

Minutes of Meeting

Purpose of Meeting	Causeway Upgrade Project Community Liaison Group (CLG) Meeting 5		
Project	Causeway Upgrade Project		
Prepared By	Rachel Purdy		
Place of Meeting	Pringle Park Bowling Club 4 Pringle Park Rd, Te Atatu Peninsula	Date	13 November 2013
Present:	<p>Community Liaison Group members</p> <p>Mark Evans (Causeway Alliance Project Manager)</p> <p>Simon Paton (Causeway Alliance Project Controls Manager and NZ Transport Agency's Owner Interface Manager)</p> <p>Elizabeth Collins (Causeway Alliance Communications and Stakeholder Manager)</p> <p>Kevin Stevens (Causeway Alliance Consents Assurance and Key Results Manager)</p> <p>Rachel Purdy (Causeway Alliance Planner)</p> <p>Donald MacRae (NZ Transport Agency's Te Atatu Interchange Upgrade Project Manager)</p> <p>Jala Shekho (NZ Transport Agency's Te Atatu Interchange Upgrade Communications Advisor)</p> <p>Brian Robertson (Fulton Hogan Te Atatu Interchange Upgrade Project Representative)</p> <p>Nettie Bird (Fulton Hogan Te Atatu Interchange Upgrade Communications Liaison Manager)</p> <p>Helen Kerr (Fulton Hogan Te Atatu Interchange Upgrade Design Manager)</p> <p>Blair Masefield (Te Atatu Interchange Upgrade Planner)</p> <p>Steve Burris (Auckland Transport Te Atatu Bus Interchange)</p> <p>Nick Seymour (Auckland Transport Te Atatu Bus Interchange)</p>		
Apologies	Catherine Farmer (Whau Local Board)		
Distribution	Project Website and by email to Community Liaison Group members		

1.	Meeting Agenda
	<ul style="list-style-type: none"> - Welcome, introductions and agenda - Causeway Upgrade Project progress update - Stakeholder survey feedback - Construction progress - Environmental reports - Legacy outcomes - Te Atatu Interchange Upgrade overview

	- Discussion
2.	CLG Members and Main Areas of Interest
	<ul style="list-style-type: none"> - CLG members and the main areas of interest represented at the meeting: <ul style="list-style-type: none"> o Alwyn Avenue residents – main areas of interest include Te Atatu Interchange westbound off-ramp noise effects, look of Alwyn Avenue post-construction, development and design of the noise bund, general Project interest, SH16 congestion and impacts on the Te Atatu westbound off-ramp, Auckland Transport Te Atatu Bus Interchange and specific concerns raised by one resident regarding effects on a hedge in his property o Titoki Street residents – interested in the Auckland Transport Te Atatu Bus Interchange, noise effects, visual effects, programme of the noise bund o Te Atatu Road Resident - specific concerns raised regarding Auckland Transport's compensation for property acquisition under the Public Works Act for the Te Atatu Road Upgrade Project o Wider Te Atatu Residents – general interest in the Auckland Transport Te Atatu Bus Interchange and the Transport Agency's Te Atatu Interchange Upgrade Project, o Pollen Island Care Group – interested in any Project impacts on Pollen Island o North West Community Association – interested in the Project and Motu Manawa Pollen Island Marine Reserve (MMPIMR) o Friends of Oakley Creek – interests relate to Oakley Creek, environment and heritage aspects of the Project o Forest and Bird – general environmental interest, along with specific interest in Pollen Island and the MMPIMR o Cycle Action Auckland – main interest relates to the provision of cycle infrastructure as part of the Project o Albert-Eden Local Board – the Local Board's jurisdiction extends to halfway along the Causeway but interested in the whole Project and keeping the Alliance honest o Te Atatu South Community Association – main interests include SH16 congestion, Te Atatu Road congestion and the Transport Agency's Te Atatu Interchange Upgrade and the Auckland Transport Te Atatu Bus Interchange o Te Atatu Pony Club – Transport Agency's Te Atatu Interchange programme of works o Auckland Council – representatives present from the Auckland Council Western Ring Route Programme Manager and Auckland Council Parks Department (Western Area)
3.	SH16 Causeway Upgrade Project Construction Update
	<ul style="list-style-type: none"> - Alliance team comprises approximately 100 people, working day and night shifts - Construction is occurring at the following locations along the Project <ul style="list-style-type: none"> o Construction Yard 1, including construction of an access track to the Whau River Bridge o Alwyn Avenue clearance and construction of an access track to the Whau River Bridge o Temporary bridge staging being erected at the Whau River Bridge o Tree clearance underway from Patiki to Rosebank o Traherne Island – vegetation clearance complete and ground improvement works occurring on both sides of the Island o Ground improvement works occurring between Traherne Island and the

	<p>Causeway Bridge, including the creation of coffer dams and importation of fill for the pre-load</p> <ul style="list-style-type: none"> o Causeway Bridge to Great North Road ramps – creation of coffer dam and earthworks o Oakley Creek rock lining of the northern stream bank - Speed limit has reduce to 80km along the length of the Causeway Upgrade Project, which is the maximum safe speed for the temporarily altered layout of the motorway <p>Q. <i>What are the floating platforms located in Waterview Estuary to the south of the Causeway Bridge? Are these part of your works?</i></p> <p>A. These are two recently installed bird roost platforms. The Alliance has to provide temporary bird roost structures adjacent to the Causeway Bridge to provide alternative roosting spots for birds, such as shags, that currently roost under the Causeway Bridge and on rock revetment adjacent to the bridge where construction works will shortly be occurring</p>
4.	<p>Environmental Reporting</p>
	<ul style="list-style-type: none"> - Refer to CLG Presentation for detail on the information presented <p>Q. <i>The slide shows observations of birds have been undertaken over the last 3 months. Based on this how do you know that there is no effect on bird roosting at Harbourview Orangihina?</i></p> <p>A. The Alliance has been counting the birds at Harbourview Orangihina since March 2013 and these are compared to the number of birds counted in 2010. Two quarterly reports have been prepared by an Avian expert based on the information collected and both conclude that the numbers of birds are similar to those using the area prior to construction and that the construction activity is having no effect.</p> <p>Q. <i>When you clear vegetation do you check for any unique species before clearance?</i></p> <p>A. Our Project Botanist checks all areas of vegetation prior to clearance. The Board of Inquiry (BoI) conditions are very prescriptive in this regard to make sure we monitor all vegetation before and during the construction period.</p>
5.	<p>Environmental Legacy and Outcomes</p>
	<ul style="list-style-type: none"> - Refer to CLG Presentation for detail the information presented <p>Q. <i>What is the timeline for the legacy outcomes?</i></p> <p>A. The timeframe hasn't been developed yet. It will need to be progressed with the Alliance Board, who approves the legacy project scope and budget. It is expected the legacy outcomes will be completed over the three year construction phase.</p> <p>Q. <i>It was understood that another meeting focused on the detail of specific items would be held to follow on from the initial ideas meeting. The ideas seem to have progressed and prioritised yet the second meeting hasn't happened.</i></p> <p>A. A draft summary of ideas, with indicative priorities, was provided to the CLG for comment. At the same time these ideas are being discussed with the Department of Conservation (DoC) (in relation to the MMPIMR), Auckland Council (in relation to the shared path), iwi (in relation to cultural and heritage) and the Transport Agency to get their initial view on the potential legacy projects adjacent to the motorway. Another</p>

	<p>meeting will be arranged to discuss specific detail and priorities of potential projects (ideally before Christmas).</p> <p>Q. <i>The legacy items have been packaged together as outcomes above standard process but some may already be captured as requirements in the Board of Inquiry conditions. The boardwalk and artwork captured as legacy projects were agreed to with DoC and iwi prior to the Project being delivered. Another meeting expected to further discuss and develop the legacy outcomes for the Project</i></p> <p>A. The potential legacy projects are intended to be over and above standard Project requirements and we are not aware that any are required as part of consent conditions. A side agreement was made between the Transport Agency and DoC for providing legacy works for undertaking reclamation work in the marine reserve. This idea has progressed to build outs, adjacent to the shared path that will provide space for seating and artwork/way finding features.</p> <p>A meeting will be organised with the CLG environmental mitigation group to discuss further detail of the potential projects and prioritise projects.</p> <p>Q. <i>Can the Causeway Alliance do something with area between the footpath and fence of the Te Atatu Construction Yard – the grass needs to be mowed and the area should be kept area clean and tidy.</i></p> <p>A. The Causeway Alliance will attend to this matter</p> <p>Q. <i>As trucks come out the Construction Yard gate onto Te Atatu Road they are creating dust, which is going across to houses – please can you keep eye on this.</i></p> <p>A. Thank you for bringing this matter to our attention and we will attend to this matter.</p> <p>Offline Q. <i>Need to look at scheduling of legacy projects not just prioritising as some will be able to be undertaken earlier than other as different stages of construction progress. This is not captured in the prioritising of projects in the document that has been circulated to the CLG to date.</i></p> <p>A. The legacy projects will be scheduled to be delivered as construction proceeds. A more detailed delivery schedule will be developed.</p>
6.	<p>Transport Agency's Te Atatu Interchange Upgrade Project</p>
	<p>- Refer to CLG Presentation for detail on the information presented</p> <p>Q. <i>As part of the Project you will be improving the capacity of Te Atatu Road either side of the motorway section. How will the extra motorway traffic go back into two lanes given Auckland Council have indicated that no more lanes are proposed? We would like this addressed at the next meeting.</i></p> <p>Q. <i>The land at Harbourview Orangihina was given back by the Pony Club to Council so it could be used by the Transport Agency for the Project. We were told that the paddock between the Causeway Alliance construction yard and the Te Atatu Pony Club house was for the new Te Atatu Interchange Upgrade contractor – will you use it? If you are not going to use the paddock it should be given back to the Te Atatu Pony Club so the community can have their park back. Please confirm this at the next meeting.</i></p> <p>A. Use of the paddock is not anticipated at this stage; however this will be confirmed at the next meeting.</p>

	<p>Q. <i>Consultation on the Te Atatu Road widening closed in November 2011 and the Plans disappeared from the Auckland Transport website. Can you co-ordinate with Auckland Transport and confirm what is happening.</i></p> <p>A. Auckland Transport will be asked to review this. Another meeting attendee looked up the website on his smartphone and said the plans were there.</p> <p>Q. <i>A clause was included in the property acquisition documents that prevented affected property owners from submitting against changes to the roading designation but nobody knows what is happening in relation to the Project.</i></p> <p>A. Auckland Transport will be asked to review this.</p>
7.	<p>Auckland Transport Te Atatu Bus Interchange</p>
	<ul style="list-style-type: none"> - The Te Atatu Bus interchange is in the 2016/17 Long Term Plan - Previous consultation was undertaken by the Auckland Transport Public Transport operations team (who operate the buses) - Auckland Transport is now working with Aurecon to investigate a wide range of options for the bus interchange location. - Auckland Transport will co-ordinate with the Transport Agency regarding the Te Atatu Interchange Upgrade Project - Auckland Transport need to look at Te Atatu in the wider public transport network upgrades. Auckland will experience growth next 30 years as outlined in the Auckland Plan and the North West is identified as a significant growth area, including Westgate and Hobsonville Point. With increased traffic we need to look at how to manage and improve public transport and the bus network. - Options are being reviewed in light of future wider network improvement options and a business case is currently being developed looking at options, costs and benefits. The business case will be finalised in Jan/Feb 2014 and a decision on the recommended location made by the Executive Leadership Team in Feb/March. - The Project website is in the process of being revamped and will include a comments facility for the public to post comments or feedback. <p>Q. <i>The earlier information presented showed you were considering three areas for the interchange. What other areas are you exploring? Are you considering a proper park and ride facility?</i></p> <p>A. We are currently assessing 11 options. There are a number of issues in relation to timing and consenting that will need to be worked through. Harbourview Orangihina land is reserve land owned by Auckland Council and is not designated for roading.</p> <p>Q. <i>The North Shore has a park and ride, why can't we have this?</i></p> <p>A. This is in the mix and is being considered in the business case but not what Auckland Transport primarily stands for, being more efficient and effective public transport.</p> <p>The Public Transport operations team are trying to get the maximum efficiency from buses so the frequency can be increased. To make this viable, buses need to run reasonably full. An interchange takes bus from local roads to a rapid transit network.</p> <p>Q. <i>How can you justify a safe environment when the interchange is in a residential area?</i></p>

	<p>A. At this stage we are not putting anything in the residential area but it will be close to a residential catchment. Previous consultation presented only one option. Concerns raised from that feedback, including proximity to residents, noise effects etc from the last consultation phase and will be taken into consideration in the selection of the location.</p> <p>Q. <i>Where are other areas you are assessing?</i></p> <p>A. We are unable to discuss specific option locations yet in a public forum as no formal decision has been made on the options.</p> <p>Q. <i>Therefore the people affected won't know until they are affected?</i></p> <p>A. There are 11 different option scenarios being assessed. Some could be variations of one particular route - we need to consider options in as much detail. We have stepped back from Titoki Street and this option is less likely to go ahead. We are looking at other options which will provide a more effective longer term solutions i.e. 50 years in the future.</p> <p>Auckland Transport will come back to the group in February 2014 and in meantime please provide feedback through your Local Boards. A decision will not be made without further consultation, which forms part of Auckland Transport's standard operating procedure.</p> <p>Q. <i>What about a ferry terminal location?</i></p> <p>A. This is a long term objective and a line item in the Long Term Transport Plan (i.e. there could there be a terminal in future). The only place it could go is close to the Whau River Bridge but this will be some years away and Auckland Transport are not looking at it currently.</p> <p>Q. <i>Which side of the Whau River would the terminal be located?</i></p> <p>A. Te Atatu peninsula side.</p> <p><i>It should be noted that the historic brick works are located on the Te Atatu Peninsula side so any works would need to avoid these.</i></p> <p>Q. <i>Local board meetings are held during the day therefore it is difficult to get to meeting or information on agenda items. Can Auckland Transport send information publically through the CLG so we can provide feedback.</i></p> <p>A. Auckland Transport will develop a communication forum for the bus interchange.</p> <p>Q. <i>What is the website address where we can provide feedback on the Te Atatu Interchange?</i></p> <p>A. The website is not up and running yet, this will happen in the next couple of weeks</p>
8.	<p>Future Meetings and Contact Details</p>
	<ul style="list-style-type: none"> - The next CLG meeting is Tuesday 18 February 2014, 7pm at the Te Atatu Bowling Club, Pringle Road, Te Atatu - Refer to the CLG Presentation for contact details for the respective Projects – SH16 Causeway Upgrade Project, Te Atatu Upgrade Project and the Te Atatu Bus Interchange