



8 Consultation and Communication

8.1 Overview

Consultation and engagement on the Project has been undertaken from 2014 to 2016. Engagement has been ongoing with key stakeholders including AC, AT and Mana Whenua, as well as affected land owners and the wider community.

Methods of engagement have included one-on-one meetings, hui, workshops, letters, newsletters and E-news distributions, Project Reference Group (PRG) meetings, community open days, online campaigns, and advertising. Feedback from this engagement has been essential in developing and influencing key aspects of the Project and stakeholders have been advised on how their feedback has been used by the Project team to date.

This Section provides an overview of the Project stakeholder and community engagement activity completed from June 2014 through to lodgement of the NoR and resource consent documentation in December 2016.

During this time, three rounds of consultation have taken place and all activity has been captured in two Stakeholder and Community Engagement Reports:

- Stakeholder and Community Engagement Report - September 2015;
 - Engagement from June – November 2014 for the preliminary design; and
 - Engagement from December 2014 – September 2015 for the scheme design.
- Stakeholder and Community Engagement Report - November 2016;
 - Engagement from January – November 2016 to progress the pre-implementation phase and prepare for lodgement of the NoRs and resource consent applications.

8.2 Consultation Objectives

Initial consultation objectives for the preliminary and scheme design phases of the Project (2014 – 2015) were to:

- Keep all those interested and affected by the Project informed;
- Receive feedback that may be used to inform decision making at all stages of the Project;
- Understand stakeholder issues and needs and input these into the optioneering and scheme design;
- Gain support from stakeholders for the Project by understanding stakeholder and community needs and managing their expectations;
- Work with affected landowners/operators to avoid or minimise impact;
- Build and enhance positive reputations for the NZ Transport Agency; and
- Minimise consenting risks for the future stages of the Project.

Specific engagement goals as set out in the Communications and Stakeholder Engagement Plan (2015) were to:

- Inform, involve or consult key stakeholders, property owners and the wider community in the process of narrowing down the Project's recommended option/s. The intention was to incorporate feedback on how the Project would work best for stakeholders and the community;



- Begin consultation with affected property owners, to raise awareness of the possibility of land purchases or effects in 2016-2021;
- Generate good will that this Project has benefits for the community, Auckland and the region, and show that NZ Transport Agency is committed to being a good neighbour; and
- Gather input that the consultation team can contribute to wider project decisions made for the next phase of the Project and the preferred final option that is taken to design and consenting in 2016.

The most recent consultation and engagement objectives set for the Project in early 2016 were developed to build on the strong relationships already established and to continue effective engagement practices with stakeholders and the community:

- To maintain and continue the two-way communication process and build on the strong relationships established during previous rounds of engagement;
- To inform the community on the preferred project alignment and footprint for the Project and advise how previous consultation feedback has influenced decision making so far;
- To 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;
- To capture feedback data and present it back to the NZ Transport Agency in a timely manner, to allow feedback to influence the design and decision making process; and
- To look after the reputation of the NZ Transport Agency and the Project during the engagement process.

8.3 Consultation Drivers

8.3.1 Resource Management Act 1991 (RMA)

Pre-application consultation with potentially affected parties and key stakeholders is considered best practice, especially for major projects. It is the NZ Transport Agency's policy to consult on such matters to exhibit a sense of social and environmental responsibility including taking into account the views of affected communities.

The NZ Transport Agency carries out consultation even though there is no statutory requirement for consultation under the RMA for either a NoR or an application for resource consent. However, consultation is consistent with Treaty of Waitangi obligations under section 8, and a statement of any consultation carried out in relation to a project is required by Form 18 of the Resource Management Regulations 2003 and Clause 1 of the Fourth Schedule to the RMA.

Within the framework of relevant statutory matters, consultation has been carried out in within the context of considering:

- The actual and potential environmental effects of the Project;
- Suitable approaches for avoiding, remedying or mitigating adverse effects on the environment;
- Alternative routes and alignments for delivering the NZ Transport Agency's objectives for the Project; and
- The effects of the Project on tangata whenua.

8.3.2 Land Transport Management Act 2003 (LTMA)

The NZ Transport Agency is required under section 96(1) of the LTMA to exhibit a sense of social and environmental responsibility while meeting its objectives and undertaking its functions. The NZ Transport Agency's consultation objectives for the Project are consistent with these principles.



8.3.3 NZ Transport Agency Public Engagement Policy 2008

The NZ Transport Agency's Public Engagement Policy identifies four key commitments to public engagement:

- Providing genuine opportunities for public contributions;
- Ensuring people are informed;
- Adopting an inclusive and representative approach to public engagement;
- Maintaining high professional public engagement standards; and

The Project consultation objectives align with the commitments within the Engagement Policy.

8.3.4 International Association for Public Participation (IAP2)

Engagement during each phase of the Project has been based on the principles and core values of the IAP2.

IAP2 provides internationally recognised consultation best practice principles. The community engagement spectrum of participation (see **Figure 45**) is based on the decisions to be made and the associated level of influence (if any) the community has on project decision making.

Figure 45 IAP2 Public Participation Spectrum



Source: NZ Transport Agency

8.4 Parties Consulted

8.4.1 Stakeholders

Key stakeholders have been identified as any individual, group or organisation representing an interest in the Project area, rather than the general public or community.

Table 35 provides a summary of those key stakeholders with whom the Project team have engaged from 2014 - 2016.



Table 35 Key Project Stakeholders

Stakeholder	Interest Area
AC – Parks, Strategy, Consenting, Policy, Landfill and stormwater teams	AC owns space in Project area. Consenting application, environmental factors.
Auckland Councillors	Overall Project, interest in local areas and amenities.
Auckland Transport – Walking and cycling, public transport, network outcomes, bus station planning teams and AT Travelwise team	Integrated approach to planning walking and cycling paths and connectivity to local network, Busway extension, local road improvements and connections with Project, effects on local schools and accesses.
Watercare Services Limited	Integrated approach to works affecting Watercare owned land.
Upper Harbour Local Board	Overall Project and benefit to local community in Upper Harbour electorate, consideration of NHHS.
Hibiscus and Bays Local Board	Overall Project and benefit to local community in Hibiscus and Bays electorate, consideration of NHHS.
Business North Harbour	Interest in local businesses and industrial/commercial areas.
Hokai Nuku (comprising five Iwi)	Overall Project, environmental and ecological issues, urban design, cultural heritage of the Project area.
Te Kawerau a Maki	Overall Project, environmental and ecological issues, urban design, cultural heritage of the Project area.
Ngai Tai Ki Tamaki	Overall Project, environmental and ecological issues, urban design, heritage of Project area.
Harbour Hockey (including representatives from Hockey NZ)	Relocation or reconfiguration of Hockey grounds.
Auckland Motorway Alliance	Progress updates on overall Project, traffic management, maintenance (road and environment), safety.
Ministry of Transport	Progress updates from NZ Transport Agency.
Minister of Transport/ National Government office	Progress updates from NZ Transport Agency.
Office of Local MPs	Overall Project, community and business considerations, local areas and amenities from a political overview.
Emergency services	Access in and around the Project area, effects on local community.
Business and residents' associations including Paul Matthews Business Forum and Greenwich Shops	Potential effects on, and benefits for, the local community and business groups.
Local schools and education facilities, including Westminster Christian School and Massey University	Effects on local community, interest in walking and cycling connections, Busway extension, new bridges.
Utilities, including Transpower, Vector, telecommunication services	Project design and constructability, integration with utility services.
Interest groups including Bike Auckland, Walk Auckland, and Probus	Project footprint, walking and cycling connectivity, Busway extension.
Sports clubs and facilities including North Harbour Sport and QBE Stadium	Access to/from sporting facilities, connections for local community, construction effects.



8.4.2 Neighbours and Wider Community

The Project neighbours and the wider community have been consulted since 2014 using a variety of methods including the distribution of Project newsletters (hard copy and E-newsletters), letters, advertising/ promotion, open day events at the Westfield Albany Mall, business breakfast drop-in sessions, events at Constellation and Albany Bus Stations, local community events in Unsworth Heights, community planting days and an event at Massey University.

The purpose of these events was to inform and consult with the community and community stakeholders during each phase of the Project. Feedback gathered from the community was recorded and used to influence certain areas of the Project's development.

An overview of the feedback and outcomes from each round of consultation can be found in the two Stakeholder and Community Engagement Reports - September 2015 and November 2016.

8.4.3 Directly affected property owners

The Project involves the requirement for full and partial use and occupation of third party owned properties in the Project area. Interaction with directly affected property owners commenced in 2014 and discussions have been progressing with more in-depth negotiations taking place from early - mid 2016, between the NZ Transport Agency property team, landowners and tenants.

Directly affected property owners include those properties which possibly or probably are likely to be physically impacted by the Project footprint/designation. A total of 160 properties were identified based on the General Arrangement plans that were prepared in 2014. Of these, the majority were considered "probably affected" (i.e. highly likely or certain to be physically impacted in the alignment plans) and a smaller number were considered "possibly affected" (i.e. further work still needed to be done on the alignment plans before a firmer conclusion could be reached).

For the 2016 engagement period, property owners who were identified as "probably affected" in the most recent versions of the General Arrangement plans have been engaged with and discussions are continuing.

The Project team has also been in contact with local real estate agents to raise the awareness of the Project in the area. A Project update was presented to Colliers, Barfoot & Thompson, Harbours and Bayleys in July 2016 to explain the timelines for the Project. Agents who have property owner clients or were advertising/leasing tenancies at properties potentially affected by the Project were asked to advise their clients to contact the Project team.

8.5 Consultation Overview

8.5.1 Project development and level of consultation

Community and stakeholder feedback influences key decisions during the development of a project. Key decisions are typically made at the start of the process where a number of options are under investigation. As the project progresses, the level at which key stakeholders and the community can influence the decision making process reduces. As a result, intensive consultation usually takes place at the beginning of a project's lifecycle.

Various options were investigated for this Project in 2014 and 2015. As a result of consultation and engagement undertaken during that period, stakeholders and the community were able to provide feedback and influence a number key decisions, such as the configuration of the Paul Matthews Road/ Caribbean Drive intersection and the need for a Paul Matthews bridge, the design of the Northern Busway Extension, and the shared walking and cycling path location and connections.

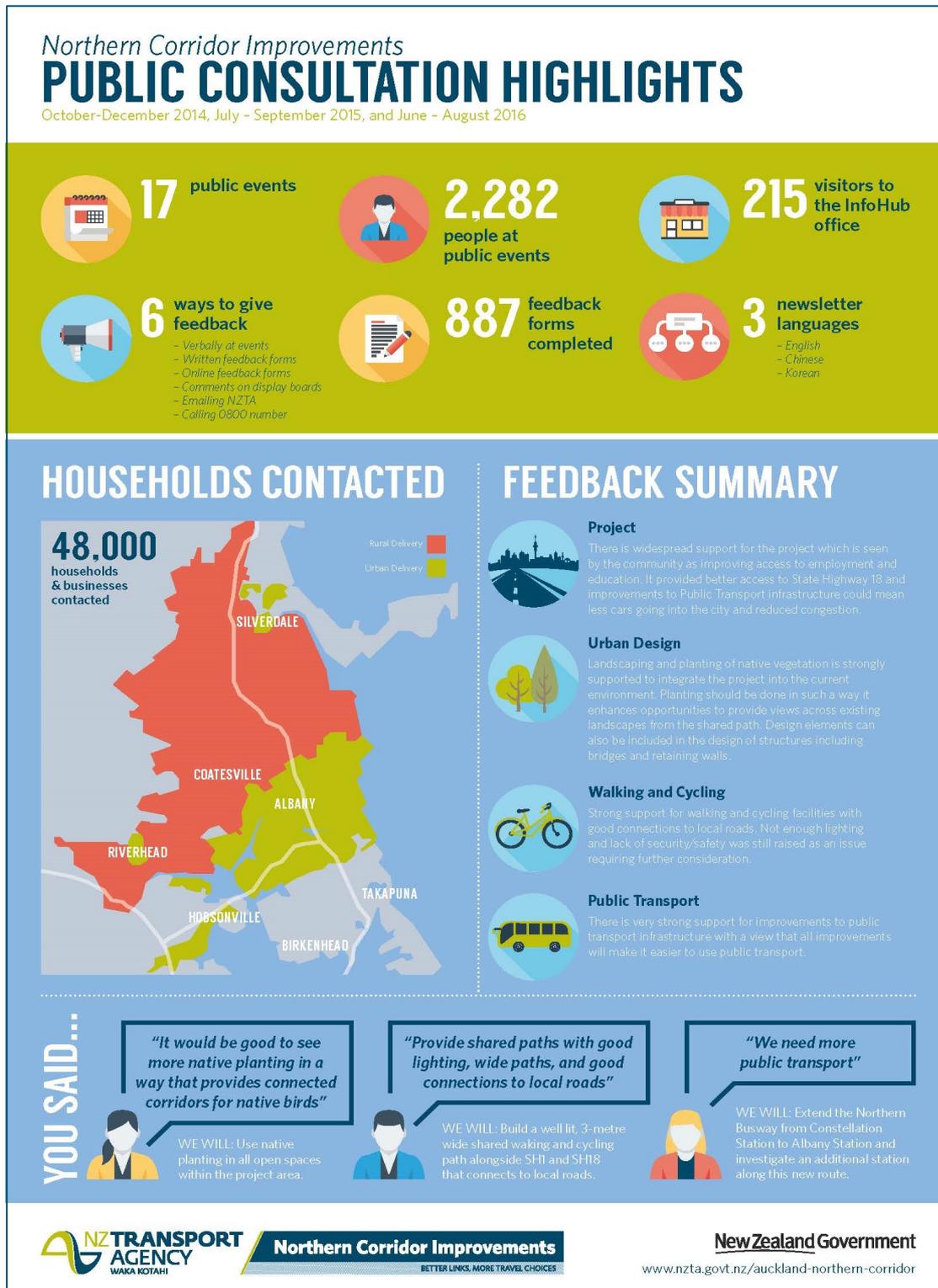
During the 2016 consultation period, engagement was more at the 'inform' level (IAP2 framework) with a lower level of influence from stakeholders and the community.



8.5.2 Consultation Highlights

The below diagram (Figure 46) provides an overview of public consultation for the Project, from 2014 – 2016.

Figure 46 Public Consultation Highlights



Source: NZ Transport Agency



8.6 Consultation Reporting

Consultation reporting has been split into two stages:

- Investigation (2014 – 2015) – covering the preliminary design and scheme phases; and
- Pre-implementation/ lodgement (2016) – including the concept design developed up to the lodgement of the application with the EPA.

An overview of each of these stages is provided below.

8.6.1 Consultation during Investigation Phase (2014 – 2015)

Consultation was undertaken during the preliminary and scheme design phases of the Project to understand stakeholder issues and needs, and to seek feedback to develop and shape the early stages of the Project. In addition, consultation at this stage allowed the NZ Transport Agency to build relationships with stakeholders, affected landowners and the wider community whilst minimising risks for the future stages of the Project.

The stakeholders identified and engaged with during the 2014 and 2015 engagement periods included AC and its Council Controlled Organisations (CCOs), NZ Transport Agency's internal stakeholders, Mana Whenua, local boards, business associations and community groups, and the wider community. Methods of engagement included, but were not limited to, individual and group meetings, workshops, presentations, newsletters, open days, and letter distribution. These were tailored to each stakeholder or stakeholder group.

A PRG was established in mid-2014 to act as a governance group for the Project and provide direction on decision-making. The PRG consists of key stakeholders including the NZ Transport Agency and its internal groups, AC and its subsidiaries, local boards, Mana Whenua and the former North Harbour Business Association (now known as Business North Harbour). This group met monthly throughout 2014 and 2015 to provide feedback on the progression of the Project.

Further engagement occurred with AT and AC through direct collaboration with the Project team. AT is a member of the PRG and had a representative seconded to the Project in 2014 and 2015 to participate in all meetings and ensure a collaborative approach when planning for impacts on the local road network, Northern Busway and local bus networks, and walking and cycling routes.

Engagement with Mana Whenua took place through representation on the PRG, regular meetings (hui) and correspondence.

8.6.2 Consultation during Pre-Implementation/Pre- Lodgement Phase (2016)

From January – November 2016, the Project team engaged mainly on a one-on-one basis with key stakeholders in meetings, workshops, and via phone and email. These included:

- Meetings with Upper Harbour and Hibiscus and Bays Local Board;
- Workshops with the Project Reference Group;
- Meetings with Business North Harbour;
- Meetings with the Central - Northern Iwi Integration Group (IIG);
- Meetings with other key stakeholders such as AT, AC, Watercare, Bike Auckland, utility companies;
- Ongoing meetings with North Harbour Hockey; and
- One-on-one sessions with potentially 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 the public consultation period. The Project team utilised a range of methods, tools and techniques to further engage with stakeholders and the community. They included:

- Workshops and presentations to key stakeholders;
- Meetings with the IIG, 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 Mana Whenua, affected owners and neighbours;
- Poster series with graphical images;
- Project website with posters, contact details;
- An information day at Westfield Albany and Club Day 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 from the public;
- Project website with online survey;
- Project e-mail address; and
- Project 0800 phone number.

8.7 Consultation Feedback

This section provides an overview of consultation feedback from key stakeholders and the community. A more detailed summary of the consultation undertaken can be found in the two Stakeholder and Community Engagement Reports - September 2015 and November 2016 provided at **Appendix E**.



8.7.1 Project Reference Group

Feedback from the PRG during the preliminary phase centred on the objectives of the Project and the future-proofing of SH1 and the local road network, impact of landowners and local businesses, various concepts, engagement processes, and identifying stakeholders. Feedback during the scheme phase focused on the pros and cons of the various concept designs and the process for engagement and identification of other stakeholders who may have an interest in the Project.

8.7.2 Auckland Council

The Project team has worked closely with AC 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 and Healthy Waters Units;
- 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;
- 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 AUP 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; and
- The impact on AC reserves / open space (passive) land and design detail requirements for the proposed main alignment works.

8.7.2.1 AC Stormwater and Healthy Waters Units

The Project includes changes to AC owned stormwater pipes, discharge to AC's stormwater network and open channels/streams and the relocation of three existing stormwater ponds. Regular consultation with AC'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 AC's concerns as follows:

- Attenuation requirements:



- Attenuation requirements have been assessed using AC'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 RWWTP Ponds; and
 - Treatment functions of existing ARC Refuse Pond to be replaced by a new wet pond on the west side of 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 AC regarding the replacement ponds adjacent to the RWWTP. 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 AUP.
 - 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 AC 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.



8.7.2.2 AC Closed Landfills and Contaminated Land Response Team

The AC Closed Landfill and Contaminated Land Response 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 Rosedale Closed Landfill with respect to the vertical and horizontal alignment and to develop a design for the reinstatement of landfill infrastructure displaced by the Project, as reported in **Section 7** above.

The CLCLR has been closely involved in the review of these designs, and is in principle in support of the Project which achieves their principal objectives. On-going liaison continues with CLCLR to develop a consenting strategy for any alterations necessary to the existing resource consents for the Rosedale Closed Landfill and the development of the detailed contents for inclusion in the Landfill Reinstatement Works Plan which is proposed in the conditions provided in **Appendix A**.

8.7.2.3 AC Parks and Reserves

AC 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 Project has an impact on those reserves listed at **Section 4.2.5**.

Due to the location and nature of Tawa, Arrenway, Centorian, Alexandra Stream and Omega Reserves, AC 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 and AC Parks is generally in support of the Project works, this reserve houses a Community House and Crèche. The Project team is actively engaging with AC 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. As set out in **Section 7**, the Project team and AC Parks held workshops to consider the advantages and disadvantages of alternative locations for this stormwater pond. 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.

AC has advised that part of Constellation Park referred to as Rosedale Park South has been identified for potential future sports fields. This area is affected by the proposed SH1 to SH18 interchange. A working group has been formed that includes the NZ Transport Agency and AC representatives from the Parks and Property teams. Regular meetings have been held from 2014 to the time of preparing this report, and the NZ Transport Agency is committed to working with the Council to find compensatory land for future sports fields.

Constellation Park also contains the NHHS complex and at **Section 8.7.11** an overview of the consultation process concerning this facility is provided.

8.7.3 Auckland Council Local Boards

During the concept design stage of the Project, presentations were given to both the Upper Harbour Local Board and the Hibiscus and Bays Local Board. Both Local Boards provided similar feedback and acknowledged that the Project is necessary at a strategic level. Concerns were raised about the potential impact of the Project on the NHHS and how the potential impact of the Project on local businesses would be addressed as the Project progresses. The Upper Harbour Local Board also



raised concerns regarding the potential impact of the Project on the Unsworth Heights community, including the closure of the Unsworth Drive off-ramp.

The Project team has continued to meet regularly with the two Local Boards and the neighbouring Rodney Local Board to update them on the overall progress of the Project and to seek feedback on the draft alignment plan prior to undertaking public consultation.

At the workshops with the Local Boards, the Project team sought guidance from the Upper Harbour Local Board on how best to engage with the Unsworth Heights community and followed its advice. In particular, the Upper Harbour Local Board requested that the Project team investigate an Unsworth overbridge. Comprehensive consultation was undertaken at the same time as the Project team investigated the potential traffic impacts, impacts on private property and a safety assessment being undertaken. As a result of these investigations, the Project team determined that an Unsworth overbridge was not the preferred option. In particular, traffic modelling showed that a bridge at this location would redirect significant traffic volumes from arterial roads to local collector roads, effectively create a “rat run” travelling between Glenfield and North Harbour through the residential neighbourhood. This assessment is described in **Section 7** of this AEE.

Both Local Boards have expressed their appreciation for the extent and quality of the updates provided by the Project team. Neither Local Board raised any significant issues with the draft alignment plan for the Project. The Upper Harbour Local Board has publicly voiced its support for the Project, including positive feedback about the Project's investment in the Albany area in their newsletters, and attending one of the Project business consultation breakfasts.

The Local Boards have also provided feedback on the NHHS relocation strategy and have been integrally involved in the design of the works proposed in relation to various reserves. The Project team is also continuing to work with the Upper Harbour Local Board in relation to the location of a stormwater pond at either Bluebird or Rook Reserve. Due to the timing of the local elections, this could not be resolved prior to the lodgement of the NoRs and resource consent applications. Therefore, both options have been included within the Project design and the effects of both are considered in this AEE. However, the options will be discussed with the Upper Harbour Local Board at the earliest opportunity, and only one option will be constructed.

8.7.4 Watercare

The Project will have an impact on the RWWTP and significant pipe assets that feed into the treatment plant site as explained in **Section 5**. Regular fortnightly meetings have been held with Watercare during 2016 to discuss:

- The realignment of trunk sewer mains to mitigate the impact of the 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 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 RWWTP. This includes not locating assets on the east side of SH1 south of Pond 2, which has significant development potential for this facility.

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

- Reducing stormwater overflow into the RWWTP 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 AC 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 subject to further design development. The bridge will be delivered in advance of the Project.

8.7.5 Auckland Transport

The Project team has continued to work very closely with AT, 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 overbridge;
- Shared walking and cycling paths;
- Busway extension;
- Constellation and Albany Bus Stations; and
- A potential new bus station.

An overview of these workstream topics is provided below:

8.7.5.1 Local Network Impacts during Construction

During the pre-implementation phase, the Project team has engaged with AT 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 AT 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. As a result, the Project team has agreed to maintain at least one direction of 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 AT 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.

8.7.5.2 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. AT 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 AT, 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 AT include:

- The decision to improve Caribbean Drive intersection with additional lanes and a 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.

8.7.5.3 Proposed Unsworth Overbridge

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 overbridge, including traffic impact studies and safety assessments in consultation with AT 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.

The Project team and AT 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. This assessment process is described in **Section 7** of the AEE.



The traffic impact assessments were tabled at a meeting on 26 August 2016, which included representatives from AT and the NZ 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 it that the Unsworth overbridge will not be included as part of the Project. The Project team received mostly positive feedback on this decision.

8.7.5.4 Shared Walking and Cycling Paths

During the pre-implementation phase, the Project team has engaged with AT 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 AT 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. The purpose was to be able to provide AT'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 AT on the shared walking and cycling paths, and include:

- Providing a 5m width (path and shoulders), reducing to a 4m 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 Bus Station;
- 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, Constellation Drive, Paul Matthews Road, Omega Street and Albany Highway;
- Providing upgrades to existing walking and cycling facilities including upgrades to the Alexandra Underpass¹⁵; and
- Ensuring all routes are well lit so walkers and cyclists feel safe.

¹⁵ These do not form part of the Project but were a point of discussion with AT.



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 Project.

8.7.5.5 Northern Busway Extension

During the pre-implementation phase, the Project team engaged with AT 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 AT have agreed on key decisions including the provision of a direct Busway access to Albany Bus Station via a dedicated overbridge across SH1 (rather than via McClymonts Road Bridge).

8.7.5.6 Constellation and Albany Bus Stations

During the pre-implementation phase, the Project team has engaged with AT 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 Bus Station to allow it to become a through station, with the Busway continuing further north to the Albany Bus Station. The Albany Bus Station will also require modification to allow buses to enter from the SH1 side of the station.

The Project team has been working closely with AT to discuss and agree on the following matters:

- The general design philosophy of converting Constellation Bus Station into a through station and the modification of the existing platform arrangements;
- Safety and design considerations for Constellation Bus 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.

8.7.5.7 Proposed New Bus Station

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

While AT and the NZ Transport Agency are continuing to work together to investigate the feasibility of a new station in parallel to the Project, a new bus station does not form part of the Project. In the event, a decision is reached to progress a new bus station in the Project area, it will be subject to its own statutory approval process and stakeholder and community engagement.

8.7.6 Mana Whenua

Project specific consultation with Mana Whenua commenced with the IIG. The IIG comprises a forum of iwi who have expressed an interest in several NZ Transport Agency projects being undertaken within the Central and Northern Parts of Auckland. The IIG has been the primary forum for engagement with iwi having an interest in the project since August 2015. Membership of the IIG include Ngai Tai ki Tamaki, Ngāti Manuhiri, Ngāti Maru, Ngāti Paoa, Ngāti Tamaoho, Ngāti Te Ata Waiohū, Ngāti Whatua o Orakei, Te Ākitai Waiohū and Te Kawerau a Maki.

The first IIG hui for the pre-implementation (i.e. design and consenting) phase of the Project was held on 29 January 2016 and subsequent IIG hui have taken place on a monthly basis from that date.



These hui have been supplemented by Project specific hui (Project hui) from 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.

The first of these Project hui occurred on 3 June 2016 where an overview of the process leading to the Bol was presented to Mana Whenua representatives, together with an outline of 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 at this Project hui centred on avoiding effects on 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 UDLF were provided to the Mana Whenua with an invitation for them to provide feedback and suggest appropriate cultural input into this document.

On 7 July 2016 members of the Project team undertaking environmental assessments presented the results of their baseline assessments to Mana Whenua and feedback was sought. Baseline assessments were presented on archaeology, stormwater, water quality, freshwater ecology, terrestrial ecology, land contamination, the Rosedale Closed Landfill, noise and landscape and visual effects as well as the social context of the Project area. Electronic copies of baseline assessment reports were distributed to each iwi subsequent to this Project hui.

The next Project hui on 4 August 2016 provided an update of design elements of the Project identified by Mana Whenua as being of particular interest. Accordingly, specific presentations were made to the hui by experts dealing with stormwater management, the management of works within the Rosedale Closed 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 culturally significant location;
- Proposed methods of stormwater management and treatment;
- Opportunities to improve water quality within existing streams with the affected catchments;
- Potential effects of cutting into the Rosedale Closed Landfill and causing leachate and gas migration and possible effects of these;
- Proposed stormwater management detention and treatment methods; and
- The inclusion of a Cultural Values Framework and 'Cultural Responsiveness' into the planning, consenting and construction phases of the Project through the UDLF and contract documentation (the Southern Corridor Improvements and East-West Link projects were offered as examples of how this could be progressed).

Design options for the Rosedale Closed Landfill works and the management of leachate and gas emissions were also discussed with the Project's closed landfill expert.

Formal feedback was provided via Cultural Values Assessments prepared by Ngāti Te Akitai Waiohū 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 Mana Whenua and to inform the development of the Project design to reflect these.

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

At the next Project hui on 23 September 2016 design changes were presented, with the focus being on stormwater treatment design over the Project footprint and key treatment devices to be used,



including the design and location of proposed water quality ponds and wetlands. Landscape and visual mitigation measures were also discussed.

The 11 October 2016 hui focussed on the 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 28 October IIG, Mana Whenua were provided with electronic copies of all AEE material presented to the EPA for pre-lodgement completeness checks.

Project hui were held on both 4 and 18 November 2016. Discussions addressed the design of alternatives for water quality wetlands to be established in either the Rook or Bluebird Reserves (see the alternatives assessment in **Section 7**). 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; and
- 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;
- Mana Whenua participation in native lizard and fish recovery;
- The identification of opportunities for cultural harvesting;
- Remediation of material from contaminated 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.

8.7.7 Directly Affected Landowners

During the early stages of the Project, potentially affected land and business owners were identified and consulted through one on one meetings. At this stage of the Project, their concerns predominantly focused on the uncertainty of the potential impacts of the Project on their business and property interests.

As the design process has progressed, the certainty about the potential effects of the Project and the properties that are affected has increased. Based on the design at the beginning of 2016, a total of 160 properties were identified as being potentially affected by the Project. The number of directly affected properties subject to the Preliminary design which is the subject of the NoRs is 131. One on one meetings with affected landowners have continued throughout this year.

As a result, willing negotiations have commenced with a number of affected property owners and tenants. Engagement with affected property owners/occupiers is ongoing.



8.7.8 Wider Community

As outlined above, there has been a wide variety of consultation with the wider community about the Project including open days, newsletters and the Project website. In July 2016 an individually addressed letter was also sent to approximately 1,190 property owners within close proximity of the Project. The purpose of this letter was to explain the Project in more detail to those people living and working within the vicinity of the Project. A copy of the newsletter distributed within the Project area in June 2016 was also included with the letter to provide more information and encourage feedback on the Project.

Feedback from the community covered a number of key themes including:

- Busway extension – strong support for the extension;
- Urban design –planting and landscaping, artwork and noise wall designs;
- Walking and cycling facilities –connection points and facilities;
- Local road improvements –the possibility of an Unsworth overbridge;
- SH18/SH1 ramps – possibility of including South facing ramps; and
- Matters relating to the proposed SUP on the bridge proposed at Spencer Road, the location of a new bus station and ways to improve parking at existing bus stations – these matters are beyond the scope of the Project.

8.7.9 Walking and Cycling Groups

Feedback has been received from cycling and walking groups during various interactive workshops. Cycle Action Auckland (now Bike Auckland) has noted that for a cycle route to be effective, it must be continuous and of a high standard. Bike Auckland identified a number of routes that it considers should receive early focus and prioritisation. Overall Bike Auckland expressed support for the inclusion of dedicated walking and cycling facilities as part of the Project and has been working with the Project team to provide feedback on suitable path widths and links to the road network to assist with the design development.

Walk Auckland was also generally supportive of the proposed scheme design, particularly the increased connectivity along the motorway corridor.

8.7.10 Business North Harbour

The Project team has met regularly with Business North Harbour in order to explain the Project and obtain feedback on the development of the design. During 2016, the Project team has continued to meet regularly with both Business North Harbour's CEO and Transport Relationship Manager to explain next steps in the Project, and has responded to individual queries from businesses passed on by Business North Harbour.

In summary, the key feedback from Business North Harbour was supportive of the Project including:

- The decision to bridge Paul Matthews Road;
- The SUP on the proposed Spencer Road Bridge to help employees gain access to the Corinthian Drive area (although not part of this Project);
- Support for the completion of the WRR and the benefits it will bring; and
- Excitement about the general growth the Project would bring to the area.

Ongoing consultation with Business North Harbour is continuing to take place. In particular, the Project team is currently working together with Business North Harbour's Commercial Property/Leasing Subcommittee to identify and promote potential relocation sites within the business zones within the vicinity of the Project area for those property owners or business tenants who are required to relocate



as a result of the Project. Business North Harbour is keen to see that businesses do not relocate to other parts of Auckland as a result of the Project.

Overall, Business North Harbour has expressed satisfaction with the engagement approach the Project team has taken in relation to business owners.

8.7.11 Harbour Hockey Charitable Trust

Part of the existing NHHS located at 60 Paul Matthews Road, Rosedale is required for the construction of the Project. A collaborative approach has been undertaken with AC as landowner, lessee Hockey, 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 and AC representatives from Watercare and the Parks and Property teams. Regular meetings have been held from 2014 to the time of preparing this report, and the NZ 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 NHHS 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 Project has meant the upgrade cannot proceed, but Hockey and the NZ Transport Agency have agreed to temporary upgrades of the existing NHHS, to ensure the training and international events can still occur. The construction timetable also allows Hockey to remain on the existing NHHS 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, AC 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.

8.7.12 Utilities

Vodafone, Vector, Chorus and Transpower all own assets within the Project area that are likely to be affected by the Project works. The Project team has been consulting with these network utility operators to confirm the impact of the Project on their assets, understand key constraints and agree what diversions will be required.

Transpower has completed an optioneering report, which recommends bridging over the existing 220kV cables by constructing a tunnel through the proposed SH18 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 the solution.

Vector and the Project team have been working to agree a solution to the replacement of a Vector tower. This is needed in order to raising the 110Kv overhead line clear of the proposed interchange ramps. The parties are confident an acceptable solution will be found.

The impacts on the Vodafone, Vector and Chorus assets are typical for a Project of this nature. Solutions for the relocation of these assets will be determined during detailed design.



8.8 Ongoing and Future Consultation

Ongoing consultation is taking place with key stakeholders, landowners and the community as the Project team progresses the Project through the consenting phase.

The Project team will continue to inform and engage on a regular basis on key milestones during the consenting process. This engagement will include a range of methods such as E-news updates, open days and Project newsletter distributions.