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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 24 August 2018 | |
| Location | Warkworth RSA | |
| Minutes | Christine Hill | |
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| Apologies | Hon Mark Mitchell, Dave Stott, Glyn Williams**,** David Hay | | |
| Attendees |  | |  |
| |  |  | | --- | --- | | Greg Sayers | Auckland Council | | Ryan Bradley | Auckland Council | | Kimdon Nguyen | Auckland Transport | | Burnette O'Connor | Barker & Associates | | Chris Murphy | One Warkworth | | Mark Macky | One Warkworth | | Murray Chapman | One Warkworth | | Rachel Callender | One Warkworth | | Beth Houlbrooke | Rodney Local Board | | Rod Bradley | Turnstone Capital | | Kim Clementson | Turnstone Capital | | Marja Lubeck | MP | | Maurice Hooper | Snells Beach RRA | | Bill Endean | Local resident | | | |  |  | | --- | --- | | Jocelyn Orlando-Reep | Fletcher Acciona JV/NX2 | | Karsten Stevenson | Fletcher Acciona JV/NX2 | | Ian Hutchinson | Hutchinson Consulting Eng | | Paige Farley | Hutchinson Consulting Eng | | Peter Thompson | Mahurangi River Restoration Trust | | Liz Sharek | Matakana Community Group | | Sebastian Reed | NZ Transport Agency | | Kelly Sullivan | NZ Transport Agency | | Bruce Scoggins | Warkworth Area Liaison Group | | Roger Williams | Warkworth Area Liaison Group | | Gavin Smith | Supporting Growth Alliance | | Sarah MacCormick | Supporting Growth Alliance | | Craig Clark |  | | |

Minutes of the meeting

## Welcome

Chris Murphy opened the meeting and reminded everyone to base any public comment only on the final, approved minutes and to clearly identify any comment not to be reported in the minutes.

## Confirmation of minutes of the last meeting

Moved – Chris Murphy, Seconded, Passed unanimously.

## Matakana Link Road

*Kimdon Nguyen: Project Manager, AT*

Earlier in the week AT approved a staged construction project:

Stage 1: build a 2 lane road and 2 lane bridge with shared path on one side only

Stage 2: complete (in 2036[[1]](#footnote-1)) the 4 lane road and (second) 2 lane bridge. Separated walking and cycling facilities will also be provided for on both sides of the road.

Designs and consenting documents are currently being updated after which cost estimates will be completed. AT will re-lodge in early October with the aim be notified this side of Christmas. Public hearings are likely to be held in early 2019 with construction expected to begin later in the year.

There is part-funding from NZTA and AT are looking to try and manage costs. AT is to include full earthworks in Stage one pending the final cost estimate so could reduce the earthworks as a consequence.

The designated corridor for the complete 4-lane MLR will be secured up front.

The Benefit Cost Ratio will be announced after the analysis is finalised. From the floor it was noted that this would be expected to be subject to a high level of scrutiny.

These changes will be reflected in new applications to be lodged with Council and therefore through Council will be publicly notified, providing the public with an opportunity to make submissions.

Comment from the floor that the light industrial area north of the MLR will be *the* centre of employment in Warkworth, adjoined by residential areas, and is planned to have about 5-6 proposed access points onto and off the MLR. The designation for these will come later which, as Burnette O’Connor noted, is the issue with proceeding without a structure plan. Kimdon noted that the project will not be designating any future access points. The access points for development will be driven by development proposals and are subject to approvals as is standard practice for development consenting. The future road will be a limited access road.

Community feedback is clear about the staging of the MLR with reservations about money being the issue. The public needs the data that supports this change, yet there is nothing available publicly. Unless AT provides compelling information justifying how an interim reduction to two lanes will work for Warkworth, public opinion will likely strongly oppose the decision. Why should two lanes work now after previous modelling supported four?

Kimdon outlined that the change to stage the construction of the four lanes was driven by the change in land use scenarios which changed the way in which traffic travelled in Warkworth. The new land use shows that four lanes won’t be required until 2036, compared to the previous assumptions which considered four lanes required by 2026.

(NOTE from Kimdon that this modelling information was provided to the Forum via Ellen after the previous meeting in July 2018).

The issue was again raised of discrepancies in population timeline projections between what AT is using and what is forecast locally.

Roger Williams raised the Sandspit Link Road [SLR] as a factor that must be considered in any decision to stage construction of the MLR. As soon as the SLR opens vehicle movements on the MLR will more than double requiring a 4 lane road and bridge.

Does AT assume that all Sandspit Rd traffic will be going via Hill St pending the SLR? The reality is Sandspit Rd traffic will not tolerate Hill St intersection and will use Sharps Rd then Matakana Rd to use the MLR.

With 60ha of light industrial land being developed, has the MLR re-design and modelling taken into account the traffic feeding off those sites? A lot more traffic will be using the MLR than may be being assumed.

If the MLR is not open when the RONs opens it will be a traffic congestion disaster.

AT were again requested to consider a CAG for the MLR just as exists for the Hill St final design. The latter successfully supports the non-adversarial exchange of local ideas and broad knowledge with authority representatives. The same may not have been considered by AT for the MLR because the AT decision-makers, for monetary reasons, don’t want to know.

**ACTION** Kimdon to put the MLR CAG concept forward to his managers and decision-makers and to forward their names to Greg Sayers.

**ACTION** Greg Sayers to take an active role in organizing a meeting with AT managers and decision-makers about a MLR CAG

**ACTION** One Warkworth (Chris Murphy as Chair) to compile a list of knowledgeable/skilled/interested locals who would participate in a MLR CAG.

**ACTION** One Warkworth (Chris Murphy as Chair) to ensure the Warkworth Structure Plan Council representatives are notified of a MLR CAG.

## Warkworth to Wellsford State Highway extension

*Kelly Sullivan, NZTA Communications and Stakeholder Engagement.*

Mention was made of the Transport Agency Investment Proposal (TAIP), available on the NZTA website, which proposes completing the work necessary for designations to be put in place for the new road alignment. This will protect the proposed route for when it is required.

NZTA’s National Land Transport Programme (NLTP) will be announced Friday 31 August providing a clearer idea of funding for the Warkworth to Wellsford project over the following 3 years. NZTA can then proceed with route protection (designation and consents). Release of the NLTP will enable NZTA to settle a definitive date to engage with land owners on the indicative alignment. They are seeking a longer implementation timeframe.

NZTA continue to communicate with potentially affected property owners and neighbours. Two letters have been sent this year: one around the Government Policy Statement on Land Transport (GPS 2018), the second regarding the TAIP.

NZTA does not seek to acquire land until about 3 years before construction of a project. They have purchased 11 properties to date under the NZTA’s Advance Purchase Criteria. Advanced purchase allows only for full, not partial, property acquisition. This is because proposed designation boundaries remain subject to change. Partial purchases can be considered once NZTA have lodged designation and consents.

NZTA acknowledges the uncertainty created for some landowners, but they need to progress with designation in order to confirm the extent of property affected and therefore subject to partial purchase.

NZTA will continue to talk to any landowner who approaches them and has notified landowners of that.

## Puhoi to Warkworth State Highway extension

*Karsten Stevenson, Key Relationships Manager, Fletcher Acciona JV/NX2*

Nothing substantive to report but will give a comprehensive power point presentation at the next meeting in October.

This coming construction season the aim is to move up to 4M m3 of earth which means more machinery and more people. Majority of the work will be within the bounds of the motorway designation.

At the northern tie-in with SH1 there will be some ground improvements starting in late 2018/early 19. This may close the SH1 overtaking lane between Hudson and Kaipara Flats roads.

No TMP design for this as yet with concerns expressed from the floor regarding traffic merging from 2 lanes at Hudson Rd lights heading north, and about the volume of loose metal to be shifted and the consequent impact on Hill St from truck movements.

The motorway opening date remains at late October 2021

## Hill St intersection

Overall Design

*Sebastian Reed, Transport Planner, NZTA*

Sebastian clarified that what is being undertaken currently for the Hill St overall design is a Business Case and not ‘design and build’ which is a specific term in the construction industry.

AT and NZTA have worked over the last 9 months developing the Business Case taking into account all other infrastructure planning/work going on around Warkworth in order to develop the best solution options.

The purpose of the Business Case is to consider everything and develop options which are then whittled down to a preferred option. They are developing those options now and a CAG meeting scheduled for 14 September is expected to be presented with a draft short list. The short listed options will go to the community later in 2018 for feedback.

The Business Case will determine the preferred option, however it is not the end of the design process as it is followed by more detailed design and consultation on the form and function of the option.

Roger Williams expressed concern about the rate of progress. However the delivery timeframe of the Business Case hasn’t slipped and is still due early 2019. Further concern from the floor that the Hill St preferred design could face the same scenario as the MLR, ie costings going back to the drawing board. Sebastian agreed that is always a risk: things can change.

It was noted from the floor that while the CAG members have been encouraged by the process, there is a degree of ‘Hill St fatigue’.

### Interim solutions

*Sebastian Reed, Transport Planner, NZTA* (in AT’s Melanie Alexander’s absence)

From the floor it was put to Sebastian that a comprehensive list of interim measures is being seen locally as having been watered down. Roger Williams said of the 8 suggestions provided by Fix Hill St group, AT are considering the implementation of half a suggestion and nothing this side of Christmas. Sebastian understands that there is an expectation of improvements to the pedestrian network at Hill St before Christmas, but that this is reliant on design completion etc. They must avoid the Dec/Jan holiday period.

Roger said that he understands resurfacing is needed so that would push delivery into Feb/Mar 2019.

Chris Murphy asked what we can do to focus the issue now to ensure something is done before Christmas. Are there enabling works for Hill St to ease the problem? Sebastian said the interim works are for pedestrian elements to be introduced for left turn slip lanes with additional technology to monitor intersection to control traffic signals.

**ACTION** Sebastian to ensure AT and NZTA have a statement prepared for release about Hill St interim measures.

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| *Addendum to the minutes from Sebastian Reed*  *After discussions with AT, the following is an update on the Interim Improvements for the Hill Street intersection.*  *AT and NZTA have worked together and agreed, in principle, to the following short-term safety improvements at the Hill St intersection:*   * *The installation of a raised speed table and pedestrian facilities on the left turn slip lane from SH1 to Sandspit Rd and a new signalised pedestrian crossing across Sandspit Rd at the SH1 intersection.* * *A new footpath from Kowhai Park to the raised table and footpath improvements from the new signalised crossing leading into Warkworth.* * *The installation of a raised table and pedestrian facilities on the left turn from SH1 into Hill Street* * *Additional vehicle detector equipment is to be installed to enable improved management of the intersection via optimisation of the traffic signals.*   *The intention is to install these works before the end of the year but the exact delivery will be determined by the outcome of the design review.* |

## Western Collector

*Gavin Smith, Owner Interface Manager, Supporting Growth Alliance*

The Supporting Growth Programme is currently at a short-listing phase for various transport network options in Warkworth. At this meeting were discussed the Western Collector, the Sandspit Link Road, and the Southern Interchange.

The Western Collector provides part of a proposed ring route around the west. The current assessment is evaluating two options to the north of the Maunsel Rd Bridge (stage 1):

1. A new connection to MLR and the existing SH1
2. An upgrade to the existing Hudson Road alignment.

The Maunsel Rd Bridge is considered to be stage 1 of the western collector while the timing for construction of stages 2 and 3 has not been established.

There is a strong relationship with the MLR in the north as it provides better local access. However there is still a need to look at both options closely because the Maunsel Rd Bridge was a big recent investment.

The current assessment is evaluating two options to the south of Maunsel Rd Bridge (stage 1):

1. A connection that aligns with Mckinney Rd at the existing SH1. This is now not seen as the only option given there is more growth projected south of Warkworth.

A connection to the existing SH1 south of Mckinney Rd to be more centrally aligned to the southern growth.

There is an additional component in the west that was not on the initial TFUG maps. A local resident present commented that it goes straight through his property which is perfect for future urban growth. *This point was parked for specific discussion between resident and SGA*.

While north of Woodcocks assume 4 lanes, the land south of this poses constraints on 4 lanes. It was highlighted that Maunsel Dr links directly across Woodcocks Rd to the recent subdivision so widening Evelyn St from 2 to 4 lanes will need to be carefully assessed and managed. Much earlier discussions with land developers always intended 2 lanes but this is probably not appropriate any more given the growth envisioned in the Structure Plan.

Morrison/Glenmore Dr area businesses are concerned at the proximity of residential development which could put their long-standing activities at risk [of noise, etc complaints from residents]. There is potentially the opportunity for Evelyn Rd to provide a barrier if one side is zoned commercial.

## Sandspit Link Road

There are 2 options being considered:

1. A connection to the north of the existing quarry
2. A connection to the south of the existing quarry

The current assessment process is looking at the impact of each option on surrounding land uses (in particular the location of one option outside of the Rural Urban Boundary). .

There is public interest in a bridge across the Mahurangi River so that is being considered as part of the ‘eastern links’ however there are considerable cost and environmental constraints.

There are some existing roads such as Alnwick St currently divided in two. The team is looking at the network performance if these are connected.

Western and eastern collectors are related to each other so where the western collector ends at SH1 the eastern collector will start. This will help the overall network by making the east west connections more continuous and reduce the need to use SH1.

## Southern Interchange

*Gavin Smith, Owner Interface Manager, Auckland Transport Supporting Growth Alliance*

There was a very high degree of support for a southern interchange at the Warkworth Structure Plan public workshops.

A southern interchange was not on original maps from 2 years ago but is being looked at now as part of the short-list process. How it connects to the current network is a challenge, ie there are many environmental constraints such as steep ridge lines, streams and ecological areas. This is also relevant for the potential connection from the interchange to the rest of the Warkworth network to the east which local resident, Bill Endean, commented goes straight through his property. He raised concerns about use of his land for that purpose.

**ACTION** The SGA team will arrange a meeting with Bill Endean to discuss the potential connection from interchange to the Warkworth network to the east going through his land.

Roger Williams noted that there is urgent need to sort this linkage out to allow enabling works to occur earlier which would provide cost savings.

Chris Murphy noted that the objective of this forum is to get an educated community view in front of decision-makers. The issue is with those decision-makers having a narrow role to fulfil and therefore narrow thinking. To get an adjustment to an existing contract [to allow early enabling work] requires a conversation with the right people at the right level. Because the issue of costs savings is blatantly obviously.

The Supporting Growth Programme is currently asking for feedback (closes Friday 7 September at 5pm) on the transport options in Warkworth and a survey is online [here](http://supportinggrowth.govt.nz/have-your-say/warkworth-and-north-auckland/). Some hard-copy feedback forms were made available at Open Days and at the end of this meeting.

## WW Structure Plan

*Ryan Bradley, Auckland Council Policy Planner, Warkworth Structure Plan*

Currently reviewing all the ideas provided by the locals who attended the June workshops. The [summary report](https://www.aucklandcouncil.govt.nz/have-your-say/topics-you-can-have-your-say-on/warkworth-structure-plan/Documents/warkworth-community-workshop-report.pdf) is currently available online.

Now developing a Land Use Plan for a draft Structure Plan to be released in November for public consultation, which is an ambitious target. Any delay to this timeframe and release will be pushed out to Feb/Mar 2019 to avoid the Dec/Jan Christmas period.

Feedback from public consultation will go to the planning committee which will chose to adopt proposed changes or not. The Structure Plan will be finalised in 2019.

Mark Macky reported murmurings about some feedback having been missed from the summary report. Ryan suggesting emailing concerns to [warkworthstructureplan@aucklandcouncil.govt.nz](mailto:warkworthstructureplan@aucklandcouncil.govt.nz).

Roger Williams gave Ryan and his team his compliments on the consultation process.

## General Business

*Rod Bradley, Turnstone Capital*

About 90ha of land includes the old Stubbs Farm along Maunsel Dr right up to SH1 and then across to the new motorway designation.

They submitted a private plan change in March and are now on their second Request for Further Information and are addressing some ecological clarifications. The decision to adopt their plan change into the Warkworth Structure Plan is with Council which has been rather non-committal lately.

* If rejected, it will go to court.
* If Council agree and live zone the land then 43ha of it will provide about 470 sections including apartment living.

A submission under the RMA is planned for Jun/Jul 2019.

Meeting closed: 09:45AM

1. *Current modelling suggests this will be needed in 2036*. Gavin Smith [↑](#footnote-ref-1)