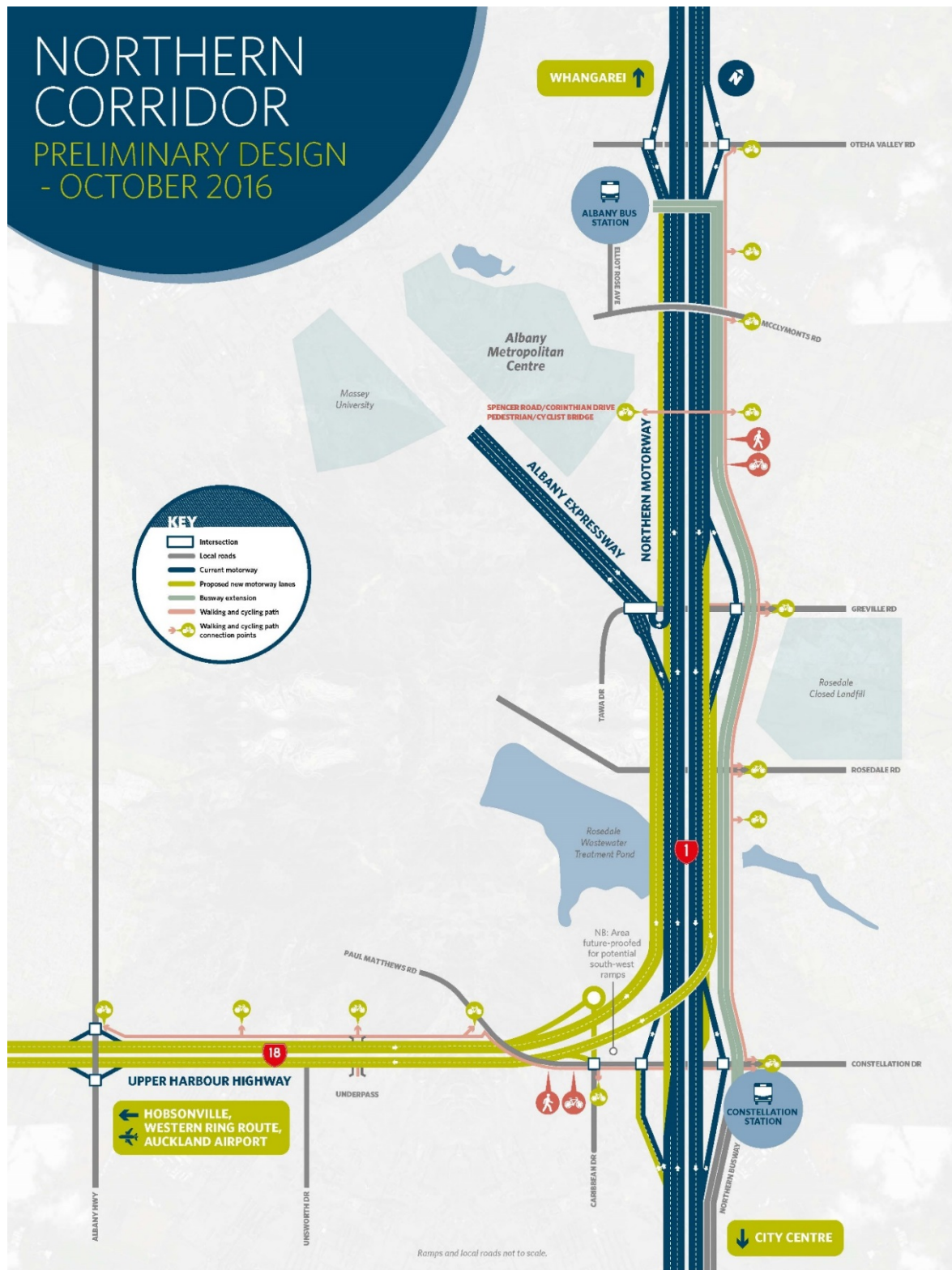
The majority of feedback from the local community during the 2016 consultation period indicated that wide pathways, good lighting for safety and lots of connection points would encourage people to use the SUP. Feedback themes were similar to those received during consultation with Auckland Transport and as a result, is included in **Section 5.1.5 Auckland Transport**.

Key decisions regarding the design of the SUP include:

- Making the path as wide as possible - 3-metres wide with a 1-metre shoulder on either side, reduced in certain sections to a 3-metre width with 0.5-metre shoulders on either side (where a wider path would have required land acquisition);
- Providing lighting on the SUP;
- Providing additional connection points to the local network (proposed connection points in August 2016 following consultation are outlined in **Figure 23** below). The majority of people requested connection points in locations where the design team were already considering a connection, so the consultation process further confirmed the need for these locations;
- Incorporating walking and cycling facilities on the new McClymonts Road Bridge;
- Incorporating walking and cycling facilities on Constellation Drive itself, rather than a dedicated bridge to Constellation Station;
- Providing a SUP along SH18 to link to existing and planned local paths along Albany Highway; and
- Improving existing local paths including upgrades to the Alexandra Underpass by widening them wherever possible and improving connections to surrounding local paths.



Figure 23 Shared Walking and Cycling Path – Confirmed Connection Points following Consultation (October 2016)



Source: NZ Transport Agency



5.3.10.3 Local Road Improvements

The Project team has worked closely with Auckland Transport to incorporate a number of local road improvements as part of the 2016 preliminary design. Feedback from the community has influenced a number of key decisions including:

Proposed Unsworth Bridge Link

When gathering feedback on proposed potential Unsworth Bridge link, the Project Team stated that further traffic and safety assessments were required to take place before a final decision could be made on whether the bridge would be included as part of the Project.

Of the 296 responses to the question on the level of support for the proposed Unsworth Heights Bridge, the majority of submitters strongly support the proposed Unsworth Heights Bridge. Almost half of all respondents to this question (44%) identified themselves as living or working in the Unsworth Heights or Paul Mathews/Omega areas. Of these people, 55% strongly supported the proposed Unsworth Heights Bridge.

Of those people who provided a comment on what they did not like about the proposed bridge, the most common responses were regarding the introduction of industrial traffic and more traffic, and creation of rat running (i.e. using secondary roads, cemetery roads, or residential side streets) instead of the intended main roads and increased local congestion.

Following in-depth traffic, safety and design assessments, the conclusion was reached that the negative outcomes of the Unsworth Drive link, when considered alongside safety issues, outweigh the positive social impacts and therefore the link should not be included as part of the Project.

In October 2016, the NCI Project Team responded to the Unsworth Heights community and everyone who provided feedback on the proposal, with information that the Unsworth Bridge link will not be included as part of the Project.

Caribbean Drive

Community feedback included comments on the Caribbean Drive intersection, particularly regarding congestion during peak times at this busy intersection. A decision has been made to improve Caribbean Drive intersection with additional lanes and maintaining a left-turning lane to relieve pressure in this area and on the surrounding local roads. It is also predicted that due to the new direct motorway to motorway connection, traffic volumes on Caribbean Drive and surrounding streets will reduce as a result.

Greville Road

In response to comments from the community regarding the efficiency and safety of the Greville Road interchange, the Project design now includes:

- Greville Road East – changes to the layout from the existing roundabout to a signalised intersection to improve safety; and
- Improvements to the Greville Road interchange layout

McClymonts Road Bridge Construction

In response to community comments regarding potential disruption to motorists and buses during construction, a key decision has been made to construct the McClymonts Road bridge as an independent structure. By constructing this bridge off-line, cars, trucks and buses can continue to use the existing bridge and disruption on this important route will be minimised.

Options Assessments

Following consultation with the community and community stakeholders, the team have assessed a number of options to respond to specific questions and queries on the Project. For example, the



Project Team have met with the Greenwich Way shop owners several times in 2016 to inform the group that the off-ramp from SH18 to Unsworth Drive would be closing and secondly, to advise that potential Unsworth Bridge link would also not be included as part of the NCI Project.

During the September 2016 meeting, the group proposed a potential new ramp link alongside SH18 between Unsworth Heights and Albany Highway, which the team took back to the office to assess options. Two options were investigated – whether we could avoid closing the Unsworth Drive slip-lane from SH18 on to Unsworth Heights, and a second option investigating the proposed new ramp link.

Following consideration and assessment of both options, the Project Team met with the group again in December 2016 to inform on the outcomes of these assessments. Due to potential significant risks to safety, traffic operations, planning, environmental and property acquisitions, it was recommended that the current NCI design is retained and no additional connection is provided. Access to Greenwich Way shops and SH18 can be gained through the proposed interchange at Paul Matthews Road/ Caribbean Drive, via Barbados Drive.

The Greenwich Way shop owners were satisfied that these options had been investigated further.

5.3.10.4 Key themes and Project Response

Table 6 Overview of key themes during community consultation and project responses

Feedback Received	Project Response
Keep impacts to local road to a minimum during construction	Ensure the least amount of disruption to drivers during construction by incorporating early and effective construction and traffic management strategies, including night works, and partial lane closures rather than full lane closures. Decision to construct the new McClymonts Rd Bridge off-line and away from the existing bridge to reduce disruption.
Improve the Greville Rd Interchange	Greville Rd East – we are changing the current roundabout to an intersection with traffic signals to improve safety and reduce queuing. Improving Greville Rd Interchange layout
Improvements needed at Caribbean Drive to reduce queueing	Caribbean Drive will be widened with additional lanes and maintaining a left-turning lane to relieve pressure and reduce queuing. The new direct motorway to motorway link between SH1 and SH18 will reduce traffic volume on Caribbean Drive as motorists will stay on the new link rather than using the local roads.
General support for the proposed Unsworth Bridge link, however feedback on issues associated with safety and rat-running were of concern	The Project Team looked at this proposal in detail and assessed predicted traffic volumes, safety impacts and design challenges. A decision has been made to not include the bridge as part of the Project due to the predicted increase in traffic volumes as a result of the bridge, along with the design challenges associated with making the bridge safe for motorists, pedestrians and cyclists.
More walking and cycling opportunities and connections needed	More connection points have been added to link the shared walking and cycling path to existing local walking and cycling paths.
Provide wide shared walking and cycling paths	Agreement to provide a 3-metre wide shared path, with 1-metre wide shoulders on either side, reduced to 3-metres in certain areas due to space constraints.
Ensure shared walking and cycling path is safe	The shared path will be well lit at night to ensure safety and encourage use. Due to the number of connection points, there are short distances between access points to make the path safe.



Feedback Received	Project Response
Support for a walking and cycling bridge at Spencer Road	This project does not form part of the NCI Project. The bridge will provide an important connection for pedestrians and cyclists between Albany and Pinehill.
Urban design – include native planting where possible	Inclusion of extensive native planting in UDLF and recommendation to use eco-sourced, native planted areas.
Make bridges and walls interesting	We will work closely with our urban designers and iwi to incorporate artwork and other features to enhance the local environment and project area.
Improve the treatment of stormwater run-off	Incorporating effective stormwater management treatment methods, including swales and wetlands to improve current stormwater quality.
Facilitate the smooth relocation of the North Harbour Hockey facility	Working closely with North Harbour Hockey and associated parties to agree on the best approach to relocate the facility.
Support for an additional bus station to service the Busway Extension	Investigation underway for a potential bus station (not part of the NCI Project).



6 Next Steps

Outcomes and decisions have been made throughout the duration of the pre-implementation phase of the Project. The community will be informed on these outcomes and decisions in November 2016, with a particular focus on how feedback from the June – August 2016 community consultation period has influenced the Project.

A Project newsletter, E-News updates, letter to neighbouring property owners and website updates will be prepared to be released at the same time as lodgement in December 2016. The purpose of these updates is to inform on the preliminary design and provide information on the consenting process.

The Project Team will continue to engage on a regular basis in 2017 during the public notification and hearings process. This engagement will be on an *inform* level, rather than *consult* (IAP2 spectrum of public participation), and will include a range of engagement methods such as open days and project newsletter distributions.

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