

North DBC and NoRs Manawhenua Engagement Summary Report

May 2023

Version 1.0

Document Status

Responsibility	Name
Author	██████████
Reviewer	████████████████████
Approver	██████████

Revision Status

Version	Date	Reason for Issue
1.0	2/05/2023	Issue for IQA Review

Disclaimer

This is a draft document for review by specified persons at Auckland Transport and Waka Kotahi the New Zealand Transport Agency. This draft will subsequently be updated following consideration of the comments from the persons at Auckland Transport and Waka Kotahi the New Zealand Transport Agency. This document is therefore still in a draft form and is subject to change. The document should not be disclosed in response to requests under the Official Information Act 1982 or Local Government Official Information and Meetings Act 1987 without seeking legal advice.

Table of Contents

1	Introduction	1
2	Manawhenua Engagement Approach	1
2.1	North Manawhenua Groups	2
2.2	Manawhenua Site Visits	3
2.3	Hui	3
3	What we heard from Ngā Manawhenua	6
3.1	IBC Phase Feedback	6
3.1.1	Feedback Received at Regular Hui	6
3.1.2	Feedback Received in IBC Phase Cultural Values Assessments	7
3.2	DBC/NoR Phase Feedback	7
3.2.1	Cultural Values and General Feedback	7
3.2.2	Feedback Received at Special Hui	8
3.2.3	Feedback Received at Site Visits.....	10
3.2.4	Project-Specific Feedback	13
3.3	Manawhenua Options Preferences Tables (DBC phase)	19
3.3.1	Local Projects.....	19
3.3.2	Rapid Transit Corridor (NoR 1) and Pine Valley Station (NoR 3)	21
3.3.3	SH1 Improvements Projects (NoR 4).....	23

Table of Figures

Table 1:	North Manawhenua Groups	2
Table 2:	IBC and DBC hui.....	4
Table 3:	Manawhenua Feedback - 2020 Strategic Projects Site Visit	11
Table 4:	Manawhenua feedback – 2022 North projects site visit	13
Table 5:	Manawhenua Options Preferences - Local Projects.....	19
Table 6:	Manawhenua Options Preferences - RTC and Pine Valley Station	21
Table 7:	Manawhenua Preferences - SH1 Improvements Package.....	23

1 Introduction

Manawhenua are recognised as Treaty Partners by Auckland Transport and Waka Kotahi (the NZ Transport Agency) and as such Te Tupu Ngātahi recognises the responsibilities and commitments in engagement with Manawhenua. Auckland Transport and Waka Kotahi's partnerships provide the North Projects with a framework for working with Māori. These frameworks set out a vision to build a strong relationship with Māori, moving towards a second generation of partnership focusing on co-management and co-governance.

Manawhenua have therefore been involved in the development of the business cases, as partners in decision making. Consideration of Manawhenua views has been integral when identifying priorities for investment options.

This document provides a summary of the engagement undertaken with Manawhenua, through the Indicative Business Case phase (IBC) through to Detailed Business Case phase (DBC) and preparation of Notices of Requirement (NoRs).

This report sets out the different Manawhenua iwi and hapū groups with which engagement has taken place, along with feedback provided by Manawhenua and actions Te Tupu Ngātahi has taken in response to feedback received.

2 Manawhenua Engagement Approach

The following section summarises the iwi and hapū who together comprise our North Manawhenua partners. This section also sets out the types of engagement which have been undertaken with our North Manawhenua partners, including meetings, workshops, regular monthly hui, hui on specific matters, and site visits.

Manawhenua have had ongoing monthly hui with the project teams from all North Te Tupu Ngātahi projects from the start of the IBC phase in 2018, and through the DBC phase beginning in December 2019 and ongoing. The purpose of these hui are to update Manawhenua on the progress being made, and to present technical information and findings to Manawhenua as partners, as well as seeking and responding to feedback from Manawhenua. We engaged prior to, during and following wider community engagement.

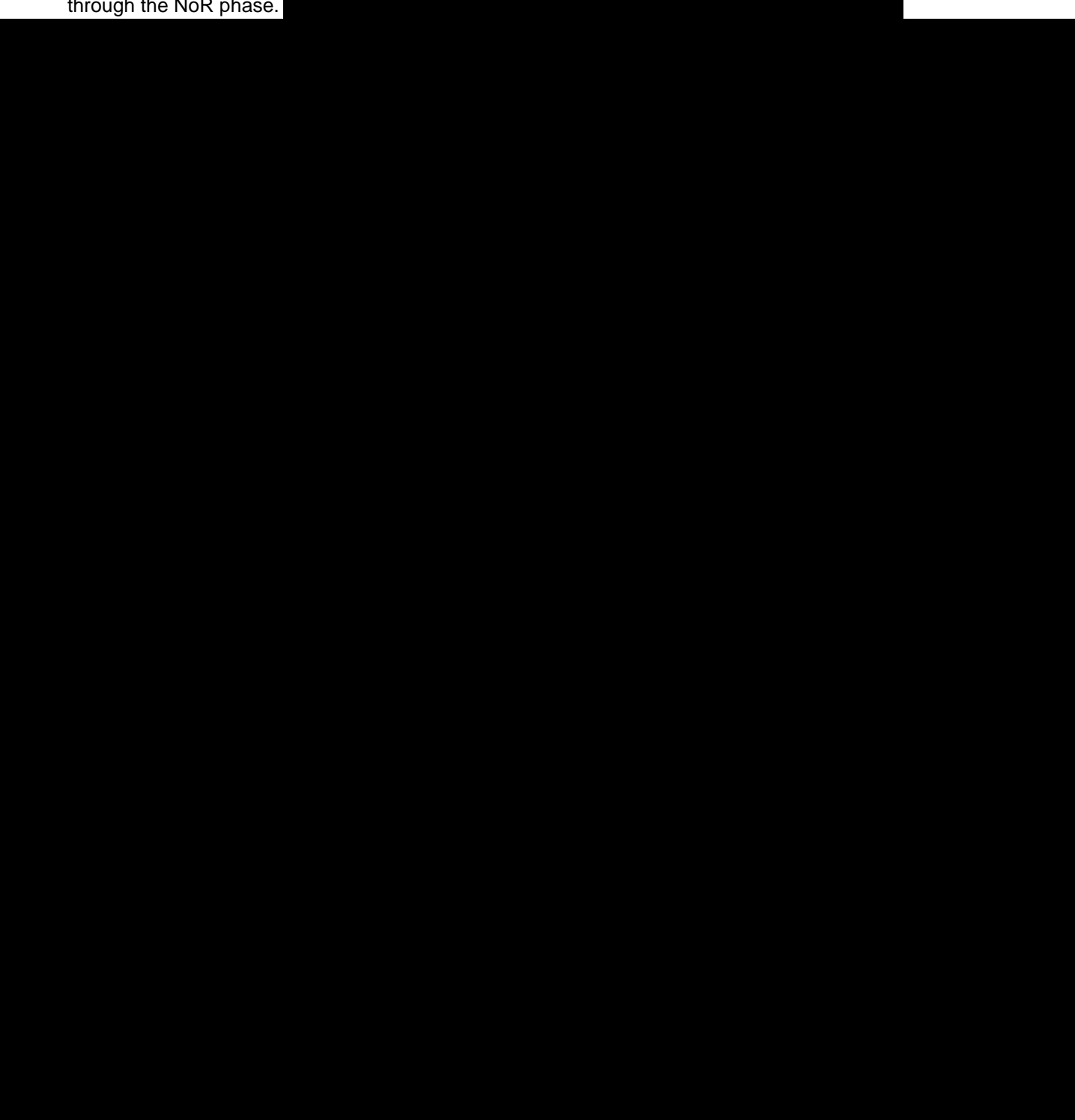
Work on the North Package was paused in 2020 due to the impacts of the COVID-19 pandemic. When work recommenced in 2021, ongoing monthly North hui resumed, along with hui on specific matters, as required.

Manawhenua also attended multi-criteria analysis (MCA) option assessment workshops for the projects. The purpose of these workshops was to gather feedback on specific options under investigation by the project team. For the New Rapid Transit Corridor (RTC), Manawhenua also participated in a series of workshops on the Dairy Flat Land Use Integration process with other partners (Auckland Council, WK and AT) from late 2021 to mid-2022.

More information on the feedback received, and how Te Tupu Ngātahi has responded to this, is provided at Section 3 of this report.

2.1 North Manawhenua Groups

Ten Manawhenua groups have been involved in the development of the North network, through long-list design, option evaluation, IBC and DBC phases. The same groups continue to be engaged with through the NoR phase.



Of the Manawhenua listed above, the level of engagement with project teams has varied. All North Manawhenua are invited to the regular monthly hui and are copied into email correspondence with the project team and via the Alliance Manawhenua Engagement Representative, Josy Peita. However not all Manawhenua regularly attend hui.

[REDACTED]

[REDACTED]

2.2 Manawhenua Site Visits

In June 2020, a Manawhenua site visit of the North and North West project areas took place. In the North, only the strategic project sites were visited (for the rapid transit corridor (RTC) and SH1 upgrades), as work on local projects had not yet begun.

All North Manawhenua were invited to this site visit. Manawhenua attendees were:

- [REDACTED]
- [REDACTED]
- [REDACTED]

Feedback received at this 2020 Strategic Projects site visit is documented in Table 3 at Section 3.2.3, below.

A second Manawhenua site visit took place in July 2022 covering the full North network including strategic and local projects. This involved an initial overview of the proposed network, with network maps provided. The existing routes were then driven by the group together with Te Tupu Ngātahi representatives, with discussion, comments and questions occurring afterwards.

All North Manawhenua were invited to this site visit. Manawhenua attendees were:

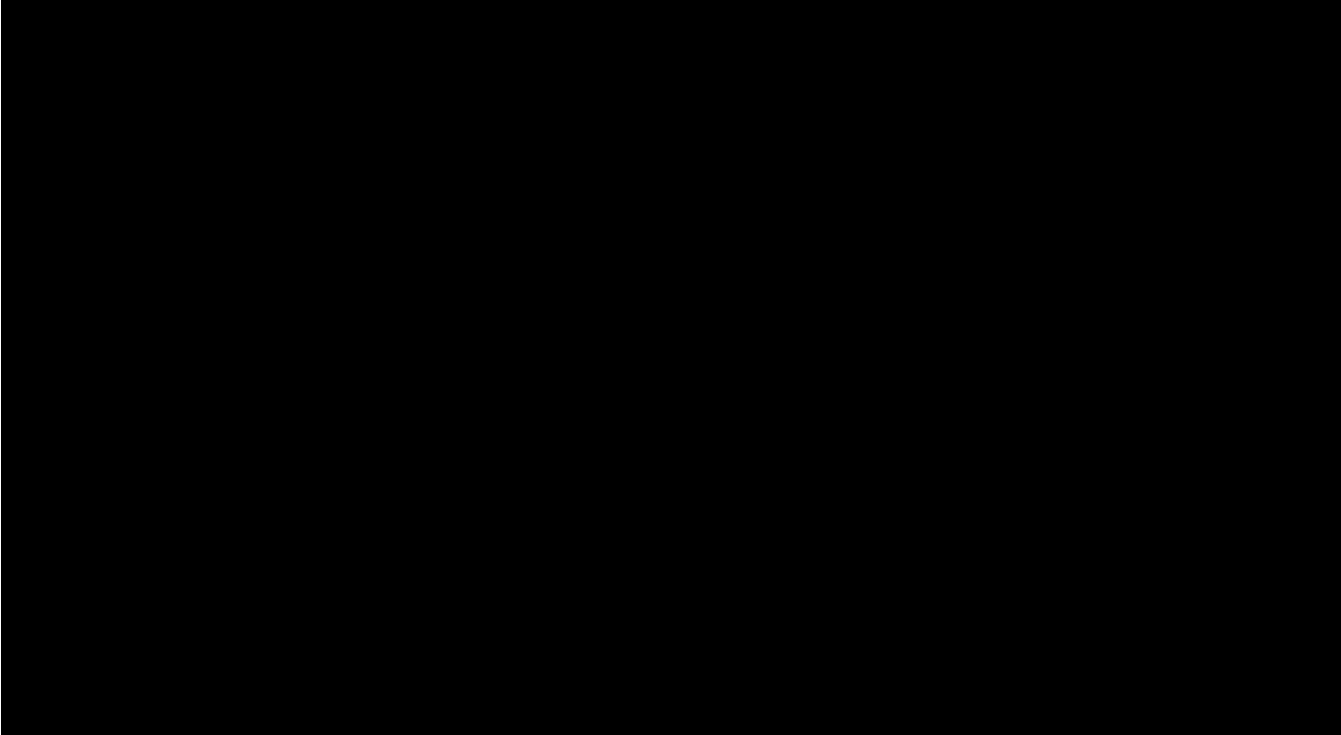
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

2.3 Hui

The following table sets out the North hui which occurred through the IBC phase in 2018-2019, during the DBC phase from late 2019 onwards, and the NOR phase from end 2022 onwards. These included business case workshops and pre-workshop options evaluation scoring sessions, as well as workshops on particular matters / projects as required.

Regular monthly hui also took place – the purpose of these hui was to provide updates to Manawhenua on what the North team was working on, to seek feedback from Manawhenua, and to provide responses to queries raised by Manawhenua at previous hui.



Feedback received at these hui is documented at Section 3.

3 What we heard from Ngā Manawhenua

3.1 IBC Phase Feedback

The IBC phase ran from the inception of Te Tupu Ngātahi in 2018, through to mid-2019. Key feedback received through the IBC phase is summarised below.

3.1.1 Feedback Received at Regular Hui

General issues raised in the hui during the IBC phase included:

- [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]
 - [Redacted]
- [Redacted]

- █ [Redacted]
- █ [Redacted]

[Redacted]

- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]

3.1.2 Feedback Received in IBC Phase Cultural Values Assessments

[Redacted]

[Redacted]

[Redacted]

[Redacted]

- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]

3.2 DBC/NoR Phase Feedback

[Redacted]

[Redacted]

3.2.1 Cultural Values and General Feedback

At the hui and workshops outlined in Section 2, we heard from Manawhenua that they were generally supportive of the proposed long-term transport network. Manawhenua highlighted to the project team a number of considerations, including:

- █ [Redacted]

- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]

[Redacted]

3.2.2 Feedback Received at Special Hui

3.2.2.1 Hui on North Projects

Following Ngā Manawhenua caucusing in August 2021 around the engagement process, two hui on the North Projects were held in September 2021.

At the first hui on 1 September 2021, the Project Team provided an overview of the strategic and local projects, and a summary of the key decisions made previously in 2020.

General feedback included suggestions to improve the engagement process, including:

- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]

Specific feedback was also provided in relation to the RTC project options as follows:

- [Redacted]
- [Redacted]
- [Redacted]

The second hui on 17th September 2021 included a general discussion on engagement and feedback, and on Ngā Manawhenua specialist resources. An overview of the Postman Road Industrial Structure Plan was provided, and the Dairy Flat segment of the RTC alignment discussed.

General feedback/discussion included:

- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]

Specific feedback included:

- █ [Redacted]
 - █ [Redacted]
 - █ [Redacted]
 - █ [Redacted]

3.2.2.2 Hui on Wēiti Values

[Redacted] This hui included general discussion, and also covered the RT corridor, SH1 cycleway, [Redacted] Pine Valley Road upgrade, and the previously proposed Curley Avenue Active Mode Connection (no longer in scope, other than the Silverdale to Highgate Active Mode Connection).

General feedback included:

- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]

[Redacted]

- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]

[REDACTED], it was noted by the Project Team that relevant strict standards in relation to stormwater treatment would apply at the time of detailed design and construction. In relation to the Pine Valley Road Upgrade, it was noted there was a logical way to weave between constraints along the corridor and that this process should be done in partnership with Manawhenua.

3.2.2.3 Hui with Te Kawerau ā Maki

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

3.2.2.5 Dairy Flat Land Use Integration Workshop Hui Series

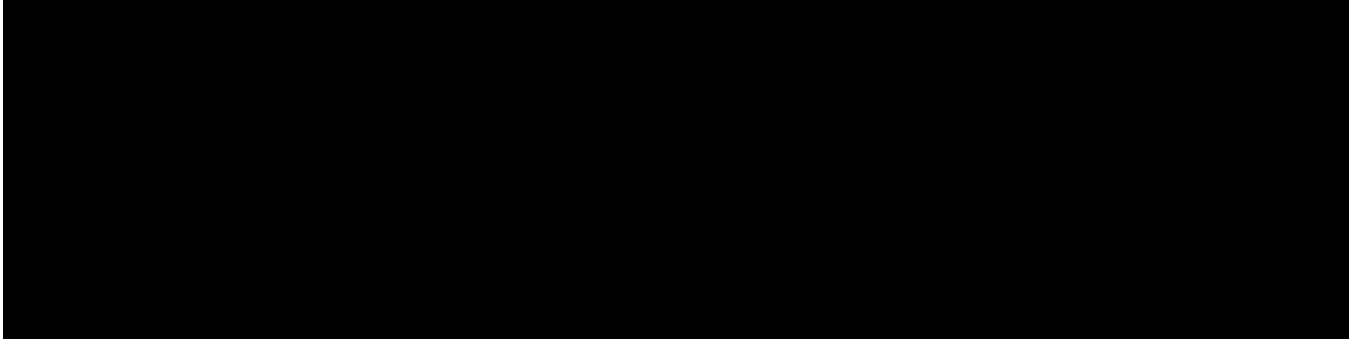
In late 2021 through to mid-2022, a series of hui took place regarding land use integration of the Dairy Flat Town Centre with the RTC Alignment. Manawhenua feedback from these hui included:

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

3.2.3 Feedback Received at Site Visits

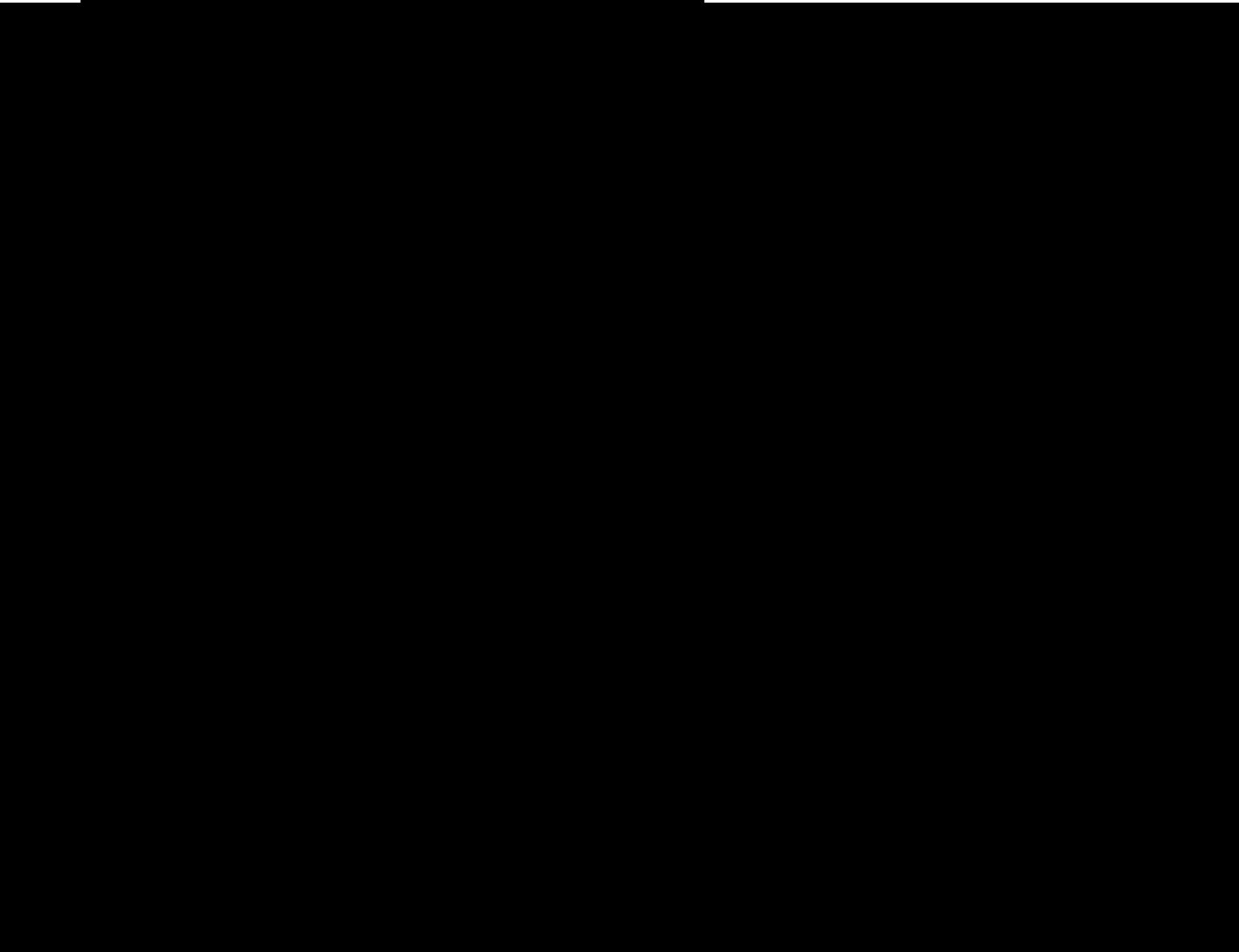
As noted above, a Manawhenua site visit for the North Strategic projects took place in June 2020.

[REDACTED]



A second Manawhenua site visit took place in July 2022, which included all proposed North projects, with the group driving along existing routes in the study area. [REDACTED]

[REDACTED]



Through the DBC/NOR phase, regular monthly hui occurred. Manawhenua provided feedback on various projects as the scope and options for projects was worked through, and as designs were further refined.

Manawhenua option preferences are set out in Section 3.3. More detailed feedback is outlined below.

For local projects where options were not designed, no option preference was sought from Manawhenua but project designs were shared for comment. No specific comment was provided on

these during hui: [REDACTED]
[REDACTED]

3.2.4.1 RTC

[REDACTED]

■ [REDACTED]
[REDACTED]

- Action/response: This was a key focus of the refinement of the design for this area.

■ [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED].

- Action/response: [REDACTED]. At a high level, this option already minimises floodplain and wetland crossings, but this design direction was carried through to the development of the option and the consenting phase.

■ [REDACTED]
[REDACTED]

- Action/response: [REDACTED]. At a high level, this option already minimises floodplain and wetland crossings, but this design direction was carried through to the development of the option and the consenting phase.

■ [REDACTED]

- Action/response: Noted. This link has been a consideration in the MCA process through the ecology scoring.

■ [REDACTED]
[REDACTED]

- Action/response: A July 2022 site visit was arranged as noted above.

■ [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

■ [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

A series of hui workshops were held in late 2021 regarding land use integration of the Dairy Flat Town Centre with the RTC Alignment. This feedback is documented at Section 3.2.2.5, above.

3.2.4.2 Pine Valley East Station

Manawhenua feedback received on the new Pine Valley East RTC Station at hui during the DBC phase included:

- [REDACTED]
- Action/response: Noted. Park and Ride is provided for in all options considered for the station.

- [REDACTED]
- Action/response: The project team agreed this needed further investigation with ecologists to confirm whether it constituted a wetland. (Through the NOR phase of the Project, this was confirmed to be an artificial wetland and not a natural wetland and this was report back at a subsequent hui)

- [REDACTED]
- Action/response: This was noted and aligned with the Project team recommendation.

3.2.4.3 State Highway 1 Improvements Package

The SH1 Improvements comprise a number of projects, including:

- New Interchange at Wilks Road
- Upgraded Interchange at Redvale / Ō Mahurangi - Penlink
- Upgraded Interchange at Silverdale
- Upgrades to SH1 between Albany and Silverdale
- New walking and cycling path (AMC) along SH1 (Albany to Grand Drive)
- Upgraded Interchange at Wainui to incorporate active mode crossing.

General Manawhenua feedback received on the SH1 improvements package at hui during the DBC phase included:

- [REDACTED]
- Action/response: Noted. The Projects comprise an upgrade to the existing motorway corridor. All these issues are considered in the options assessment and option development process.

- [REDACTED]

- Action/response: Noted. Effects on coastal areas, sea level rise and SEAs are considered in the MCA process.

Feedback which is specific to each of the projects in this package is set out below.

Wilks Road Interchange

Manawhenua feedback received regarding the Wilks Road Interchange component of the SH1 Improvements Package included:

█ [Redacted]

- Action/response: Noted. These issues are all considered in the MCA process.

█ [Redacted]

- Action/response: The traffic models consider the build out of the full future urban growth and growth of the existing urban areas. Different peak times have also been considered in the analysis including traffic volumes into and out of the motorway service centre.

█ [Redacted]

- Action/response: This option aligned with the project team recommendation.

Redvale / Ō Mahurangi (Penlink) Interchange

- No feedback recorded

Silverdale Interchange

- No feedback recorded

Upgrades to SH1 between Albany and Silverdale

█ [Redacted]

- Action/response: The project team noted that this decision was made during the Unitary Plan process, but that the ecological scoring in the MCA considers some of these non-SEA areas to be high value.

New walking and cycling path along SH1

█ [Redacted]

[Redacted]

- Action/response: Noted. These issues were considered in the MCA. The selected option for this project comprises a new path on the east as far as Bawden Road, where the path switches to the west.

- [Redacted]

- Action/response: This was considered in the option selection. The preferred option incorporates Option B.

Upgraded Interchange at Wainui to incorporate active modes

- No feedback recorded.

3.2.4.4 New Connection between Milldale and Grand Drive

Manawhenua feedback received on the new connection between Milldale and Grand Drive at hui during the DBC phase included:

- [Redacted]

- Action/response: Due to steep topography, large earthworks are unavoidable for this project. An area of indigenous vegetation (non-SEA and in FUZ so not protected) was avoided by the preferred option.

- [Redacted]

- Action/response: Noted. The preferred option requires removal of some of this radiata pine. As per the proposed conditions to support the NoRs, Manawhenua will be invited to input into the Urban Design and Landscape Management Plan to be prepared closer to construction, including planting requirements.

3.2.4.5 Upgrade to Dairy Flat Highway (rural section)

- [Redacted]

- Action/response: The project team looked at a potential alternative active mode route at a high level; it is difficult from a grade point of view and constrained by prevalence of SEA areas.

- [Redacted]

- Action/response: Noted. The optioneering process and subsequent option development looked at the location of Kauri and SEAs, with a strong preference to avoid where practicable. In order to achieve the safety improvements and active mode improvements sought, it is necessary to

widen into some SEA areas, noting SEAs are located on both sides of the corridor. [REDACTED]

[REDACTED]
[REDACTED] There will be further opportunity to avoid/minimise effects in the future detailed design and regional consenting phase.

3.2.4.6 Bawden Road Upgrade and Extension

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED])

- Action/response: This preference aligned with the preferred option.

[REDACTED]
[REDACTED]

- Action/response: As the road needs to connect to Dairy Flat Highway, it is not possible to completely avoid floodplains associated with Dairy Stream. A new bridge is proposed to manage flood hazard risk. Based on the updated wetland mapping prepared during the AEE phase, the alignment avoids natural wetlands at the southern end.

