

Online conversation – summary FAQs

Date: 17 June 2020

General

Name	Question
Kerrie	<p>Kia ora Kerrie</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>How will you pay for the upgrades?</p> <p>The focus of this programme over the next few years is on the strategic planning and land protection for Auckland's future transport network. Construction will be timed to align with Auckland Council's release of land suitable for urban development in 10, 20 and 30 years' time.</p> <p>However, following the government's NZ Upgrade Programme announcement on 29 January 2020, we know some priority projects in southern Auckland are now funded and have indicative timeframes.</p> <p>The government has provided \$2.4 billion to be invested in roads and rail to unlock growth and future proof against congestion by building essential transport infrastructure first. This includes:</p> <ul style="list-style-type: none"> • \$1.4 billion to build Mill Road • \$371 million to extend the electrified rail network to Pukekohe • \$247 million for two new railway stations, a park and ride facility, and a bus and rail interchange at Drury • \$423 million to improve State Highway 1 between Papakura and Drury South.
C Jay	Is Covid-19 going to change anything?
James	<p>Has Covid-19 impacted on the delivery of this project?</p> <p>Kia ora C Jay and James</p> <p>Thank you for the question you asked at the online community conversation last week. We received similar questions from a number of people, so we have provided one response.</p> <p>We carefully considered when and how best to proceed with engaging with the community and landowners during this time and have decided to continue in line with the government's direction to proceed with transport projects.</p> <p>In partnership with Waka Kotahi NZ Transport Agency and Auckland Transport, we are continuing to progress these projects as infrastructure will play a critical role in the economic recovery of New Zealand.</p> <p>The focus for Supporting Growth is over the next few years is on the strategic planning and land protection for Auckland's future transport network.</p> <p>Construction will be timed to align with Auckland Council's release of land suitable for urban development in 10, 20 and 30 years' time. However, as part of the government's NZ Upgrade Programme we know some priority projects in southern Auckland are now funded and have indicative timeframes. This includes:</p> <ul style="list-style-type: none"> • Mill Road – new connection from Manukau to Drury South (staged construction starts late 2022, with opening in stages from 2025/26 and completed in stages 2027/28) • Papakura to Drury South – improvements to support growth (construction awarded mid-2020, construction starts late 2020, construction due for completion late 2025) • Auckland rail – supporting urban and economic growth (electrification of the rail network from Papakura to Pukekohe: construction starts late 2020 and construction of two new stations at Drury starts 2023).
David	<p>Kia ora David</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>Are you planning to meet on-site with affected landowners to give us confidence you really understand the issues and concerns we have?</p> <p>Our Engagement Managers and the Supporting Growth team are always open to be contacted to discuss any concerns – please call our 0800 GROW AKL (4769 255) to arrange a time to discuss your concerns with us.</p> <p>We originally planned to arrange face-to-face meetings with landowners, and community information days and pop-up events for the wider community during April 2020.</p> <p>Unfortunately, in line with the government's response to Covid-19 we had to postpone our face-to-face meetings and events and carefully reconsider how best to engage with landowners and the community.</p> <p>Since 18 May 2020, we have been engaging directly with landowners by phone and online meetings as well as seeking community feedback via zero-contact ways to make it as easy as possible for people to tell us what they think or get in touch with us for a conversation.</p>

	<p>Landowners in the study area received written letters that included our mobile contact details, our 0800 free phone number and a feedback form and self-addressed envelope.</p> <p>In the coming months we will follow up directly with any landowners who may be affected by our proposals for a further discussion.</p>
George	<p>Kia ora George</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>How will the designs of the new roads, streets and spaces maximise people's access to walking, cycling and public transport? Which precedents are informing the design approach?</p> <p>One of the key considerations in our design approach is to provide flexibility and access. Many of these new roads, streets and spaces are through undeveloped greenfield land, with future land use still to be confirmed at a later stage.</p> <p>We are working in close collaboration with our project partners including Waka Kotahi NZ Transport Agency and Auckland Transport to ensure our current work is informed by best practice guidance, a Programme Business Case, the Supporting Growth Indicative Business Case and Auckland Council's Structure Planning.</p> <p>A number of design and land use elements have been considered to maximise accessibility to active modes and public transport. These include:</p> <ul style="list-style-type: none"> • corridor design where all the new/upgraded corridors include dedicated, separated walking and cycling facilities • network design where all the walking/cycling and public transport networks are well connected and integrated with rail stations, regional facilities and key trip attractors • for public transport, the corridors are designed to support a network of local and frequent bus routes and access to three new rail stations. Dedicated east-west and north-south bus lanes are proposed through Drury, Opāheke and Papakura (including the provision for future bus stops and improved connectivity to centres and rail stations). <p>Within the programme, these outcomes are being progressed through:</p> <ul style="list-style-type: none"> • project objectives investment that specifically refer to accessibility and mode shift to reduce transport related climate change impacts • a design framework agreed with Auckland Council that outlines programme wide design principles and provides measurable guidance on design decisions throughout each phase of programme delivery • collaboration with Council on land use planning, such as future structure planning • use of Auckland Transport's tools such as the Roads and Street Framework and the Design Manual. <p>Importantly, we have developed a set of typical corridor cross sections with spatial provisions to enable a flexible, re-configurable and adaptable environment for changing transport needs as well as changing future land uses.</p> <p>The corridors support universal access for users of all ages and abilities through the spatial accommodation of accessible walking and cycling facilities and appropriate interfaces with adjacent development lands.</p>
Helen	<p>Kia ora Helen</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>How can we use the Covid-19 pandemic experience to put the focus of this plan more onto drastically reducing our carbon footprint?</p> <p>More sustainable transport options that reduce our carbon footprint are the key to future transport planning.</p> <p>Before the Covid-19 pandemic, we released our Indicative Strategic Transport Network - it's our view of what Auckland's future transport network may look like. It's a shared vision that recognises that the way people move around their communities and across our city needs to change.</p> <p>Extending the public transport network and offering sustainable travel choices is at the heart of every project for each area – Warkworth, north Auckland, northwest Auckland and southern Auckland – to encourage a significant shift to public transport and active modes.</p> <p>The proposals for growth areas in southern Auckland have the potential to see an increase in public transport usage by 35 percent from southern communities.</p> <p>We believe a well-designed transport network supports public transport and walkability and cycling and must be attractive, safe to use and with facilities (eg kiss and ride, park and ride) that to help people get to where they need to go.</p> <p>Investment is in place for rail upgrades including electrification to provide additional train services to give people more sustainable travel choices which will help reduce emissions, ease congestion and improve road safety.</p> <p>Our priority is to identify and protect the land for these transport projects. This will enable as much flexibility as possible in our planning for a range of public transport and active modes. We're also working closely with Auckland Council to evolve our response to climate change at each stage of our planning.</p>

Jamie	<p>Kia ora Jamie</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>Why not design regional communities to be more compact so that the need for trips beyond walking/cycling around local neighbourhoods are minimised (eg like the '20-Minute City initiative for Hamilton, but even more closely-knit)?</p> <p>Auckland Council is responsible for Auckland's land use planning, setting planning policy and rules to enable urban development and its Auckland Plan 2050 outlines its approach to quality compact urban form to accommodate growth. The council's Auckland Unitary Plan enables intensification and allows for up-zoning near transit corridors to allow Aucklanders to live closer to their jobs and to quality transport connections.</p> <p>We're working closely with Auckland Council to ensure the future transport network for southern Auckland integrates with the council's development of structure plans for Opāheke-Drury and Pukekohe-Paerata. Our role is to investigate, plan and deliver the transport networks needed for future urban growth areas over the next 30 years.</p> <p>We recognise the way people will move around now and in the future needs to change and a well-designed transport network focuses on safety, accessibility and sustainability. Key features of this include:</p> <ul style="list-style-type: none"> • Ongoing investment in the rail network and frequent bus services • A walking and cycling network • Safety upgrades and improvements to the roading network, including on key rural roads • New strategic routes including the Mill Road Corridor (which will have walking and cycling paths its entire length) and an alternative route to Pukekohe. <p>The key to future transport planning is ensuring we have enough land set aside to create new roads, bus lanes and walking and cycling paths close to where growth is expected, and future communities can move into these new areas knowing that good transport choices will be available to them.</p> <p>We're now seeking feedback from the community on our preferred option, and our next steps will involve developing the design in more detail.</p>
	<p>Kia ora</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>What consideration has been given to Class 1 soils in the design process?</p> <p>Potential impacts on productive soils was one of many criteria considered as part of the assessment process we carried out to help arrive at our preferred options.</p> <p>We're now seeking feedback from the community on our preferred option, and our next steps will involve developing the design in more detail.</p>
Louise	<p>Kia ora Louise</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>How is active transport, particularly provision for cycling, being included in all new roading projects?</p> <p>We agree that a well-designed transport network includes public transport and walkability and cycling that is attractive, safe to use and with facilities (eg kiss and ride, park and ride) to help people get to where they need to go.</p> <p>Our priority right now, is to identify and protect the land for future transport projects (in 10-20 years' time) to ensure there is maximum flexibility in our planning to incorporate walking and cycling and all active modes.</p> <p>Some projects taking place between 2028-2032 include upgrades to roads in Drury. Proposals include preferred options for separated walking and cycling paths along Opāheke Road, Ponga Road and Waihoehoe Road. The Mill Road Corridor will have separated walking and cycling paths along its entire 21.5km length.</p>
Bruce	<p>Kia ora Bruce</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>Are all options still on the table for consideration?</p> <p>At this stage we have identified our preferred options through an assessment process and are consulting on these to get public feedback. We are keen to hear from the community to hear your views and understand any issues we may not be aware of that could influence the assessment process.</p> <p>Our next step will be to further develop the design, and it will be at that stage that we will be able to confirm which properties will be within the proposed designation.</p>
Susan	<p>How soon can we expect to be contacted re our individual properties?</p> <p>Kia ora Susan</p>

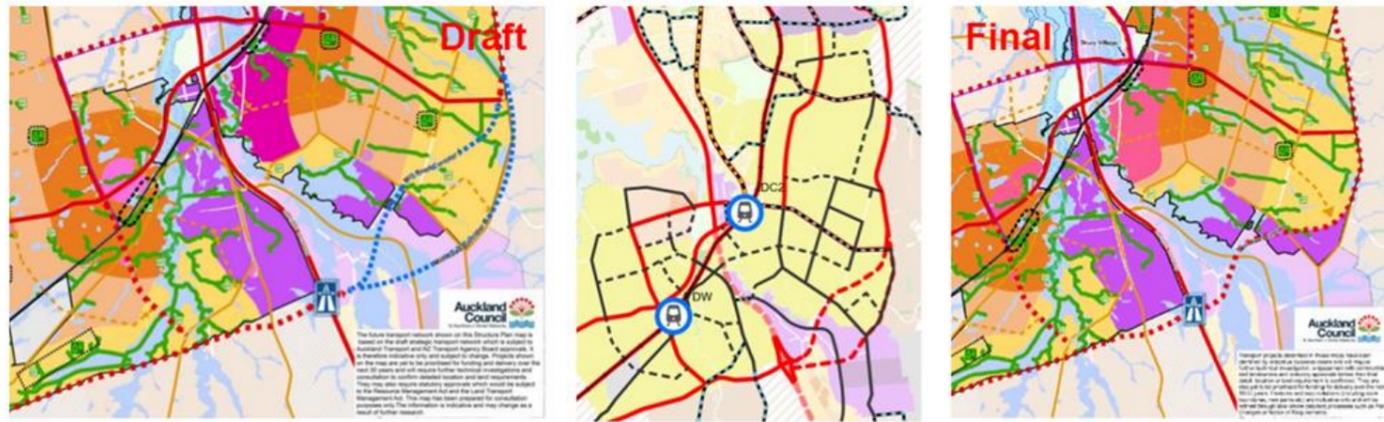
	<p>Thank you for the question you asked at the online community conversation last week.</p> <p>At this stage we have identified our preferred options and are consulting on these to get public feedback. Our next step will be to further develop the design, and it will be at that stage that we will be able to confirm which properties will be within the proposed designation. We expect to start talking directly with landowners about the Mill Road Corridor later this year and lodging the Notice of Requirement in early 2021. For the Pukekohe projects we will be talking with landowners later as the Notice of Requirement lodgements are scheduled for late 2021.</p>
Wendy	<p>Kia ora Wendy</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>What is the thinking around access and transport links from West Franklin - Waiuku, Glenbrook? How will these options and proposals help or hinder access from this area?</p> <p>The Pukekohe Expressway will provide an alternative route between these western locations and the southern motorway, taking the pressure off State Highway 22 as the Drury area becomes urbanised. The main purpose of the SH22 central connector is to provide a connection between these western locations and the expressway.</p>
Grant	<p>Kia ora Grant</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>Will we get a copy to the answer to each question as many are like my own? Will they be emailed or distributed some other way?</p> <p>We received an overwhelming response to our online Q&A on Wednesday 10 June 2020. We are responding directly to everyone who sent us a question and supplied their email address or contact details. We are publishing as many questions as we can on our website – some relate to individual properties and others are commercially sensitive, so these won't be published publicly. Some questions require input from specialist technical teams and Property Acquisition teams so take a little longer to answer. We will continue to update our list of Q&A on Friday 19 June 2020.</p>

Mill Road

Name	Question
Anja	<p>Kia ora Anja</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>When will landowners along the preferred route for the Drury to Pukekohe Expressway be informed if their land is to be affected?</p> <p>At this stage we have identified our preferred options and are consulting on these to get public feedback.</p> <p>Our next step will be to further develop the design, and it will be at that stage that we will be able to confirm which properties will be within the proposed designation. We expect to start talking directly with landowners about the Mill Road Corridor later this year and lodging the Notice of Requirement in early 2021. For the Pukekohe projects we will be talking with landowners later as the Notice of Requirement lodgements are scheduled for late 2021.</p>
Leanne	Why are all the Drury options so close together? You have really only given our area one option. Why won't you consider options further away from the belt of lifestyle properties and well away from the glider club?
Riet	I would like to know why we need a big swing on the north side of Fitzgerald road and go through all our private properties with all the bear land available and can go straight down on the west side of Cossey Road?
Neville	<p>In the May 2020 media release for Mill Road - Drury section, the preferred route shown (option A) is a new, never before published or consulted route through the most densely populated portion of privately owned land just to the west of Drury Hills Road.</p> <p>Why has a route been chosen that has the highest social and economic impact on private households, and which would see the destruction of a historical early settlers house at 267 Drury Hills Road, when there are lower impact routes through green fields land further to the west (option D, or routes even further west), where the land has already been purchased for future development, and which would have a far lesser impact on existing residents?</p>
Peter	The current planning premise is to build a road that avoids a future housing area, limiting the impact on this housing area. Consequently, the road is planned to go through the heart of the existing community, affecting several houses and our treasured gliding club. It appears the decisions are being driven by residential developers, profiteering strategies and a total disregard to the existing local community heartbeat? Why is the building an environment for a future community prioritised over trying to preserve the sustainability of our existing community and evolving a new potential Drury City on the foundation that currently lives in such harmony with the local environment?

<p>Adam</p>	<p>Why is Mill Road in the wrong place? Very sad for all residents along Drury Hills Rd. Cossey Road makes so much more sense, safer cheaper. Drury hills waterways hills birdlife rural culture of the area will be gone.</p> <p>Kia ora Leanne, Riet, Neville, Peter and Adam,</p> <p>Thank you for the question you asked at the online community conversation last week. We received similar questions from a number of people, so we have provided one response.</p> <p>We've heard many concerns and issues raised by the community relating to Mill Road. We are still consulting and where individuals have provided us with contact details, we are contacting you directly to hear your views and discuss your concerns with you.</p> <p>There has been a lot of interest and many questions asking for more information to understand more about the preferred options and how we arrived at these for Mill Road, especially the Drury section.</p> <p>Our planning work for southern Auckland has been underway since Auckland Council and Waka Kotahi NZ Transport Agency formed the Supporting Growth Programme in 2015 (formerly known as the Transport for Future Urban Growth Programme) to investigate, plan and deliver the transport networks needed to connect our urban growth areas over the next 30 years.</p> <p>In the south, the Te Tupu Ngātahi Supporting Growth team have been working closely with Auckland Council to integrate the future transport network with the council's development of structure plans for Opāheke-Drury and Pukekohe-Paerata.</p> <p>Previously we considered a route for Mill Road that went through Cossey Road (like the current preferred option D). Since this route was proposed, Auckland Council changed a large section of Drury and Opāheke to future urban (under the Unitary Plan in 2016), and this extends to Drury Hills Road in the east.</p> <p>We considered a range of routes to the west and east when we created the Indicative Business Case for this area in 2018 and undertook engagement with the community to seek their feedback. We asked for feedback on ideas and options for the future transport network in Auckland's southern growth areas. We talked to the community, Manawhenua, transport stakeholders and local boards. We held public open days, meetings and hui, and received both written and verbal feedback. Information and documents about the options for the south that we consulted the community on in 2018 can be viewed here.</p> <p>We included a recommendation in the Indicative Business Case that the Mill Road alignment should be located along then slightly to the west of Drury Hills Road:</p> <div data-bbox="457 1507 1822 1944" data-label="Image"> <p>The image contains five maps illustrating the progression of the Mill Road alignment. From left to right: 1. 'TFUG - PBC' shows a network of potential routes in various colors. 2. 'IBC Long List' shows a more refined set of routes. 3. 'IBC Short List' shows a further narrowed selection. 4. 'IBC Recommended' shows the chosen route in red. 5. 'IBC Recommended V.1' shows the final recommended route with additional details and labels like 'SR1A', 'SR2H', 'SR2G', 'SR2J', 'OPĀHEKE', 'DRURY EAST', and 'DRURY WEST'.</p> </div> <p>In July 2019, we consulted with landowners in the Mill Road study area and the community and shared the Mill Road alignment shown in the southern Auckland Indicative Strategic Network:</p> <div data-bbox="457 2083 1071 2671" data-label="Image"> <p>This map shows the southern Auckland region with various roads and urban areas. The Mill Road alignment is highlighted in red, starting from the west near Hingaia and extending east through Papakura, Opāheke, and Drury West/South. Other roads shown include Hingaia Rd, Bremner Rd, Waihoehoe Rd, Dominion Rd, Hunua Rd, and Drury South. Numbered markers (1-22) indicate specific locations or points of interest along the route.</p> </div>
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Also, during 2019, we worked closely with Auckland Council to integrate our proposals with their structure plan for Drury-Opāheke. This led to the introduction of a reverse curve in Mill Road, and an adjustment to zoning:



Integrated Transport Assessment prepared to support the Drury-Opāheke Structure Plan. Two alignments for Drury Section

Between July 2019 and May 2020, Supporting Growth considered route refinement options.

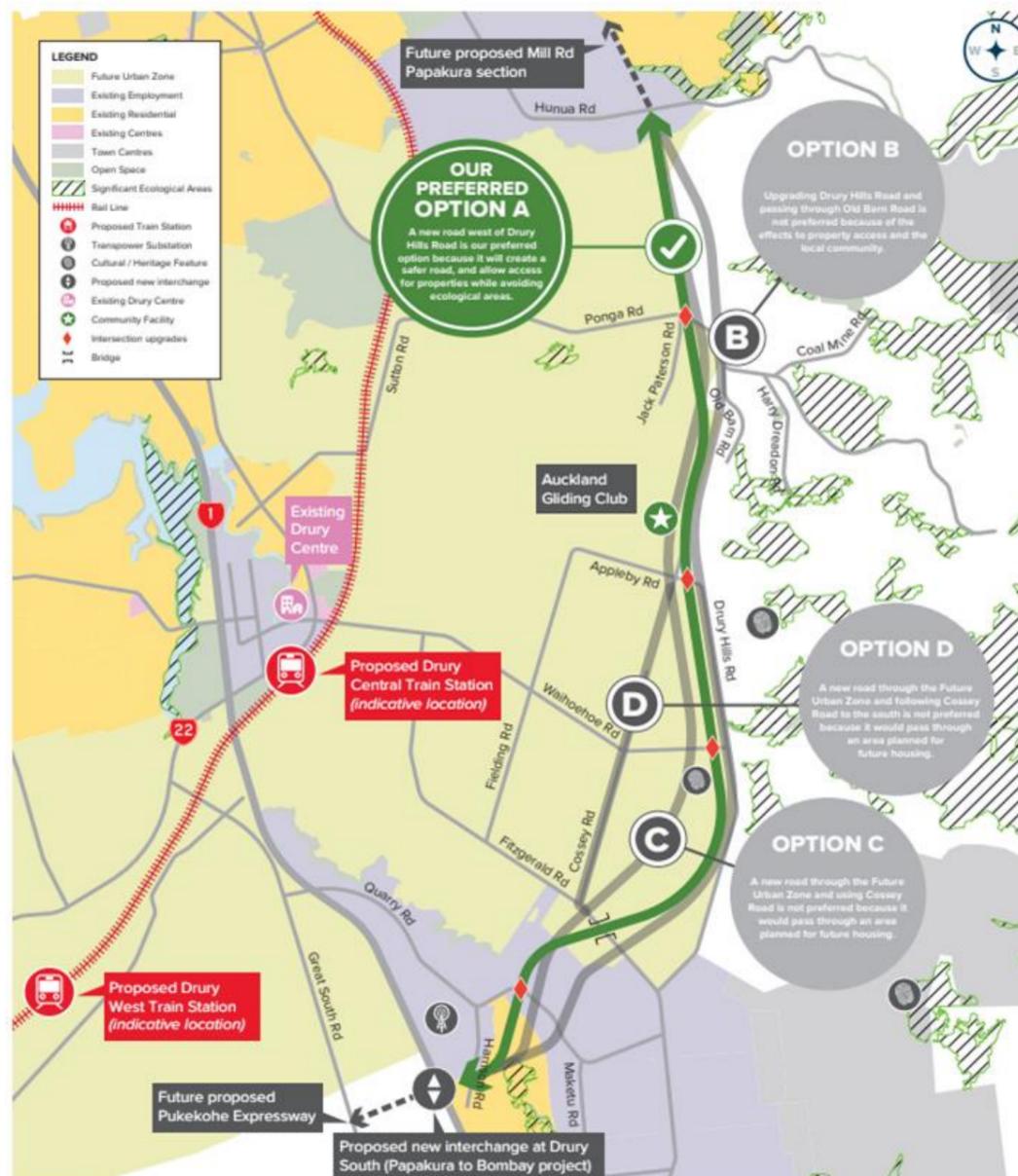
Routes further to the west were not preferred because:

- the road would bisect the residential area, which has severance issues and introduces safety concerns (people trying to cross the high-speed road)
- there is another proposed arterial road further west (the Opāheke arterial) and it's less effective to have these two roads close together

We've also considered other options further east and these are not preferred because:

- they don't provide good road connections to the future urban zone
- there is challenging topography
- the road would cross the Drury fault line (at the base of the hills)
- they would still impact other rural homes
- they are longer and more expensive.

We're now engaging with landowners and [seeking feedback from the community](#) on our technically preferred option A for the Drury section, and our next steps will involve developing the design in more detail.



	<p>In the coming months we will follow up directly with any landowners who may be affected by our proposals for a further discussion.</p>
Pennie	<p>Kia ora Pennie</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>When will the Redoubt Road section of the Mill Road corridor start and how long will it take? There has been a lot of interest in understanding more about the preferred options and how we arrived at these for Mill Road.</p> <p>The northern end of Mill Road from the State Highway 1 Redoubt Road interchange to Alfriston Road was designated in 2016 by Auckland Transport. Property purchase is partially completed, and the Mill Road project is now part of the NZ Upgrade Programme. Under the New Zealand Upgrade Programme, construction work on Mill Road is expected to start in 2022 and be completed in stages between 2027 and 2028. Work is starting on property purchase and the planning and design for the alternative route.</p>
Sue	<p>Kia ora Sue</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>When will landowners in urban Papakura know if their land will be on the Mill Road Corridor or not please? At this stage we have identified our preferred options and are consulting on these to get public feedback.</p> <p>Our next step will be to further develop the design, and it will be at that stage that we will be able to confirm which properties will be within the proposed designation. We will be in contact with landowners later this year, prior to lodging the Notice of Requirement in early 2021.</p> <p>We're now seeking feedback from the community on our preferred option, and our next steps will involve developing the design in more detail.</p>
Susan	<p>Kia ora Susan</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>When is this planned to start and where exactly will it go, and properties involved in the whole project? There has been a lot of interest in understanding more about the preferred options and how we arrived at these for Mill Road.</p> <p>The northern end of Mill Road from the State Highway 1 Redoubt Road interchange to Alfriston Road was designated in 2016 by Auckland Transport. Property purchase is partially completed, and the Mill Road project is now part of the NZ Upgrade Programme. Under the New Zealand Upgrade Programme, construction work on Mill Road is expected to start in 2022 and be completed in stages between 2027 and 2028. Work is starting on property purchase and the planning and design for the alternative route.</p>
George	<p>Kia ora George</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>Does the Glider Field have any long-term future with the current preferred route? There has been a lot of interest in understanding more about the preferred options and how we arrived at these for Mill Road.</p> <p>Under Auckland Council's Unitary Plan, the Gliding Club has been zoned Future Urban Zone, as has the land to the west and south of the club. The preferred route for Mill Road passes through the Gliding Club, and under this scenario, acquisition of the club would be required.</p>
Tua	<p>Kia ora Tua</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>When will the Takaanini business case progress? We will start the planning for developing the business case for Takaanini soon. Once we have established the project team to lead this work and have more detail to share with the community, we will open public engagement for their input. We hope to be able to be able to share more detail before the end of 2020.</p>
Haroon	<p>Kia ora Haroon</p>

	<p>Thank you for the question you asked at the online community conversation last week.</p> <p>When do you expect to start Mill Road /Redoubt Road Upgrade? I live on Redoubt Road and would like to know how much time I have to move?</p> <p>Under the New Zealand Upgrade Programme, construction work on Mill Road is expected to start in 2022 and be completed in stages between 2027 and 2028. Work is starting on property purchase and the planning and design for the alternative route.</p>
Anna	<p>Kia ora Anna</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>When will a decision be made about the Dominion Road option and when will property owners know if their property is affected?</p> <p>At this stage we have identified our preferred options and are consulting on these to get public feedback.</p> <p>Our next step will be to further develop the design, and it will be at that stage that we will be able to confirm which properties will be within the proposed designation. We will be in contact with landowners later this year, prior to lodging the Notice of Requirement in early 2021.</p>
Pat	<p>Kia ora Pat</p> <p>Thank you for the questions you asked at the online community conversation last week.</p> <p>On Mill Road when will Murphy's Road and Thomas Road be built?</p> <p>Murphys Road project aims to provide capacity for growth in Flat Bush and seeks to address safety issues along the Road. The project also includes upgrading the intersection of Murphys Road and Thomas Road.</p> <p>The Murphys Road project will be subject to the prioritisation of projects in the Regional Land Transport Plan (RLTP), where the project will be assessed with other proposals for funding. Auckland Transport will be in a process of revising the RLTP, which involves reprioritising our capital projects for the 2021 period. The public consultation process for the RLTP will be communicated at a later date.</p> <p>On SH11 upgrade when will the bus lanes be installed and where are the bus stations planned?</p> <p>The Papakura to Bombay project is being led by Waka Kotahi NZ Transport Agency and will provide wide bus shoulders to support future public transport services, however bus stations are not part of the current scope.</p>
Marc	<p>Kia ora Marc</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>Why are new proposed roads for Mill Road being placed through future urban zones reducing housing opportunities?</p> <p>In our option assessment we've given a lot of thought to how to best integrate the Mill Road alignment with the future urban zones planned by Auckland Council. Through the Takaanini and Drury sections, Mill Road will become the eastern boundary of the future urban zone.</p>
Ben	<p>Kia ora Ben</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>The Mill Road Northern Corridor, will it be two general lanes and two transit/freight lanes like SH20B will have. If not, why not?</p> <p>As a four-lane road, Mill Road will have two lanes in each direction, it will have more intersections and will have a posted speed that varies between 50 and 80 km/h depending on land use. We're investigating different options for 'managed lanes' which could include one lane in each direction being allocated to public transport, freight or private vehicles as well as separated walking and cycling paths. We're interested to hear the community's view on these options.</p>
	<p>Kia ora</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>For Mill Road – Drury section, it is stated in Supporting Growth's May 2020 release that option B is not preferred because of the impact on Old Barn Road property access and the local community. In the same way, how can option A from Appleby to Fitzgerald be justified when it affects a far greater number of people, homes?</p> <p>Each section of Mill Road has been assessed for a range of criteria. As part of this the impact on existing communities has been considered for each section. In some cases, such as the southern section of Mill</p>

	<p>Road in the Drury section, there are other factors that have contributed to the decision to select a preferred alignment.</p> <p>We considered a range of routes to the west and east when we created the Indicative Business Case for this area in 2018 and undertook engagement with the community to seek their feedback. We included a recommendation in the Indicative Business Case that the Mill Road alignment should be located along then slightly to the west of Drury Hills Road. Information and documents about the options for the south that we consulted the community on in 2018 can be viewed here.</p> <p>In July 2019, we consulted with landowners in the Mill Road study area and the community and shared the Mill Road alignment shown in the southern Auckland Indicative Strategic Network.</p> <p>Also, during 2019, we worked closely with Auckland Council to integrate our proposals with their structure plan for Drury-Opāheke. This led to the introduction of a reverse curve in Mill Road, and an adjustment to zoning.</p> <p>Between July 2019 and May 2020, Supporting Growth considered route refinement options.</p> <p>The routes further to the west were not preferred because:</p> <ul style="list-style-type: none"> • the road would bisect the residential area, which has severance issues and introduces safety concerns (people trying to cross the high-speed road) • there is another proposed arterial road further west (the Opāheke arterial) and it's less effective to have these two roads close together <p>We've also considered other options further east and these are not preferred because:</p> <ul style="list-style-type: none"> • they don't provide good road connections to the future urban zone • there is challenging topography • the road would cross the Drury fault line (at the base of the hills) • they would still impact other rural homes • they are longer and more expensive. <p>We're now seeking feedback from the community on our preferred option, and our next steps will involve developing the design in more detail.</p>
Helen	<p>Kia ora Helen</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>Please explain the “cultural impact” of options C and D of the Mill Road- Papakura Section and how that cultural impact is more significant than the cultural impact of options A and B? Please confirm that you hold data relating to the pollution impact of option A (Mills Road- Papakura Section) on the residents of Dominion Road and the surrounding area.</p> <p>Option C has a potential impact on the Pukekiwiriki Pā site directly east of the alignment. This pā has been identified as an outstanding natural feature in the Auckland Unitary Plan and is a listed archaeological site. Option D has a potential impact on the Hays stream cliffs limestone to the east of the alignment, also identified as an outstanding natural feature. Manawhenua has identified both sites as being of significant cultural value.</p> <p>As part of our option assessment process, a multi criteria analysis was undertaken and consideration was given to human health and wellbeing matters. In particular, the project team considered air quality, visual impact, amenity, and noise and vibration effects. As we progress to the next level of design, we will be undertaking more detailed assessment on the matters above.</p> <p>We're now seeking feedback from the community on our preferred option, and our next steps will involve developing the design in more detail.</p>
Sameer	<p>Kia ora Sameer</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>"Future Urban" is already urban in some places with construction already underway and completed in some places. The suggested option A does not consider what changes might occur by the time the construction of Mill Road is completed in Takanini area.</p> <p>Yes, construction is happening quickly in the southern part of the Takaanini area where it has been live zoned. We'll be taking this into account through the next stages of alignment refinement, and part of this consideration will be deciding which side of the existing Mill Road to widen.</p>
Jamie	<p>Kia ora Jamie</p> <p>Thank you for the question you asked at the online community conversation last week.</p>

	<p>Will Mill Road corridor include provision for a rapid transit busway/light rail? Mill Road will be a four-lane road with managed lanes, however there is no current plan to provide a rapid transit busway or light rail. There are wider network plans that provide for a rapid transit route further west.</p>
Rod	<p>Kia ora Rod</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>Re Mill Rd - how can zones called "country living " be country with a 4-lane highway beside them (negative noise, dust, vibration, visual impacts, etc) - you need to look at the topography to better align the boundary - Drury Hills Rd is not a sensible boundary for FUZ to stop - the top of the actual hills (further East) is a better boundary for country living zone - so then allowing those with property on the border of the new Mill Rd to recover some of the road's impact by having their property zoned Future Urban. "Country Living" is not 4-lane highway. Thanks</p> <p>Auckland Council is responsible for Auckland's land use planning, setting planning policy and rules to ensure urban development.</p> <p>Auckland Council changed a large section of Drury and Opāheke to future urban zoning under the Auckland Unitary Plan in 2016.</p> <p>The Auckland Unitary Plan enables intensification and ensures Auckland's land is being used efficiently. It allows for extensive up-zoning, especially near transit corridors, which means Aucklanders can live closer to their jobs and to quality transport corridors.</p> <p>Te Tupu Ngātahi Supporting Growth team is working closely with manawhenua, KiwiRail and Auckland Council's land use planning and infrastructure teams to ensure transport planning is integrated with the future regional plans being developed to respond to Auckland's growth. This includes progressing preferred options for priority projects such as the Mill Road Corridor which is now funded as part of the NZ Upgrade Programme.</p>

Pukekohe Expressway

Name	Question
Craig	<p>Kia ora Craig</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>How have you been able to arrive at a preferred route without carrying out any on the ground investigations to check if the road can actually be built in a way that is able to avoid, manage or mitigate environmental effects?</p> <p>Consideration of local ground conditions has formed part of the assessment process. Geotechnical experts have undertaken desktop studies and site visits to inform the criteria assessment process. These have also informed the assessment of the various options for "natural hazard" and "constructability" criteria. We've taken into key consideration things like embankment settlement, slope stability, performance during seismic events, constructability, and structural foundation conditions. The geotechnical assessment to date has been largely desktop given the wide range of options being considered. As we progress with a preferred option this assessment will include more onsite investigations to inform the detailed design phase.</p> <p>We're now seeking feedback from the community on our technical preferred options, and our next steps will involve further investigations before developing the design in more detail.</p>
Ross	When will you make a final decision on the route of the Pukekohe Expressway?
Anja	When will landowners along the preferred route for the Drury to Pukekohe Expressway be informed if their land is to be affected?
Bruce	How firm is your selection of options? The Pukekohe Expressway passes through about 10 valuable properties and will require the removal of houses whereas the option B passes through rural land and the only reason you give for preference is that it is zoned FUTURE residential?
	<p>Kia ora Ross, Anja and Bruce</p> <p>Thank you for the question you asked at the online community conversation last week. We received similar questions from a number of people, so we have provided one response.</p> <p>At this stage we have identified our technical preferred option and we are engaging with communities and stakeholders to get their feedback.</p> <p>Our next step will be to further develop the design, and it will be at that stage that we will be able to confirm which properties will be within the proposed designation. The lodgement date for the Pukekohe Expressway is late 2021, and we will be back to talk to affected landowners before then.</p>

	<p>We're now seeking feedback from the community on our preferred options, and our next steps will involve developing the design in more detail.</p>
Rachel	<p>Kia ora Rachel</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>The new expressway must go next to the existing railway. The designated future urban area is not a justifiable reason not to put the highway here.</p> <p>To connect to the Mill Road Corridor and provide an alternative north-south option to State Highway 1, the Pukekohe Expressway connects to the proposed Drury South Interchange, which is to the east of the railway line. We have considered a range of options. Aligning with the Future Urban Zone and Council's land use plans has been a key consideration when assessing options.</p>
Paul	<p>Kia ora Paul</p> <p>Thank you for the questions you asked at the online community conversation last week.</p> <p>At this stage have you identified the properties you will purchase for the Pukekohe Expressway? When (what date) will you designate these properties?</p> <p>At this stage we have identified our technical preferred option and we are consulting on this to get feedback. Our next step will be to further develop the design, and it will be at that stage that we will be able to confirm which properties will be within the proposed designation. The lodgement date for the Pukekohe Expressway is late 2021, and we will be back to talk to affected landowners before then.</p> <p>Why are you crossing Runciman Road when by crossing the Great South Road north of the Runciman Road junction you can avoid an expensive crossing and use flat land until reaching Burt Road?</p> <p>There are two main reasons the proposed alignment is to the south in this area. Firstly, our preference is to keep the road to the south of the Future Urban Zone because there would be safety and severance issues if there was a high-speed road through this proposed residential area. Secondly, the Pukekohe Expressway ties into the proposed Drury South Interchange (with Mill Road to the east). This interchange location is determined by the optimal spacing between the existing Drury and Ramarama interchanges on State Highway 1.</p> <p>When do you propose that you will purchase the land?</p> <p>At this stage we have identified our technical preferred option and we are consulting on this to get feedback. Our next step will be to further develop the design, and it will be at that stage that we will be able to confirm which properties will be within the proposed designation. The timing for lodging Notice of Requirement for the Pukekohe Expressway is late 2021, and we will be back to talk to affected landowners before then.</p>
Louise	<p>Kia ora Louise</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>With regards to the Pukekohe Expressway, why not upgrade existing roading options? There are already roads into Pukekohe from the north via, SH22, Sim Road, which is currently a Clay Road in part, Burt Road, Runciman Road, Great South Road and via Bombay.</p> <p>The purpose of the new Pukekohe Expressway is to accommodate future traffic growth. The geometry and design of existing roads allow for a much lower traffic speed and do not meet traffic requirements now. To meet the standards of a 80kmh four-lane expressway, they would require significant alignment improvement which would cause significant impacts on the adjacent houses.</p>
Evelina	<p>Kia ora Evelina</p> <p>Thank you for the questions you asked at the online community conversation last week.</p> <p>SH22 is already there, why not upgrade it to accommodate your future plans?</p> <p>Projects have been proposed for both sides of State Highway 22 and these areas have been zoned for urban development in the future. Our proposals include SH22 being an important part of the overall future transport network and adding new transport projects and urban arterial roads to provide alternative transport choices including public transport services and walking and cycling paths. Both SH22 and our new transport projects will work together to support future growth including future communities and commercial traffic to help economic recovery.</p> <p>Are you wanting to hurry the Pukekohe Expressway to get your funding?</p> <p>At this stage there is no funding for the Pukekohe Expressway. Our focus is on staging route protection processes across future urban zoned area over the next few years, ensuring that the land needed to build and operate transport routes in the future is protected well in advance of construction.</p>

Pukekohe Urban Arterial

Name	Question
Siobhan	<p>Kia ora Siobhan</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>I am interested to know more about the proposed safety plans for Pukekohe East Road, what practical steps can be implemented? Can the road be slowed down? Otherwise generally interested in the discussion re: Pukekohe Urban Arterial</p> <p>Safety plans for Pukekohe East Road lie within Waka Kotahi NZ Transport Agency's remit. We have submitted our recommendation for safety improvements into their programme of works. We will ask your question on your behalf and follow up with you once we receive a response.</p>
Adam	<p>Kia ora Adam</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>What is the proposed timeline for the Pukekohe Urban Arterial (north-east section)?</p> <p>At this stage we have identified our technical preferred option and we are engaging with communities and stakeholders to get their feedback.</p> <p>Our next step will be to further develop the design, and it will be at that stage that we will be able to confirm which properties will be within the proposed designation. The lodgement date for the Pukekohe Urban Arterial is late 2021. Construction is not currently funded; we are focusing on ensuring the land that is needed in the future is protected. We will be back to talk to affected landowners before late 2021.</p>

Rail upgrades and new train stations

Name	Question
Matt	<p>Kia ora Matt</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>The proposed location of the West Drury station Option A relative to the planned/already zoned school hub (early learning/primary school/secondary college) at Burt Road is encouraging but remains touch and go from a walkable perspective - depends on the exact location. It's a pity it's not further west creating, by virtue of decreased flood plain issues, a larger supporting residential catchment, retaining a strong town centre connection, while better facilitating daily school student use. Why not?</p> <p>Option A is our preferred option because it balances the ability to maximise the amount of land able to be developed by locating west of the Ngākoroa floodplain, while still maintaining relative proximity to both the local centre location identified in Auckland Council's structure plan and the proposed school site. Locations further southwest were not preferred because they are further away from the proposed local centre location, and less central to the wider Drury West community area.</p> <p>The eastern boundary of the proposed school site is also 300m from the proposed western station access and about 450m from the eastern station access. We're also investigating active mode connections adjacent to the railway to ensure everyone has great connections to the station.</p>
Carey	<p>Kia ora Carey</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>What are the indicative timelines for the completion of all the additional rail related infrastructure elements?</p> <p>The stations being funded through the rail package as part of the NZ Upgrade Programme have an indicative completion date of 2024. Other aspects remain in the detailed business case phase and are unfunded. Supporting Growth's analysis indicates that additional rail tracks will be required in the medium term to enable express and inter-regional passenger rail services and additional freight rail services.</p>
Miles	<p>Kia ora Miles</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>What park and ride facilities will be available at the Drury train stations?</p> <p>Decisions on which stations will have park and ride are to be confirmed. Supporting Growth is investigating the route protection requirements for park and ride facilities at all stations – this has included options for park and ride facilities of up to 500 spaces at each station being developed.</p>
Josephine	Kia ora Josephine

	<p>Thank you for the question you asked at the online community conversation last week.</p> <p>When can we expect the location of Drury Central and Drury West stations could be confirmed? We will finalise preferred station locations following this engagement period. This is required to meet the timeframes for lodging the planning applications to enable implementation of the stations by 2024 as indicated by the government's rail package within the NZ Upgrade Programme.</p>
Raycher	<p>Kia ora Raycher</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>When is the Paerata train station going to be built? When is the Glenbrook roundabout going to be built? SH22 is still one of the most dangerous roads in NZ. The Paerata station at this stage does not fall within the rail package as part of the NZ Upgrade Programme and is currently unfunded. However, our analysis indicates it is needed in the short term (within a decade) to serve the development that's already occurring at Paerata, and therefore the detailed business case is seeking funding for the station footprint to be route protected.</p>
Ross	<p>Is it intended to have Park and Ride at all 3 stations of Drury x 2 and Paerata?</p> <p>Kia ora Ross</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>We're investigating the route protection requirements (future land required) for park and ride facilities at all stations. This includes options for park and ride facilities that can provide up to 500 spaces at each new proposed station. Decisions on which stations will have park and ride facilities are still to be confirmed.</p>
Steve	<p>Kia ora Steve</p> <p>Thank you for the questions you asked at the online community conversation last week.</p> <p>What (if any) impact is the development of Drury Central Station expected to have on current community facilities such as Drury Domain? Is there a chance that Council owned facilities may be repurposed for ancillary needs such as Park N Ride? When is it expected that this level of detail will be known? Thanks Supporting Growth is not currently considering use of the Drury Domain as a park and ride. More information on park and ride options will be provided in a future engagement phase.</p> <p>Will the Drury SH1/Rail interchange provide for significant mode shift for by encouraging motorists to park and travel to the CBD, Airport, events, etc by the most efficient means - the mass transit rail network? Yes. The purpose of the stations is to ensure that the rail captures a significant mode share of outbound trips from the south.</p>
Daniel	<p>Kia ora Daniel</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>Any thoughts about tweaking the location of the Drury West station slightly to have it closer to the new school on Burt Road? It won't take much as will benefit a school of over 1200 children and increase safety for them. Option A is our preferred option because it balances the ability to maximise the amount of land able to be developed by locating west of the Ngākorua floodplain, while still maintaining relative proximity both to the local centre location identified in Auckland Council's structure plan and the proposed school site. Locations further southwest were not preferred because they are further away from the proposed local centre location, and less central to the wider Drury West community area.</p> <p>The eastern boundary of the proposed school site is also 300m from the proposed western station access and about 450m from the eastern station access. We're also investigating active mode connections adjacent to the railway to ensure everyone has great connections to the station.</p>
Lucy	<p>Kia ora Lucy</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>50 and 500 park and ride spaces will be not be enough - this rail line captures people from a large rural area who drive to the stations from beyond Auckland's borders. Need to consider way more capacity for park and ride, why not just have a commuter station for only park and ride? Facilities of up to 500 spaces at each station have been investigated. This figure is based on similar examples from around the region and assessing the likely future demand which is subject to ongoing</p>

	analysis. There is scope to both increase and decrease this number, noting that park and ride facilities incur a relatively high capital cost per rail user, and so need to be considered alongside other means of access to stations that will become more viable as areas develop.
Jamie	<p>Kia ora Jamie</p> <p>Thank you for the question you asked at the online community conversation last week.</p> <p>Will the railway be future-proofed for 4-tracking and grade/curve easings in the future? Using far too much future urban land to save a few local access issues and rural properties. Housing shortage issues in the future again?</p> <p>Our focus is ensuring the land needed for future upgrades is protected. We're working closely with KiwiRail to determine where additional land may be required to be protected along the corridor. These upgrades would be staged over time as the population and demand grows. In the short term, KiwiRail is proposing to electrify the line between Papakura and Pukekohe.</p> <p>The rail package as part of the NZ Upgrade Programme has provided funding for three projects that support growth in the south – the extension of the electrified rail network from Papakura to Pukekohe and two new stations at Drury Central and Drury West.</p> <p>The project – which is expected to begin at the end of 2020 – includes electrification of 19km of track, an additional two platforms at Pukekohe station and futureproofing for additional lines.</p>