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## **MINO-540 Airport to Botany Rapid Transit Project**

2 December 2022

Providing the Minister of Transport's Office with an overview on the Airport to Botany Rapid Transit Project, particularly on its impact to properties.

### **Waka Kotahi NZ Transport Agency's response:**

The Airport to Botany Rapid Transit (A2B) project is an 18km Bus Rapid Transit. It will improve travel choices and journey times for Aucklanders making travel on public transport to social, residential and commercial centres in the area easier and more reliable.

### **Background on the decision to impact 470 properties:**

- The project business case was approved in 2021 as part of the Southwest Gateway Programme (Airport to Botany Rapid Transit and 20Connect Business Case). The business case identified the preferred alignment and recommended a staged delivery strategy.
- The first stage of A2B was completed in 2021 and delivered early improvements within the existing road corridor (including operation of Airportlink bus service via new Puhinui Station, and Puhinui Road and SH20B bus priority lanes).
- To deliver the ultimate fully dedicated A2B facility, additional land beyond the existing Auckland Transport (AT) and Waka Kotahi road boundary is required.
- During the business case stage, community consultation and engagement was undertaken which included public information days in November/December 2018 and in November/ December 2019.
- Information gained from this engagement contributed to decision making and the recommendation for the preferred corridor which was endorsed by the AT and Waka Kotahi Boards in 2021. With those decisions having been made, the route protection phase of the project has focused on identifying the area of land required for the construction and operation of the project in the future.
- The project is currently progressing the route protection phase of the project - a planning process to identify and protect land for a future public work, such as the A2B project.
- Notices of Requirement for the project are currently being prepared under the Resource Management Act 1991 to protect the land needed by AT and Waka Kotahi for the project. These will be lodged with Auckland Council by the end of this year.

### **Consideration of other options that might reduce the impact to landowners:**

The option assessment process for the project has been extensive. Through the business case stage, a range of options were considered for the project, giving close consideration of social, cultural, environmental and economic impacts.



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There is currently no funding to progress the project into the detailed design and construction phase, which means that currently no properties are required to be purchased by either AT or Waka Kotahi. The purchase of properties is generally not undertaken approximately two years prior to construction commencing, which is currently estimated in the next 10-15 years. The value of the homes is set at the time of purchase using fair market value as set out in the Public Works Act 1981.

#### **A breakdown of the properties affected:**

- Total acquisition – 470
- Partial acquisition – 294, including several temporary impact, such as driveway regradings
- Permanent – 176 (approx. 130 are Kāinga Ora properties – who are very supportive of the project and very interested in aligning their redevelopment plans with the project. They have noted poor housing stock along the corridor)

We acknowledge that the project does impact many properties. Given the width of existing roads within the project corridor, such as Puhinui Road, it does limit our ability to deliver high quality long term public transport, walking and cycling opportunities.

When Te Tupu Ngātahi Supporting Growth started the route protection work, a project flyer was sent to the wider project area in June (attached with this email). This flyer was followed by a letter to landowners in July of this year confirming they were within our study area.

A further letter went out to those potentially impacted by the project at the end of August 2022. This letter included a map that showed the extent of the draft designation on each individual property – including if the whole property was impacted. The letter also included an offer to meet with landowners. We have since had over 120 landowner interactions, including meetings on site and online, phone calls, and face to face meetings in a hired space in Manukau. These meetings are ongoing as and when required by landowners.

#### **Meeting of 30 November 2022**

A meeting took place with approximately 30 affected residents on 30 November 2022. It was hosted by the Supporting Growth Alliance (a collaboration between AT and Waka Kotahi). MP Arena Williams managed a Q&A session before team members and landowners talked less formally.

Key issues from the Q&A included:

- The alternatives assessment and why couldn't the project avoid people's homes and go along Cavendish, for example
- Concerns that once the designation was lodged their property would be devalued
- Business disruption and parking were concerns to small business owners
- The restrictions to turn right out of properties was a hot issue and angered people
- New homes have been built and people are angry they were allowed to do that with the project coming.

The team will meet with many of these landowners individually to discuss the enquiries they have about their own properties.