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| Meeting | Warkworth Road Infrastructure Forum | | https://lh5.googleusercontent.com/G8BV5Fi1NfjUa4zXniYV4ciRAxZaeuQnY2H7HAfA71eOBBEJVd4SDIgTEXTokJ-xHNNcnaEC1kMDqol23dcqqbDrxqlbiSC_JYG_PG1DhNjvQiBCVuKDvtt_Phq4R6zgiXEh0pU1Y_bbACBCDg |
| Chaired By | Chris Murphy, Chair of One Warkworth | |
| Date | Friday 26 October 2018 | |
| Location | Warkworth RSA | |
| Minutes | Rachel Callender | |
| Apologies | Steve Mutton, NZTA  Jenny Marcroft, MP  Melanie Alexander, AT | | Sebastian Reed, NZTA  Marja Lubeck, MP  Kimdon Nguyen, AT |
| Attendees |  | |  |
| |  |  | | --- | --- | | Greg Sayers | Auckland Council | | Craig Clark | ?? | | Ellen Barrett | Auckland Transport | | Kelli Sullivan | NZTA | | Burnette O'Connor | Barker & Associates | | Dave Stott | One Warkworth | | Mark Macky | One Warkworth | | Murray Chapman | One Warkworth | | Liz Sharek | Matakana Community Group | | Glyn Williams | Warkworth Area Liaison Group | | | |  |  | | --- | --- | | Sarah MacCormick | Supporting Growth | | Karsten Stevenson | Fletcher Acciona JV/NX2 | | Maurice Hooper | SBRRAss and WALG | | Paige Farley | Hutchinson Consulting Eng | | Robert Jones | P2WK | | Jamie Peters | Turnstone | | Michelle Seymour | Supporting Growth | | Beth Houlbrooke | Rodney Local Board | | Rod Bradley | Turnstone Capital | | Bruce Scoggins | Warkworth Area Liaison Group | | Mark Mitchell | MP | |  |  | | |

Minutes of the meeting

## Welcome

Chris Murphy opened the meeting, reiterating again the process in place for public release of information. Anything not intended for public release should be either (a) noted as such during the meeting or (b) advised in feedback to the draft minutes for removal. The final minutes are to be the basis for any public comment from participants.

## Confirmation of minutes of the last meeting

Moved – Mark Macky, Seconded – Greg Sayers, Passed unanimously.

**Warkworth / Wellsford update – Kelli Sullivan**

On Oct 24 NZ Transport Agency released plans for the Whāngārei to Te Hana transport corridor to improve safety and resilience in the short and medium term as well as planning now for future population growth.

Land designations will be sought for future transport corridors to be built between Whangarei and Port Marsden Highway (SH15) and between Warkworth and Wellsford. NZTA will then have the ability to construct in these designations when the timing is right, which is still at least ten years away.

Lodgement of designation and consents for Warkworth to Wellsford is currently programmed for second quarter of 2019. Moving forward with route protection – 12 properties have been purchased having met the NZTA’s Advance Purchase criteria. The Indicative Route is largely the same as announced last year, with the exception of some tweaks to the proposed designation boundary, primarily at interchange and tie-in locations.

There has been no purchase of any partial properties to date. Landowners with partially impacted properties cannot request early purchase of affected land (under Advance Purchase criteria) until the project is formally lodged next year.

Mark Mitchell asked for timing of lodgment. NZTA confirmed lodgment will be next year and is working with Auckland Council to process the application, rather than the EPA.

NZTA acknowledged stress involved and its priority remains to work with landowners directly. Confirmed that there is funding in the NLTP to complete the route protection phase for Warkworth to Wellsford.

Mark Mitchell acknowledged positive feedback received about Mike Forrest (NZTA Property Acquisition Manager) but said speeding up needs to happen. He is having meetings to try and find money to advance this. Designation not in place yet so need to lodge as quickly as possible - money will need to be found after lodgment.

Beth Houlbrooke raised the issue of the proposed landfill and 400 trucks impacting on the network putting more urgent need on getting the road done as well as general Warkworth growth.

**ACTION:** Mark Mitchell is lobbying for change to Public Works Act to offer 15 – 20 percent above property valuation.

Mark Mitchell advised he will be submitting on unacceptable downgrade of WW to Wellsford next week W/c 29 October) based on personal accounts of stress that have been brought to his attention.

**Southern Interchange and Western Collector - Michelle Seymour (AT), Supporting Growth Alliance**

**General**

Thanked public for attendance at open days. Currently collating feedback and more analysis to come (will be added to the Supporting Growth [website](http://supportinggrowth.govt.nz/have-your-say/warkworth-and-north-auckland) when it is ready). Putting up recommended network to board next year. Noted that complexity around WW transport issues has pushed back release of Structure Planning as needs to tie in recommended network. Draft recommended network (what it will look like) to be released for consultation in February, along with the draft Structure Plan. Expected to have Board approval in May 2019 including southern interchange and western corridor.

Burnette O’Connor asked about complexities of Structure Plan. Michelle acknowledged Structure Plan targets ambitious given issues with water and transport.

Next steps: in 2019 the designation and route protection will commence but no construction funding yet mainly because of staging of land use. Route protection starts late 2019 and talking to affected landowners. Don’t know how many people likely to be affected at this stage.

Michelle confirmed funding is available for route protection, similar to WW/Wellsford – this does not include funding for property purchases.

**Southern Interchange**

Chris Murphy said southern interchange was presented at last meeting with new south-western connector and the issue raised about firming up of southern interchange - helpful having certainty about WW to Wellsford to confirm location of southern interchange. Roger Williams suggested costs would escalate to double if this wasn’t addressed.

Ara Tūhono (Pūhoi to Warkworth) is being delivered by a PPP. With regards to enabling works during construction, there is an added layer of complexity due to contracts in place, so it would be very difficult to change the current construction. Key thing to note is that the design of Ara Tūhono does not preclude a southern interchange.

One of the important factors in deciding on a southern interchange location is the distance between interchanges along the Ara Tūhono alignment and where it connects to the proposed Warkworth to Wellsford route.

Mark Mitchell requested a report back on the southern interchange proposal and whether PPP contract can be amended for enabling works to be done during Ara Tūhono construction. Michelle offered to try and source information from NZTA / NX2 in response to this, and Mark offered her his support to do so. Agreed more dialogue is necessary and Michelle was asked to facilitate ongoing discussion on the southern interchange project.

Mark Mitchell asked for feedback on this using Millwater as an example of development following infrastructure.

**ACTION**: NX2, NZTA, Supporting Growth – report back at next meeting on potential cost saving by enabling early southern interchange construction, while Ara Tūhono is constructed. Potentially a modification of contract – PPP provides different challenges. Forum offered to lobby and advocate.

**Western Link**

Connectivity issue – most of the land being worked on now, building is underway. Need urgent new route protection so not knocking down new buildings. Speed is of essence. Michelle confirmed that this is one of the routes that the Supporting Growth Alliance will be route protecting and the team is working as fast as they can within approval process. Burnette O’Connor suggested conversation directly engaging with landowners needs to happen now – not early next year.

Route presented at last meeting show divergence of original proposal. Chris Murphy concerned about link from Mansel Drive.

Michelle noted that the team are still considering options (which have recently been consulted on) and that the draft preferred corridor for the Western Link will be included in the Integrated Transport Assessment, as part of the Structure Plan consultation in February 2019. It will then be submitted to the AT / NZTA Boards for approval (along with the rest of the preferred network).

Greg Sayers noted governing body passed resolution on timing of Structure Plan and no further resolution has been received about the delay – Michelle to follow up. No visibility at political level.

**ACTIONS**: Michelle to email Ryan and to follow up on communications with the planning committee with regards to the Structure Plan.

**Hill Street**

Interim improvements with NZTA at the moment. Melanie Alexander not present to update. Chris Murphy asked for mitigation measures to be circulated to ensure in place before thee busy summer season and pre- XMAS.

Chris Murphy raised concern that the business case is moving too slowly. NZTA and AT have gathered together local groups approx. 2 monthly to discuss a rebuild solution for Hill ST. Engineers from NZTA / AT attend. Notion is positive and everyone signed a confidentiality agreement until agreement on a public statement can be made, but reality is public wants a statement at end of each meeting. Progress should have been faster 10 proposals – 8 ridiculous – 2 likely to go out to consultation. Happy with progress up until last meeting.

NZTA confirmed that the Detailed Business Case remains on track to be completed by March / April next year. Supporting Growth integration with AT / NZTA to make sure not in isolation. CAG has been privy to greater involvement – process exceptionally rigorous. Option development takes into consideration construction and operational cost, environmental effects, alignment with Government Policy Statement on Land Transport, integration with Supporting Growth, walking and cycling connectivity and the future needs of transport in Warkworth.

Current funding is for a Detailed Business Case only. There is no funding or confirmed timings for future phases which include pre-implementation (detailed design) and consenting, or construction. A Detailed Business Case is a requirement to secure funding for the next phase of project development.

Proposed plan will go out to public consultation 20 Nov – 14 Dec, including open days on 24 & 28 Nov. Then next step to get the funding.

Question asked about what level of detail will be provided for public consultation? Only thing not being shown is the walking and cycling connections, but will show proposed vehicle movements.

Greg Sayers asked for open days at Town Hall, library info, online.

Mark Mitchell asked about funding and the process for getting it – same process as Supporting Growth staging programme

Mark Mitchell said after business case the fight for the community starts to get funding – need to communicate disruption – need to be award of options. Concerned MLR will deliver and take away funding from Hill St. NZTA / AT will work on with Hill St only when MLR is done – Mitchell wants to lobby for funding political pressure.

Greg Sayers confirmed in 10-year budgets two line items for Hill St not funded at this stage.

By the time the rebuild comes there will be fatigue – acknowledge of NZTA and AT for working well with us, but community and petitions needed to unlock funding.

Detailed business case on track Mar / Apr 2019 – Chris Murphy expressed concern with timeframes. Appear to be on track but time delays frustrating.

**Matakana Link Road**

1WW met with Cynthia and Theunis on Monday. Frank discussion but outcome is that 4-lane road will not be built. Two lanes only with expansion beyond that based on need around 2036. Proceeding with NOR for 4 lanes, build 2 lanes initially, widen as growth demands and funding becomes available. Original proposal deemed too high. Notice of Requirement will provide room for future 4-lane corridor and cycle / walkway.

Local groups significant concerns about reduction in number of lanes.

Owners have lodged an application with council. One a roundabout and one light controlled – 2 major intersections. Owner to east proposed 1500 residential sections – few places where there can be an intersection with MLR. Likely to be three major intersections along 1.4km stretch of road.

Traffic volumes likely to be generated will result in congestion. AT spending as little as they can. Local groups believe two lanes will be inadequate from start. Signalised intersection on Western side of MLR also a concern that if 10 or more vehicles, southbound lane will be blocked + left turning traffic could end up blocking SH1. Discussions in background with landowners about land acquisition as well as contributions to roading – very concerned that those discussions could be complicated – timeframes very tight if any hope MLR will be completed at the time NX2 completed.

Design for 39m meant cost blowouts also bridge and walkways and cycleways. $88m for 1.4km road seems overkill.

Dave Stott accepted limit on funding and felt other options could be considered and waiting for response. Construction timing a big concern with implications for impact on all network development – possibly a whole extra season needed for completion.

Michelle confirmed it does come down to funding. MLR funded for construction in the RLTP.

Mark asked for reassurance that co-ordination taking place. Michelle confirmed the Supporting Growth programme is working hard to ensure that coordination response is happening.

Chris Murphy announced a public forum being held on 13 Nov to get local groups sharing info on MLR. Intended to give interested groups opportunity to present their info. Cynthia and NZTA hoping to attend. A way of coordinating local input.

Beth advised Local Board hasn’t been updated since MLR downscaled so has had no opportunity to give feedback. Took concern to transport committee.

Mark Mitchell asked if using productivity measure in assessments – lost productivity should be applied to delivery of project. Need to assess this with a productivity lens and apply across all projects as network here is impacting on economic growth. Holiday Highway is an offensive statement to Northland – need to address this.

Chris Murphy advised meeting intended to be constructive way forward, but may be heated at times.

**Local Board Update - Beth Houlbrooke**

Transport targeted rate work underway. Aim to deliver one major project for each subdivision including three additional bus services Kumeu, Dairy Flat and Warkworth – Wellsford starting 24 February for start of University year. Two bus stops near Atlas site will link to Silverdale – this will provide parking before park and ride is built.

Mark Mitchell – congratulated and has had positive feedback on the service.

Bus services would not have happened without targeted rate. If they don’t work will be cut – if meet patronage figures AT will take over and targeted rate will be used on something else. People get used to seeing buses at same time will increase usage.

Murray Chapman advised noticeable increase in number of visitors to iSite. 3-month survey will take place

WW park and ride at Atlas site advancing.

Beth left meeting at 9.30am

**NX2 - Robert Jones and Karsten Stevenson**

Opening Oct 2021 – on target. Key benefit for heavy vehicles. 20,000 vehicles a day increasing to 31,000 vehicles in next ?? years. Safety a significant benefit.

PPP 25 years – no decision yet about tolling, but likely.

Seven bridges underway

Reminded people to keep eyes on the road – no distractions for road safety

TMPs around northern connection ongoing – some permitted activity under existing designations

Road barriers at Kaipara Flats Road – will be a visible impact in northern section and will be a time they will be working on both sides of existing SH1. Nothing this side of Xmas, but lane reduction will happen in the future and this will be communicated.

Southern connection – will be looking at interface of tunnels to new designation and TMP to come.

Poor soils in northern 660km wicks going in to press water out for stabilization. 1.1m plants to go in for reinstatement

120 work days per season for earth moving is key to success

Technical difficulty high, but in good position at the moment

Greg Sayers asked if rock requirements will put more pressure on local quarries – Wharehine Quarry has been spoken to - requirements about truck movements and having to bring rock in from further down south. A lot of extra traffic on SH during construction. May be speed reductions and changes from time to time.

**Meeting closed: 10:05AM**