

Lincoln Road Corridor Improvements: Consultation Report

Date: May 2016

Contents

1	Introduction	3
2	Background	3
3	Consultation Principles, Objectives and Outcomes Sought.....	4
3.1	LCRI Consultation Principles	4
3.2	Objectives	4
3.3	Outcomes Sought.....	4
4	Consultation Process	5
4.1	Stakeholders and Consultation Methods	5
4.2	Communication Channels.....	6
5	Consultation Undertaken	7
5.1	Designs consulted on	7
5.2	Summary of consultation feedback	7
5.2.1	Consultation undertaken with directly affected business landowners and tenants	8
5.2.2	Consultation undertaken with directly affected residential landowners and tenants	10
5.2.3	Mana Whenua engagement	12
5.2.4	Consultation undertaken with special interest groups	13
5.2.5	Consultation undertaken with local board and Auckland Council.....	13
5.2.6	Consultation undertaken with utility providers and emergency services.....	15
5.2.7	Consultation undertaken with the general public	15
5.2.8	Government and statutory agencies	17
6	Future consultation planned	17

Attachments

Attachment 1: Anticipated timeline for engagement

Attachment 2: Example of letters sent to landowners September 2013

Attachment 3: Examples of letters sent to landowners and tenants February 2016

Attachment 4: Iwi project update letter August 2015

Attachment 5: Public newsletters

Attachment 6: Public consultation material

Attachment 7: Acquisition Brochure

1 Introduction

This report supports the Assessment of Environmental Effects (AEE) for the Notice of Requirement (NoR) for the Lincoln Road Corridor Improvements (LRCI) project. It outlines the LRCI project's consultation principles, objectives and outcomes sought, and describes the consultation undertaken on the LRCI project to date by Auckland Transport (AT) as the entity responsible for delivery of the project.

It also outlines further engagement as the LRCI project progresses through the NoR process and through the construction period.

2 Background

AT is the council-controlled organisation (CCO) of Auckland Council responsible for managing and controlling Auckland's transport system under the Local Government (Auckland Council) Act 2009 (LGACA).

AT's purpose as set out in section 39 of the LGACA is:

"to contribute to an effective and efficient land transport system to support Auckland's social, economic, environmental, and cultural well-being".

Sections 45 and 46 of that Act outline AT's functions and powers in respect of the land transport system and AT's role as the Road Controlling Authority.

AT is a Requiring Authority (RA) as a network utility operator, under Section 167 of the Resource Management Act (RMA) in relation to the Auckland transport system (LGACA Section 47). In addition, AT is responsible for preparing the Regional Land Transport Programme for Auckland in accordance with the Land Transport Management Act 2003 (LGACA Section 45(a)).

The LRCI project will enhance public transport accessibility, through the provision of bus lanes. It will also improve integration with State Highway 16, as well as integrating active transport (cycling) into the wider network.

3 Consultation Principles, Objectives and Outcomes Sought

To guide consultation and communications undertaken for the LRCI project, AT has developed the following key consultation principles, objectives and outcomes.

3.1 LCRI Consultation Principles

- Affected landowners, key stakeholders and other parties have a right to express their views and concerns about a project that has the potential to affect them.
- Affected landowners, key stakeholders and other parties have a right to expect that their views and concerns will be considered in project decisions.

3.2 Objectives

- To comply with the principles and requirements for consultation under legislation and policies.
- To provide key stakeholders and directly affected parties with timely information on the LRCI during key stages of the project development.
- To make available opportunities for stakeholders and affected parties to provide feedback and identify any key issues with the LRCI project.
- To receive, consider and respond to the feedback received by stakeholders and affected parties with an open mind and to document how such feedback has contributed to decision making.

3.3 Outcomes Sought

Overall, the consultation outcomes sought from communication and consultation undertaken for the LRCI project are:

- Stakeholders will be kept informed of the LRCI and its purpose and have opportunities to have their say.
- Feedback will be received from key stakeholders and the wider public and be considered as part of decision making and the mitigation of any adverse environmental effects.
- Communication and consultation undertaken and the feedback received will be documented to show how feedback has been considered and influenced any decision making.
- Open communication between AT, affected land owners and key stakeholder enabling effective discussions about options and solutions.

4 Consultation Process

A Communications Plan was prepared to guide the engagement process for the LRCI project from 2013 through to the securing of a designation for the LRCI. The anticipated engagement timeline for the LRCI project is provided at Attachment 1.

4.1 Stakeholders and Consultation Methods

AT identified a range of stakeholders for the LRCI project and a range of consultation and information techniques have been considered suitable for the project consultation processes.

Key project stakeholders include:

Stakeholders
Landowners of directly affected properties within the designation footprint
Occupiers of directly affected properties within the designation footprint
Iwi
Government and statutory agencies
Emergency Services including New Zealand Police, New Zealand Fire Service, St John's Ambulance Services, Waitakere Hospital
Utility providers
Henderson-Massey Local Board and Auckland Council
The wider community

Methods of consultation varied and were selected to best suit the stakeholders AT was communicating with, the specific circumstances of the stakeholders AT was talking to and the outcomes sought. The table below summarises the range of techniques

Method	Detail
Display Boards	Eleven display boards were designed providing information on; project overview, project features, project background, indicative timeline, changes at each intersection, RMA designation process
Roll out plan	Three table length roll out plans were used to illustrate the project area, proposed designation plan and alternative driving routes.
Flyer	Flyers with project information were sent to directly affected home owners inviting them to attend individual meetings. They were also sent out/hand delivered, to the wider community inviting people to attend open day.
Letters	Letters were sent out to directly affected owners with invitation to meeting with project team. Letters were also hand delivered when required.
e-mails	In addition to the letters and flyer, e-mail communication was used where and when appropriate.
Website	AT website links to project information after the initial individual consultation was closed (December 2013). Updated in 2016 with the latest information.

Digital flythrough	A digital fly-through of artists impression of Lincoln Road post construction was available for viewing at individual meetings, open days and on the AT website.
One on one meetings	Meetings with directly affected owners and key stakeholders at a set venue in the project area. Meetings held at private addresses and AT offices as required.
Open Days	One Thursday afternoon and evening open day and one Saturday Open Day. Different venue for each.
Newspaper	Advertisements were placed in the Western Leader newspaper advertising the Open Days.
Telephone	Affected parties and stakeholders were contacted by telephone when appropriate.
Feedback forms	Feedback forms including return delivery were provided to the public in addition to being provided direct contact numbers for the project team.

4.2 Communication Channels

A stakeholder engagement manager was appointed in late 2013 who is responsible for the consultation and engagement process for the project. This provided a single point of contact for all stakeholders in dealings with the project team and assisted with effective information flows.

A specific LRCI project website (www.at.govt.nz/projects-roadworks/lincoln-road-upgrade/) was established by AT in 2013. This provided project information including a project overview, preliminary plans, outcomes of consultation and ongoing consultation planned. The website is was updated in early 2016 with the most recent plans.

5 Consultation Undertaken

The following sections set out the consultation undertaken to date by AT in 2013, 2015 and 2016 on the LRCI project. Consultation on the LRCI project will be on-going.

Prior to serving the NoR on Auckland Council for the LRCI designation, consultation has been focused on Mana Whenua¹, directly affected landowners and the Henderson-Massey Local Board.

5.1 Designs consulted on

The initial preliminary design for the LRCI project was prepared by GHD in 2013, and consultation undertaken in 2013 and 2014 was based on this design. MWH was then engaged to complete the preliminary design in 2015 (plans attached in Appendix 21 to the AEE), which incorporated stakeholder feedback received on the original GHD design. The NoR is based on the MWH preliminary design. Consultation undertaken in late 2015 and 2016 was based on this design.

The principal changes in the MWH preliminary design, compared to the 2013 GHD design are:

- At the Universal Drive intersection the eastbound approach provides a single traffic lane with a high entry angle 'Give Way' control for the left turn movement. The GHD proposal previously included two signal controlled left turn lanes.
- The Lincoln Road northbound approach to the State Highway 16 Interchange is four lanes of traffic without a 'T3' traffic lane. The GHD proposal previously included the 'T3' lane continuing through the intersection.
- The cycle facilities along both sides of Lincoln Road are in the form of Copenhagen style cycleways.
- The Universal Drive Extension has been realigned to avoid the Washworld building on the north eastern corner of the intersection of the Lincoln Road and Universal Drive Extension.
- The addition of a mid-block signalised crossing on Lincoln Road, located between Paramount Drive and Daytona Road.

The general principles of the design remain the same, including the transit lanes, solid median and intersection upgrades. However the exact land requirement for individual properties is likely to have changed between the two designs.

5.2 Summary of consultation feedback

Consultation undertaken by AT on the LRCI project is recorded in the tables in the following sections and are arranged by category of interested parties. Consultation with landowners and the wider public was undertaken between October and December 2013, and further consultation occurred between February and May 2016. The tables summarise the issues raised.

¹ Mana Whenua of the Auckland region are iwi and hapū who have ancestral interests and connections to land and places within the Auckland region

At the time of lodgement, consultation is ongoing with some of the affected landowners/occupiers and interested iwi. As the NoR will be publicly notified, these parties will be able to make a submission and raise any issues which remain in their view unaddressed.

5.2.1 Consultation undertaken with directly affected business landowners and tenants

Category		
Directly affected private landowners and tenants – Commercial/Business		
Who	Business properties on both eastern and western sides of Lincoln Road between SH16 interchange and Te Pai Place / Pomaria Road intersection (on the eastern side of Lincoln Road from 159 Lincoln Road up to 329 Lincoln Road, and on the western side of Lincoln Road from 158 Lincoln Road to 326-330 Lincoln Road; 366-370 Triangle Road; 31-35 Preston Avenue; 190-198 Universal Drive; 1-5 Pomaria Road.	
Date of consultation	Form of consultation	Summary
September 2013	Letters	Letters contained project information and invited affected landowners to attend an individual meeting to discuss the project. See Attachment 2 for example letter.
October and November 2013	One on one meetings	<p>Meetings were held with 38 affected business owners/land owners. The key areas of comment and/or concern include:</p> <p><u>Raised Median</u> A large number of business owners expressed concern over the proposed raised median and the subsequent lack of right-turn access to and from their businesses. Some business owners identified that the U-turn at the lights would not be sufficient to remedy the lack of access for traffic coming from the opposite side of the road. Loss of business through reduced clients and customers was identified as a key impact as a result of this reduced access. Some made suggestions to keep the soft median. However, there were several business owners that thought a raised median would be beneficial as it would increase safety and reduce traffic accidents as a result of traffic turning across oncoming traffic.</p> <p><u>Driveway access</u> Some landowners discussed a possible need for alternative access to their properties, of which they were willing to undertake. Three business owners expressed concern that with the proposed upgrade the grade of their driveways will be altered, and subsequently become too steep.</p> <p><u>Loss of signage</u> A number of business owners described that the expansion of the road will result in the removal of the signage outside their properties. For some businesses this is their only form of exposure.</p> <p><u>Land take</u> A number of businesses were concerned about loss of land, and the potential impacts this would have to the running of their businesses, or the business currently tenanted on their land. Some identified the necessity that if the land was to be taken, it would need to be bought at a fair market rate.</p>

		<p><u>Land Values</u> Several business land owners explained concerns over the lowering in the value of their land due to the proposed project.</p> <p><u>Loss of parking</u> Concern over removal of parking options, alternative car parking options need to be investigated - it was of particular concern for businesses where car parking was a part of their resource consent.</p> <p><u>Bus stop locations</u> A number of business owners identified that the location of bus stops in front of their businesses will be detrimental, while others supported the location of the bus stops outside their businesses.</p> <p><u>Construction impacts</u> Concern over traffic direction during construction, and if their land will be used as a thoroughfare while construction is occurring. Concern was expressed about temporary loss of access and therefore loss of customers/business during the construction period. Impacts of increased noise were also of concern. Some landowners highlighted the need to mitigate and manage potential impacts from the construction phase.</p> <p><u>T2/T3/Bus lanes</u> Some business owners felt the new T3 lanes will not do anything to reduce traffic congestion, as there would still only be two lanes for general traffic.</p> <p><u>Pedestrian crossings</u> One business owner described the need for additional pedestrian crossings to be incorporated into the design.</p>
March 2016	Letter	<p>Letter provided to directly affected landowners and tenants containing project updates and information on land requirements for the NoR. Eight different categories of letters were sent depending on nature of effect on property. See Attachment 3 for example letters.</p>
April – May 2016	One on one meetings	<p>Meetings were held with 10 affected business owners and several tenants. The key areas of comment and/or concern include:</p> <p><u>Raised median</u> The majority of business owners expressed concern over the proposed raised median and the subsequent lack of easy access to and from their businesses when coming from the other side of the road. Some business owners identified that the U-turn at the lights would not be sufficient to remedy the lack of access for traffic coming from the opposite side of the road, as it is not widely known that U-turns are legal at lights and also the distance to the nearest intersection would deter some people. Loss of business through reduced numbers of clientele being able to access the properties was a concern. Several business owners considered a raised median would be beneficial as it would increase safety and reduce traffic accidents as a result of traffic turning across oncoming traffic.</p> <p><u>Driveway access</u> One land owner expressed concern that the alterations to driveway access on the site would result in a steep gradient.</p>

		<p><u>Loss of land</u> A number of businesses were concerned about loss of land, and the potential impacts this would have to the running of their businesses, or the business currently tenanted on their land. Some were particularly concerned that this was the second time their property had been subject to a land take for road widening.</p> <p><u>Land values</u> Several business land owners explained concerns over the lowering in the value of their land due to the proposed project, primarily because of restricted access.</p> <p><u>Loss of parking</u> Concern over removal of parking spaces and the impacts on the viability of businesses.</p> <p><u>Bus stop locations</u> Several business owners identified that the location of bus stops in front of their businesses will be detrimental, mainly due to the resultant loss of parking spaces. One business owner supported the close proximity of a bus stop to their business.</p> <p><u>Construction impacts</u> Impacts of increased noise and dust were of concern.</p> <p><u>T2/T3/Bus lanes</u> One business owner was concerned about the safety of elderly having to cross the cycle lane to alight and enter buses.</p> <p><u>Loss of trees</u> One business owner was opposed to the removal of a tree planted on the property.</p> <p><u>Compensation</u> Several business owners raised concerns at how compensation would be calculated for impacts on the business or as a result of not being able to lease buildings as a result of the works. One business owner was interested in the potential to relocate and how this could be accommodated in the compensation package.</p>
--	--	---

5.2.2 Consultation undertaken with directly affected residential landowners and tenants

Category	Directly affected private landowners and tenants – Residential
Who	Residential properties on both eastern and western sides of Lincoln Road between SH16 interchange and Te Pai Place / Pomaria Road intersection (on the eastern side of Lincoln Road from 159 Lincoln Road up to 329 Lincoln Road, and on the western side of Lincoln Road from 158 Lincoln Road to 326-330 Lincoln Road; 366-370 Triangle Road; 31-35 Preston Avenue; 190-198 Universal Drive; 1-5 Pomaria Road.

Date of consultation	Form of consultation	Summary
September 2013	Letters	Letters contained project information and invited affected landowners to attend an individual meeting to discuss the project. See Attachment 2 for example letter.
October and November 2013	One on one meetings	<p>Meetings were held with 20 affected residential land owners. The key areas of comment and/or concern brought up by directly affected landowners include:</p> <p><u>Raised median</u> Mixed reactions on the proposed raised median were received, with some supporting and other unsupportive due to the impacts to access to their properties.</p> <p><u>Land take</u> A number of landowners were concerned about the land take process, how much land, what would be paid, and how this would occur.</p> <p><u>Pedestrian crossing</u> One landowner held a concern over the lack of pedestrian crossings along the project area. Since these meetings an addition of a mid-block signalised crossing on Lincoln Road, located between Paramount Drive and Daytona Road was incorporated into the preliminary design.</p> <p><u>Parking</u> Some landowners were concerned about the land take required and how this would affect the number of parking spaces on their properties.</p> <p><u>Noise</u> One landowner expressed concern about potential noise, specifically whether noise barriers would be installed.</p>
March 2016	Letter	Letter provided to directly affected landowners and tenants containing project updates and information on land requirements for the NoR. Eight different categories of letters were sent depending on nature of effect on property. See Attachment 3 for example letters.
May 2016		<p>Five affected residential land owners requested to meet. The key issues include:</p> <p><u>Land take and compensation</u> A number of landowners were concerned about the land take process, particularly where full acquisition is now proposed compared to partial acquisition under the 2013 concept design. Concerns were also raised around the length of time until acquisition (mid 2020-2022) and the uncertainty around being able to find another property, given the current housing market.</p> <p><u>Tax implications</u> One landowner queried whether there would be tax implications arising from full acquisition, given the property was purchased in the last six months.</p>

		<p><u>Change of land use</u> Two landowners noted the zoning is proposed to change to mixed use in the Proposed Auckland Unitary Plan and that they had plans to establish commercial activities at their properties.</p> <p><u>New service lane at Daytona Reserve and property access</u> Two landowners were concerned about the alignment of the service lane and the impact on parking configuration or resultant full acquisition.</p> <p><u>Safety</u> Several land owners considered the raised median would improve safety and noted the high number of accidents.</p> <p>Brochures with information related to the acquisition process were distributed to each stakeholder that a meeting was held with, a copy of this brochure is attached as Attachment 7.</p>
--	--	--

5.2.3 Mana Whenua engagement

Category		Mana Whenua
Who	Te Kawerau a Maki, Ngāti Whātua o Ōrākei, Te Akitai Waiohū, Te Rūnanga o Ngāti Whātua, Ngāti Te Ata Waiohū, Ngāti Whātua o Kaipara and Ngāti Tamaoho.	
Date of consultation	Form of consultation	Summary
January 2014	Letter	Te Kawerau a Maki and Ngāti Whātua o Ōrākei were introduced to the project and requested ongoing engagement.
26 March 2014	Hui	Te Kawerau a Maki and Ngāti Whātua o Ōrākei attended and outlined areas of interest. These were stormwater management, biodiversity, cultural assessment, accidental discovery protocol and Maori urban design / art during detailed design phase.
26 June 2014	Email	An email was sent to Mana Whenua asking if they wish to have input into the project going forward. Te Akitai Waiohū and Te Rūnanga o Ngāti Whātua requested ongoing engagement. Ngāti Whātua o Kaipara initially deferred to Ngāti Whātua o Ōrākei then requested ongoing engagement.
August 2014	Cultural Impact Assessment by Te Kawerau a Maki	<p>Te Kawerau a Maki supports the project subject to recommendations. The recommendations include a strong support for the inclusion of a shared pedestrian/cycle path, bus lanes, and a vegetated median strip. Requested any mitigation planting (especially within the median strip) is carried out through replantation schemes using eco-sourced vegetation.</p> <p>The Iwi Authority provided recommendations for stormwater neutrality and advocated for enhancement/treatment mechanisms over and above TP10.</p> <p>The Iwi Authority also recommended the integration of meaningful cultural integration within the design and walkway. There was a</p>

		<p>particular request that a waharoa or pou be established at the northern end on Lincoln road to denote the threshold/gateway into Hikurangi.</p> <p>The Iwi Authority also has provided an Accidental Discovery Protocol and needs to be updated regularly with design and development progress.</p>
31 August 2015	Letter	A project update letter was sent to all previously contacted iwi and an introduction letter was also sent to Ngāti Te Ata Waiohū and Ngāti Tamaoho. See Attachment 4 for example letter.
4 November 2015	Hui	<p>All previously contacted iwi were invited to a hui to discuss the project. Only Te Kawerau a Maki attended. Minutes were sent out to those that did and did not attend.</p> <p>Te Kawerau requested planting be native trees, or if not possible, grasses or flax. Also requested that stormwater be treated to higher than TP10 standards and uses a treatment train approach, with planting at the stormwater outlet area. Would like to take lead on providing input into waharoa or pou at northern end of Lincoln Road denoting gateway into Hikurangi.</p> <p>AT to consider stormwater approach at detailed design stage and facilitate gateway proposed at detailed design stage.</p>
13 November 2015	Update hui	Another hui was arranged for those that could not attend on 4 November (Te Akitai Waiohū, Ngāti Whātua o Ōrākei).
10 December 2015	Email to all Iwi	An update was provided to all interested iwi on the progress of the project including anticipated timelines.

5.2.4 Consultation undertaken with special interest groups

Category			Special interest groups
Who			Cycle Action Auckland; Auckland Freight
Date of consultation	Form of consultation	Summary	
October - December 2013	Meeting	Provided comments on the preliminary design - these are to be addressed at the detailed design stage. Further liaison required at detailed design stage.	

5.2.5 Consultation undertaken with local board and Auckland Council

Category			Auckland Council
Who			Henderson-Massey Local Board, Auckland Council Stormwater Unit, Auckland Council Parks department
Date of consultation	Form of consultation	Summary	

2013 onwards	Quarterly update	Quarterly update to the Henderson-Massey Local Board.
13 February 2015, 10 March 2015	Workshop, site visit	The Henderson-Massey Local Board was presented with a high level option for the use of Daytona Reserve land for an access road, and subsequently some members undertook a site visit. The Local Board requested a refined proposal be developed for its consideration.
1 May 2015	Email	Auckland Council Stormwater Unit was contacted for comment on the preferred stormwater option for the project. The Stormwater Unit agreed that stormwater treatment via a structural filtration device was the most practicable option.
3 September 2015	Local Board Meeting	The refined proposal for the use of land in Daytona Reserve for the service lane was presented to the Henderson-Massey Local Board, seeking agreement for the use of the parks land. Endorsement was received for this proposal.
3 December 2015	Meeting	Meeting with Auckland Council Parks to discuss mitigation for tree removal, maintenance issues and what kind of trees/plants to plant. Parks not opposed to proposals but need an area where there is decent garden space and safety for contractors. Support planting in road corridor if it will thrive.
13 April 2016	Email	Auckland Council Parks department provided a draft memo accepting the proposed plans in vicinity of Te Pai Place.
26 April 2016	Local Board Meeting	Project update presented.
29 April 2016	Email	Auckland Council Parks department provided an updated draft memo accepting the removal of trees in the road corridor and mitigation, permanent land requirement at Te Pai Park, permanent land requirement at Daytona Reserve.
May 2016 onwards	Emails and meetings	Ongoing emails and meeting held in relation to draft landscaping conditions. Future meetings will be ongoing, as required.
5 May 2016	Local Board Meeting	Presentation to the Henderson Massey Local Board seeking a resolution to dedicate part of Te Pai Reserve as road under s114 of the Public Works Act 1981. Endorsement was received for this proposal.

5.2.6 Consultation undertaken with utility providers and emergency services

Utility providers and emergency services consultation		
Category		
Who	Watercare Services Limited (WSL), Vector Limited, Chorus New Zealand Limited, NZ Police, NZ Fire Service, St John's Ambulance Service, Waitākere Hospital	
Date of consultation	Form of consultation	Summary
Between October and November 2013	Meeting with WSL/Vector/Chorus	No concern with preliminary design. Further liaison required at detailed design stage.
Between August and December 2013	Emails - NZ Police, NZ Fire Service, St John's Ambulance Service, Waitākere Hospital	Emails contained project information and extended an invitation to attend an individual meeting to discuss the project.
April 2015	Meeting with WSL/Vector/Chorus	Presentation on the project. Agreed ongoing liaison at detailed design stage.

5.2.7 Consultation undertaken with the general public

General public		
Category		
Who	General Public	
Date of consultation	Form of consultation	Summary
October and November 2013	Newsletter	Newsletters sent out all affected landowners describing the project and how feedback could be provided. Copies of two newsletters are in Attachment 5.
December 2013 - present	Project Website	Project website for general public access since 2013 has provided project information including project benefits, description of project features, consultation outcomes and preliminary design plan. https://at.govt.nz/projects-roadworks/lincoln-road-upgrade/
5 and 7 December 2013	Open Days for consultation on the GHD Preliminary Design 2013	Open Days were attended by over 80 people. Attendees were invited to provide feedback on the project either while in attendance or via postal or online submission (see next box below). The verbal feedback received at the open days was generally supportive of the project. Attendees appreciated the opportunity to talk through the project details and have their questions answered. There were also some people concerned about the effect of the changes on their street. Specifically, several residents from Preston Avenue were concerned that the proposed service road, from Preston to Lincoln Road, would be frequently used as a shortcut from

		<p>Daytona Road to Lincoln Road.</p> <p>A copy of the newspaper ad, feedback form and display boards from the open days are included in Attachment 6.</p>
<p>Feedback Period Closed on February 7 2014</p>	<p>Postal and electronic feedback on the preliminary design available from the Open Days</p>	<p>Submissions were made available through online and postal means on the GHD Preliminary design. 89 online submissions and 73 postal submissions received. Of the postal returns 24 people stated specifically that they liked most aspects of the project. Of the on-line forms 4 people stated that they liked most aspects of the project. This is an interesting comparison of group responses initially indicating that people that had an opportunity to speak with the project team, personally at the Open Days and during private meetings, were more likely to understand more fully the implications of the project and to provide a positive response.</p> <p><u>Shared Path vs Cycleway</u></p> <p>A large number of submissions received discussed the proposed shared path and instead supported the segregation of the cycle lane from the pedestrian pathway. A couple of submissions suggested the widening of the shared pathway. AT agreed to investigate segregated cycleways, and subsequently separated cycleways and pedestrian paths have since been included in the preliminary design.</p> <p><u>Solid Median</u></p> <p>A number of submissions were received on the median. The majority favoured the solid median option, while a number opposed it.</p> <p><u>Preston Avenue</u></p> <p>A large number of submissions were received directly responding to the service lane connection between Preston Avenue and Lincoln Road that was proposed in the GHD preliminary design. There was a majority opposition to this option. The service lane option subsequently went through a design option process, which ultimately removed the connection between Preston Avenue and Lincoln Road. See the Alternatives Assessment (Appendix 5) for further details.</p> <p><u>T3 and Bus lane</u></p> <p>A large number of submissions discussed the T2/T3 and bus lane option. The responses were mostly in support of at least one of the three options. Some suggested that if the road were to be widened that a bus lane should be installed, and not a T3, but some also suggested that the new lane be a T2. There were also a number of submissions that suggested turning an existing road lane into a T3 rather than widening the road.</p>

August 2014	Letter	Communication with past submitters to share results of earlier consultation.
-------------	--------	--

5.2.8 Government and statutory agencies

Government and statutory agencies consultation		
Category	Government and statutory agencies consultation	
Who	Phil Twyford MP for Te Atatū, New Zealand Transport Agency (NZTA)	
Date of consultation	Form of consultation	Summary
May 2012	Briefing	Briefing to Phil Twyford to provide an update on western projects, including LRCI.
2013 – ongoing	Meeting	Ongoing meetings every two months with NZTA to discuss tie in with State Highway 16 interchange and project updates.

6 Future consultation planned

Further engagement is planned as the LRCI progresses through the NoR process. Attachment 1 outlines the anticipated timeframes for engagement. AT will continue to meet with directly affected landowners as requested. AT will also engage with key stakeholders during the NoR, detailed design and construction phases. The draft conditions (attached in Appendix 4 – Volume 1) indicate the nature and scope of consultation proposed during the construction phase.

Attachment 1: Anticipated timeline for engagement

	Late 2013	Early - mid 2014	Mid - late 2014	2015	Early – mid 2016	Mid- late 2016	2017	2020 – 2022	2023	2024	2025
Letters to directly affected landowners, occupiers of directly affected properties											
Open days											
Newsletter											
Project website updates											
Meetings and briefings with Henderson-Massey Local Board and Auckland Council											
Meetings and briefings with key stakeholders											
Iwi workshops											
Landowner and tenant (requested) meetings											
NoR served on Auckland Council, submissions, pre-hearing meetings as required, hearing (indicative)											

Attachment 2

6 Henderson Valley Road, Henderson, Auckland 0612
Private Bag 92250, Auckland 1142, New Zealand
Ph 09 355 3553 **Fax** 09 355 3550

Select a date

Click here to enter recipient's name

Click here to enter recipient's street address

Click here to enter recipient's suburb

Click here to enter recipient's city and postcode

Dear Click here to enter salutation, e.g. Ms Jones, or Emily

LINCOLN ROAD UPGRADE – Consultation with directly-affected property owners

Auckland Transport is planning a future upgrade of Lincoln Road (from Te Pai Place to the North-Western Motorway Interchange). This major upgrade seeks to address congestion and safety issues along the route, while also supporting the development of a bus interchange near the motorway.

Your property has been identified as one that will be directly impacted by the proposed upgrade.

Please contact us

As the owner of a property identified as being directly affected by the proposed upgrade, we wish to meet with you during October to discuss the project and its possible impacts on your property. We would also like to give you the chance to provide feedback on our current plans.

Please find enclosed a contact details form and a freepost envelope. Could you please fill out the contact details form and send it to us as soon as possible. Alternatively, you can email your contact details (name, address on Lincoln Road, postal address, mobile phone number & landline number) to lincolnroadproject@aucklandtransport.govt.nz.

Once we have your details we will contact you to arrange a suitable time to meet with our project team.

If English is not your preferred language and you would like to have an interpreter present during this meeting, please advise which language you wish to communicate in and we will make the necessary arrangements.

Background

Lincoln Road (between Te Pai Place and the North-Western Motorway Interchange) is the busiest arterial route in west Auckland and is currently experiencing high levels of congestion, particularly at peak travel times. Auckland Transport is in the initial stages of

developing improvements to this route that will include dedicated public transport and cycling infrastructure, safer intersections, improved traffic flow and improved travel times.

The proposed Lincoln Road upgrade seeks to:

- widen Lincoln Road to provide an additional bus and high-occupancy vehicle (transit) lane on each side of the road. The additional lanes will improve travel times for buses and high occupancy vehicles and should also help reduce congestion on the existing traffic lanes.
- upgrade existing intersections to reduce congestion and improve safety
- build a solid raised and planted median to replace the existing painted median. This will improve vehicle and pedestrian safety
- install shared paths for pedestrians and cyclists on both sides of the road
- implement stormwater treatments to minimise surface flooding
- relocate and upgrade existing utility services
- integrate with the NZ Transport Agency's current motorway interchange upgrade

Further information and questions

If you have any questions relating to the proposed Lincoln Road upgrade or this letter, please do not hesitate to phone me on (09) 447 4510, or email me at lincolnroadproject@aucklandtransport.govt.nz

Yours sincerely



Sreekanth Vidhyadharan
Senior Engineer – Investigation & Design
Auckland Transport

Attachment 3

6 Henderson Valley Road, Henderson, Auckland 0612
Private Bag 92250, Auckland 1142, New Zealand
355 3553 Fax 09 355 3550

Example of Category 1 letter - Whole property to be acquired

24 February 2016

Dear

Lincoln Road Corridor Improvement – 298 Lincoln Road, Henderson, Auckland 0610

I am writing to you regarding the Lincoln Road Corridor Improvements project (LRCI) and its future effect on the address above, which, I understand, is your property.

The main feature of the LRCI is widening Lincoln Road, between Te Pai Place and the motorway (SH16) interchange. For properties backing onto Daytona Reserve, but with road access from Lincoln Road, widening will make access from Lincoln Road impossible and we will construct a lane across Daytona Reserve, to provide new access for those properties.

Further to our advice in December 2014, we, Auckland Transport (AT), now wish to advise that we will need to purchase the whole property. However, we cannot say, at this time, when we will be in a position to make the purchase. We do not expect it to be this year.

Nevertheless, the fact that we will need to purchase it at some time in the future, requires us to lodge a Notice of Requirement (NoR) with Auckland Council, which is a process under the Resource Management Act to permit AT to undertake the proposed LRCI works. Lodgement is likely to be started in May this year (2016). A copy of the NoR will be served to you at the same time.

The NoR will be entered into the Land Information Memoranda (LIM) in your property file at Auckland Council. The information is thus available to anyone who consults the file and; you are obliged to disclose the fact to a potential purchaser.

Please note that we must pay a fair market price when we make the purchase.

We would like to come and describe the effect on your property, in detail; therefore, would you please call Greg Horne on 447 4550 to arrange a convenient time for us to meet - after hours or on the weekend if you prefer.

Planning Process

Once Auckland Council accepts the NoR lodgement, there may be an opportunity for public submissions and also an opportunity for submitters to be heard by independent commissioners at a Hearing for the project.

The revised LRCI plan

In the meantime, the revised plan for the Lincoln Road upgrade is available for you to read at <https://at.govt.nz/projects-roadworks/lincoln-road-upgrade/>. You will also find a feedback form on which to provide any comments you may have. This plan is an update from the plan consulted upon in 2014 and takes into account feedback we received at that time.

The key features of the revised plan are:

- widening Lincoln Road to four lanes each way
- a T3 lane for buses, vehicles with three or more occupants, taxis and motor-cycles
- separated cycle lanes
- a solid median with provision for U-turns at intersections
- storm water treatment, planting, artworks, etc

I also include a copy of the NoR planning process for your information.

Yours sincerely



Zaid Essa
Principal Engineer | Investigation & Design West

6 Henderson Valley Road, Henderson, Auckland 0612
Private Bag 92250, Auckland 1142, New Zealand
Ph 09 355 3553 **Fax** 09 355 3550

24 February 2016

Dear

Lincoln Road Corridor Improvement - 159 Lincoln Rd, Henderson, Auckland 0610

I am writing to you regarding the Lincoln Road Corridor Improvements project (LRCI) and its future effect on the address above, which, I understand, is your property.

Further to our advice in December 2014, we, Auckland Transport (AT), can now advise that we will need to purchase from you a small amount of land at your boundary with the road. However, we cannot say at this time when we will be in a position to make the purchase. We do not expect it to be this year.

Nevertheless, the fact that we will need to purchase it at some time in the future, requires us to lodge a Notice of Requirement (NoR) with Auckland Council – a process under the Resource Management Act to permit AT to undertake the proposed LRCI works. Lodgement is likely to start in May this year (2016). A copy of the NoR will be served to you at the same time.

The NoR will be entered into the Land Information Memoranda (LIM) in your property file at Auckland Council. The information is thus available to anyone who consults the file and; you are obliged to disclose the fact to a potential purchaser.

Please note that we are obliged to pay a fair market price when we make the purchase.

We would like to come and describe the effect on your property, in detail; therefore, would you please call Greg Horne a call on 447 4550 to arrange a convenient time for us to meet - after hours or on the weekend if you prefer.

Planning Process

Once Auckland Council accepts the NoR lodgement, there may be an opportunity for public submissions and also an opportunity for submitters to be heard by independent commissioners at a Hearing for the project.

In the meantime, the revised plan for the Lincoln Road upgrade is available for you to read at <https://at.govt.nz/projects-roadworks/lincoln-road-upgrade/>. You will also find a feedback form on which to provide any comments you may have. This plan is an update from the plan consulted upon in 2014 and takes into account feedback we received at that time.

The key features of the revised plan are:

- widening Lincoln Road to four lanes each way
- a T3 lane for buses, vehicles with three or more occupants, taxis and motor-cycles
- separated cycle lanes

- a solid median with provision for U-turns at intersections
- storm water treatment, planting, artworks, etc

I also include a copy of the NoR planning process for your information.

Yours faithfully

A handwritten signature in blue ink, enclosed within a faint blue oval. The signature appears to be 'Zaid Essa'.

Zaid Essa | Principal Engineer
Investigation & Design - West

6 Henderson Valley Road, Henderson, Auckland 0612
Private Bag 92250, Auckland 1142, New Zealand
Ph 09 355 3553 **Fax** 09 355 3550

24 February 2016

Dear

Lincoln Road Corridor Improvement – 2/151 Lincoln Road, Henderson, Auckland 0610

I am writing to you regarding the Lincoln Road Corridor Improvements project (LRCI).

Further to our advice in December 2014 we, Auckland Transport (AT), can now advise that we will not need to purchase any land from your property.

Planning Process

We are in the process of preparing a Notice of Requirement (NoR) which is a public process under the Resource Management Act to permit AT to undertake the proposed LRCI works covering properties that we will need to purchase in full or in part. This does not affect you.

In the meantime, the revised plan for the Lincoln Road upgrade is available for you to read at <https://at.govt.nz/projects-roadworks/lincoln-road-upgrade/>. You will also find a feedback form on which to provide any comments you may have. This plan is an update from the plan consulted upon in 2014 and takes into account feedback we received at that time.

The key features of the revised plan are:

- widening Lincoln Road to four lanes each way
- a T3 lane for buses, vehicles with three or more occupants, taxis and motor-cycles
- separated cycle lanes
- a solid median with provision for U-turns at intersections
- storm-water treatment, planting, artworks, etc

If you need to discuss this letter further, in the first instance please contact Greg Horne on 447 4550 and he will be able to get the relevant person to respond to your query.

Yours faithfully



Zaid Essa | Principal Engineer
Investigation & Design - West

6 Henderson Valley Road, Henderson, Auckland 0612
Private Bag 92250, Auckland 1142, New Zealand
Ph 09 355 3553 **Fax** 09 355 3550

24 February 2016

Dear

Lincoln Road Corridor Improvement – 35 Preston Avenue, Henderson, Auckland 0610

I am writing to advise that as a result of the proposed Lincoln Road Corridor Improvements project (LRCI) we, Auckland Transport (AT), intend to build a new lane across Daytona Reserve adjacent several properties including the one at the address above, which, I understand, is your property. When the lane is built we will need to come onto your property to carry out works. This will be temporary and your property will be restored afterwards.

The exact details are not yet known and will not be until detailed plans are drawn up, which may not be for some years. However, we are legally required, now, to place what is called a "Temporary Designation" on the portion of your property we will encroach onto.

For you at this time, this has no effect; it is just an advance official record of the fact that we will need access to your land sometime in the future. However, this requires us to lodge a Notice of Requirement (NoR) with Auckland Council - a process under the Resource Management Act, to permit AT to undertake the proposed works. Lodgement is likely to be started in May this year (2016). A copy of the NoR will be served to you at the same time.

While we do not expect to undertake this work for several years, telling you now ensures that you are full informed as soon as possible, as is anyone who consults the file (say a future purchaser). You are also legally obliged to disclose the fact to any potential purchaser.

We emphasise that this covers a temporary situation only - the duration of the road works and; that your property will be properly restored afterward, if necessary. All of this will be discussed with you in detail, closer to the time.

The lane will be narrow and will not carry significant volumes of traffic. We will do whatever is reasonably necessary to mitigate any adverse effects, should any arise.

We will keep you informed as our plans firm-up.

In the meantime, the revised plan for the Lincoln Road upgrade is available for you to read at <https://at.govt.nz/projects-roadworks/lincoln-road-upgrade/>. You will also find a feedback form on which to provide any comments you may have. This plan is an update from the plan consulted upon in 2014 and takes into account feedback we received at that time.

The key features of the revised plan are:

- widening Lincoln Road to four lanes each way
- a T3 lane for buses, vehicles with three or more occupants, taxis and motor-cycles

- separated cycle lanes
- a solid median with provision for U-turns at intersections
- storm-water treatment, planting, artworks, etc

If you need to discuss this letter further, in the first instance please contact Greg Horne on 447 4550 and he will be able to get the relevant person to respond to your query.

I also include a copy of the NoR planning process for your information.

Yours faithfully



Zaid Essa | Principal Engineer
Investigation & Design - West

6 Henderson Valley Road, Henderson, Auckland 0612
Private Bag 92250, Auckland 1142, New Zealand
Ph 09 355 3553 Fax 09 355 3550

24 February 2016

Dear

Lincoln Road Corridor Improvement – 22 Preston Road, Henderson, Auckland 0610

As you may be aware, we are proposing to upgrade Lincoln Road, as a result of which we may need to insert a storm-water pipe beneath your driveway.

We can't be certain at this time if this will be necessary, however, if it is we are legally required to take an easement over the affected part of your driveway. All this means is that we have the legal right to place the pipe in the ground; it has absolutely no effect on you or your enjoyment of your property.

The only effect on you will be if we do need to install the pipe, and if we have to do so by cutting a trench. If we do that we will restore an agreed portion of your driveway to as-new condition. This will be subject to an agreement between us closer to the time. However, we may be able

It is very unlikely that if the pipe is installed, it will happen in the next few years. We can't be more precise than this because we have to work our way through a great many legal requirements and other pre-conditions before work can start. However, because we know that we will be doing this work sooner or later, it is only fair and reasonable to advise you now of the likelihood of needing to install the storm-water pipe

We will communicate from time to time to keep you informed about progress.

The revised LCRI Plan

In the meantime, the revised plan for the Lincoln Road upgrade is available for you to read at <https://at.govt.nz/projects-roadworks/lincoln-road-upgrade/>. You will also find a feedback form on which to provide any comments you may have. This plan is an update from the plan consulted upon in 2014 and takes into account feedback we received at that time.

The key features of the revised plan are:

- widening Lincoln Road to four lanes each way
- a T3 lane for buses, vehicles with three or more occupants, taxis and motor-cycles
- separated cycle lanes
- a solid median with provision for U-turns at intersections
- storm-water treatment, planting, artworks, etc

If you need to discuss this letter further, in the first instance please contact Greg Horne on 447 4550 and he will be able to get the relevant person to respond to your query.

Yours faithfully



Zaid Essa | Principal Engineer
Investigation & Design - West

6 Henderson Valley Road, Henderson, Auckland 0612
Private Bag 92250, Auckland 1142, New Zealand
Ph 09 355 3553 **Fax** 09 355 3550

24 February 2016

Dear ,

Lincoln Road Corridor Improvement - 307 Lincoln Rd, Henderson, Auckland 0610

As you are aware, we are proposing to widen Lincoln Road and will need to purchase from you, a small amount of land at your boundary with the road. This will directly impact a restaurant that has already taken a lease. We accept that besides the issues of purchasing land per se, we have to come to an understanding with you about this specific matter and on any other general issues that might arise for you, from the road widening.

We cannot say at this time when we will be in a position to make the purchase but don't expect it to be this year. However, the specific issue of the restaurant and other issues arising, do have to be settled by agreement in the near future and it is our intention to make contact as soon as possible, to initiate discussions

The fact that we will need to purchase land at some time in the future, requires us to lodge a Notice of Requirement (NoR) with Auckland Council – a process under the Resource Management Act to permit AT to undertake the proposed works. Lodgement is likely to start in May this year (2016). A copy of the NoR will be served to you at the same time.

The NoR will be entered into the Land Information Memoranda (LIM) in your property file at Auckland Council. The information is thus available to anyone who consults the file and; you are obliged to disclose the fact to a potential purchaser.

Please note that we are obliged to pay a fair market price when we make the purchase.

We would like to come and describe the effect on your property, in detail; therefore, would you please call Greg Horne a call on 447 4550 to arrange a convenient time for us to meet.

Planning Process

Once Auckland Council accepts the NoR lodgement, there may be an opportunity for public submissions and also an opportunity for submitters to be heard by independent commissioners at a Hearing for the project.

In the meantime, the revised plan for the Lincoln Road upgrade is available for you to read at <https://at.govt.nz/projects-roadworks/lincoln-road-upgrade/>. You will also find a feedback form on which to provide any comments you may have. This plan is an update from the plan consulted upon in 2014 and takes into account feedback we received at that time.

The key features of the revised plan are:

- widening Lincoln Road to four lanes each way

- a T3 lane for buses, vehicles with three or more occupants, taxis and motor-cycles
- separated cycle lanes
- a solid median with provision for U-turns at intersections
- storm water treatment, planting, artworks, etc

I also include a copy of the NoR planning process for your information.

Yours faithfully



Zaid Essa | Principal Engineer
Investigation & Design - West

6 Henderson Valley Road, Henderson, Auckland 0612
Private Bag 92250, Auckland 1142, New Zealand
Ph 09 355 3553 **Fax** 09 355 3550

29 February 2016

Dear Occupier

Lincoln Road Corridor Improvement – 144 Lincoln Road

I am writing to you regarding the Lincoln Road Corridor Improvements project (LRCI).

Further to our advice in December 2014 we, Auckland Transport (AT), can now advise that we have advised landlords from whom we will need to purchase land. We have also advised those from whom we will not require land.

Your landlord may already have discussed this matter with you, but if not may we suggest that you contact your landlord to discover if your property is affected.

At this time you will not be affected as we do not expect to actually purchase the land this year and indeed it may not happen for several years.

Nevertheless, the fact that we will need to purchase it at some time in the future, requires us to lodge a Notice of Requirement (NoR) with Auckland Council. This is a process under the Resource Management Act to permit AT to undertake the proposed LRCI works. This is likely to be started in May this year (2016). Lodging an NoR is a public statement that we intend to acquire some land from the property and because of this, we deem it only fair and reasonable to inform directly you, as an affected party, now.

We will approach tenants again in the future, to discuss the likely implications for the property, arising from the actual works. As a general statement whether land is taken from your address or not, works will impact businesses to some extent. We will ensure works are undertaken in such a way that access to your property is always kept open. How this will be done will be a matter for discussion and negotiation at the appropriate time –which may not be for some years.

The revised LRCI Plan

In the meantime, the revised plan for the Lincoln Road upgrade is available for you to read at <https://at.govt.nz/projects-roadworks/lincoln-road-upgrade/>. You will also find a feedback form on which to provide any comments you may have. This plan is an update from the plan consulted upon in 2014 and takes into account feedback we received at that time.

The key features of the revised plan are:

- widening Lincoln Road to four lanes each way
- a T3 lane for buses, vehicles with three or more occupants, taxis and motor-cycles
- separated cycle lanes
- a solid median with provision for U-turns at intersections
- storm-water treatment, planting, artworks, etc

If you need to discuss this letter further, in the first instance please contact Greg Horne on 447 4550 and he will be able to get the relevant person to respond to your query.

Yours faithfully



Zaid Essa | Principal Engineer
Investigation & Design - West

Example of Category 8 letter - Temporary occupation required

6 Henderson Valley Road, Henderson, Auckland 0612
Private Bag 92250, Auckland 1142, New Zealand
Ph 09 355 3553 Fax 09 355 3550

25 February 2016

Dear

Lincoln Road Corridor Improvement –155/155A/155B Lincoln Rd, Henderson, Auckland 0610

I am writing to advise that as a result of the proposed Lincoln Road Corridor Improvements project (LRCI) we, Auckland Transport (AT), will be widening the road at some time in the future and at that time we will need to come onto your property to carry out works.

The exact details of when and to what extent we will need to come on to your property are not yet known and will not be until detailed plans are drawn up. However, we are legally required, now, to place what is called a “Temporary Designation” on the portion of your property we will encroach onto.

This has no effect for you at this time; it is just an advance official record of the fact that at some time we will need to encroach on your property to assist in carrying out the roadworks. However, it is part of a process we must follow and requires us to lodge a Notice of Requirement (NoR) with Auckland Council - a process under the Resource Management Act, to permit AT to undertake the proposed works. Lodgement is likely to be started in May this year (2016). A copy of the NoR will be served to you at the same time.

While we do not expect to undertake this work for several years, telling you now ensures that you are full informed as soon as possible, as is anyone who consults the file (say a future purchaser). You are also legally obliged to disclose the fact to any potential purchaser.

We emphasise that this covers a temporary situation only that will occur during the road works and; that your property will be properly restored afterward, if necessary. All of this will be discussed with you in detail, closer to the time.

We will keep you informed as our plans firm-up.

In the meantime, the revised plan for the Lincoln Road upgrade is available for you to read at <https://at.govt.nz/projects-roadworks/lincoln-road-upgrade/>. You will also find a feedback form on which to provide any comments you may have. This plan is an update from the plan consulted upon in 2014 and takes into account feedback we received at that time.

The key features of the revised plan are:

- widening Lincoln Road to four lanes each way
- a T3 lane for buses, vehicles with three or more occupants, taxis and motor-cycles
- separated cycle lanes
- a solid median with provision for U-turns at intersections
- storm-water treatment, planting, artworks, etc

If you need to discuss this letter further, in the first instance please contact Greg Horne on 447 4550 and he will be able to get the relevant person to respond to your query.

I also include a copy of the NoR planning process for your information.

Yours faithfully



Zaid Essa | Principal Engineer
Investigation & Design - West

A Guide to the Notice of Requirement



This guide is designed to provide you with information on the Notice of Requirement and designation process for Auckland Transport projects. It is not intended to be a comprehensive description of the process. For more information go to mfe.govt.nz/rma

The Resource Management Act 1991 (RMA) allows requiring authorities to designate areas of land for public infrastructure such as roads, rail, telecommunications, schools and hospitals. Auckland Transport is a Requiring Authority under the RMA, in relation to the Auckland transport system.

What is a Designation?

A designation is effectively a form of zoning over a site or route. The designation provides for:

- The long-term approval of the work intended to be carried out
- Certainty for the community and affected landowners about location and the nature of the works
- Protection of the land from activities that may compromise the proposed public work.

Designations are the preferred consenting approach of Auckland Transport as they provide the ability to identify and secure the land required to undertake construction, operation and maintenance of Auckland's transport infrastructure.

For Auckland Transport, the process for designating land is undertaken through a Notice of Requirement process lodged with Auckland Council.

Notice of Requirement

A Notice of Requirement process is similar to applying for resource consent. It is a statutory process in the RMA and is how Auckland Transport notifies Auckland Council that it is seeking to designate land. Until a designation has been confirmed and included in a district plan, a designation is referred to as a Notice of Requirement (NoR).

In preparing a NoR, Auckland Transport will:

- Investigate the strategic need for a project
- Consult with the community and affected landowners
- Assess options and alternatives before selecting a preferred option
- Commission specialist assessments on project and environmental effects and how they can be avoided, managed or mitigated.

Consultation

An important part of developing a project is consulting with those potentially affected – the community, mana whenua, businesses, government and community organisations. This involvement will help ensure Auckland Transport considers everyone's views, potential issues and effects of a project on the community. It is an important part of assessing the optimal way to avoid, remedy or mitigate any issues.

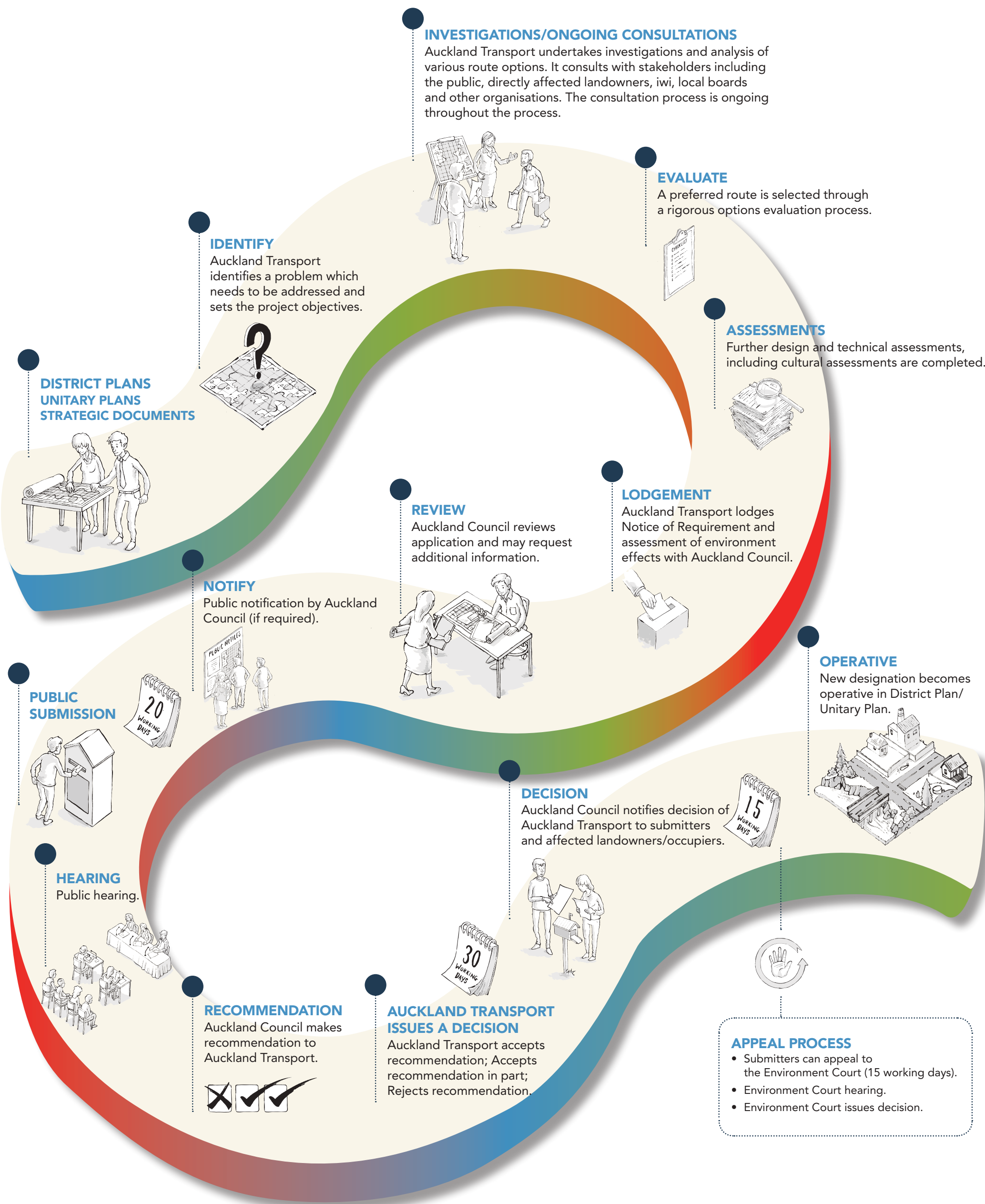
This feedback is used to develop a project and is considered when the NoR is prepared and also when decisions are made regarding the proposed works.

The NoR process

- The NoR is prepared and lodged with the Auckland Council
- The Council decides if the designation should be publicly or limited notified
- If it is publicly notified, people and groups are able to lodge submissions with the Council
- If the NoR is notified, a public hearing is held where the requiring authority (Auckland Transport) and all submitters are able to be heard
- The Council recommends to the requiring authority whether it thinks the designation should be confirmed in the district plan (with or without modification to the conditions) or be withdrawn
- The requiring authority decides whether to confirm or withdraw the notice (in other words, to accept or reject the Council's recommendation in part or full)
- The opportunity exists for the Council or any submitter to appeal the decision of the requiring authority (the appeal is lodged with the Environment Court).

The diagram overleaf provides an overview of the process.

Notice of Requirement Process



6 Henderson Valley Road, Henderson, Auckland 0612
Private Bag 92250, Auckland 1142, New Zealand
Ph 09 355 3553 **Fax** 09 355 3550

31 August 2015

Ngāti Whātua o Kaipara

Tena koe e Georgina

Lincoln Road - Corridor Improvements Project

Nga mihi o te ra ki a koe me nga uri o Ngāti Whātua o Kaipara

This is to acknowledge your registration of interest on the Lincoln Road Corridor Improvements Project (the Project) following the engagement between the project team with Ngāti Whātua o Kaipara last year.

Project Update

There has been a lot of behind the scenes work and this is by way of an update. First, Te Kawerau a Maki, Ngāti Whātua o Ōrakei, Te Rūnanga o Ngāti Whātua and Te Akitai Waiohū all desire ongoing engagement with this project as per their responses below:

Te Kawerau a Maki

- Wishes to provide a CIA for this project.
- Te Kawerau a Maki see Lincoln Road as a gateway to the west and wish to mark it as such with cultural design and / or public art.

Ngāti Whātua o Ōrakei

- Raised concerns about stormwater management.
- Would like to see wet lands and rain gardens with possible native plants where possible.
- Wish to protect the biodiversity in the area.
- Considers the Cultural assessment needs to be undertaken as part of the next phase.
- Monitoring during the construction stage may be required.
- Believes the construction stage needs to follow the archaeological protocol.
- Requests the project manager to contact Char Wiapo and Hana Malhi to liaise on landscape and Maori art during detailed design phase.

Te Rūnanga o Ngāti Whātua and Te Akitai Waiohū have asked for ongoing engagement. Ngāti Te Ata Waiohū and Ngāti Tamaoho, who were not initially engaged, will be offered an opportunity for ongoing engagement.

Design and lodgement of Notice of Requirement and Resource Consents

The revised preliminary design is a result of couple of refinements and iterations to achieve the best outcome for all road users based on the feedback received. The main additional design features are; segregated cycling facility, controlled/signalised pedestrian crossing on Lincoln Road between Universal Drive and Central Park Drive and on-site underground stormwater filtration system.

Second:

Auckland Transport will lodge the Lincoln Road Corridor Improvements Project Notice of Requirement (NoR) and Resource Consent as a combined application in the first quarter of 2016. The NoR will be lodged with enough detail to request a waiver of the Outline Plan of Works at a later stage.

Further Engagement

The project team would like to arrange a hui in within the next two months to discuss the project update in more detail and any other matter that could be an interest to Ngāti Whātua o Kaipara.

Further information about the project can be accessed from the public link below:

<https://at.govt.nz/lincoln>

For all enquiries relating to the project please contact Lincoln Road Corridor Improvement Project Manager, Zaid Essa on 09 447 4530 or at zaid.essa@aucklandtransport.govt.nz

Thank you for your ongoing engagement with the project. Should you have any queries or require further information please do not hesitate to contact me.

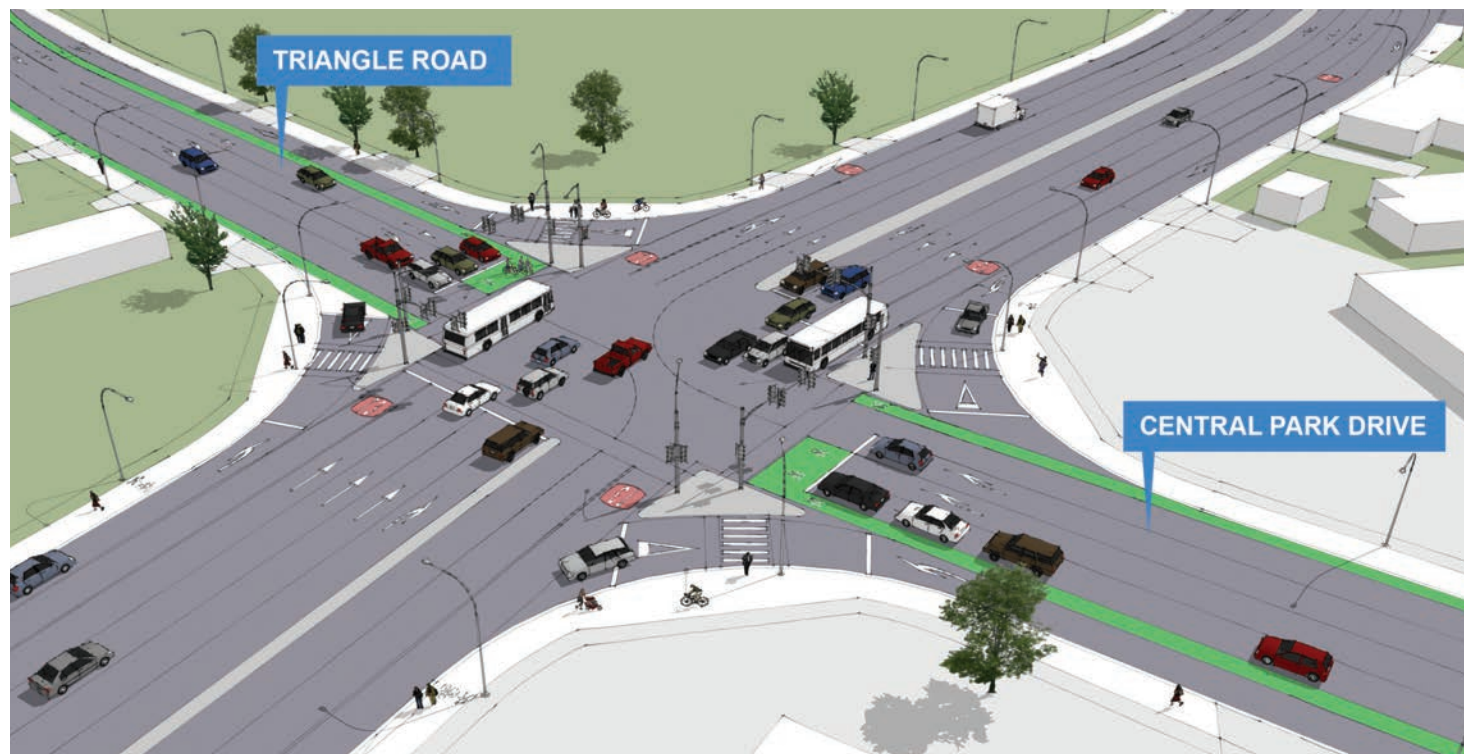
Kia rongo kōrero anō au i a koe
Naku noa



Zaid Essa

Project Manager, Investigation & Design – West / Auckland Transport
6 Henderson Valley Rd, Henderson, Auckland 0612, DDI 09 447 4530 | M 021 297 9082
Zaid.essa@aucklandtransport.govt.nz

Cc: Tipa Compain, James Fuller



Artist's impression of proposed intersection

Next steps

Securing the route

AT needs to obtain a designation for the land required to protect it from being used for other development purposes. This is achieved by lodging a Notice of Requirement with Auckland Council, which is likely to be done in early 2014.

Detailed design

AT is currently engaging with landowners with its preliminary designs for the upgrade. Your feedback on these early plans will help AT to refine aspects of the detailed design, which will be produced once Auckland Council has granted the necessary consents and designation to proceed with the upgrade.

Property negotiation and acquisition

Before the upgrade and road widening can proceed, AT must purchase parcels of land from approximately 80 privately-owned properties along the route. The process of negotiation with landowners to acquire the necessary land under the Public Works Act is expected to take up to two years.

How your feedback can help

With your specific knowledge of the area, we are keen to hear your views, concerns or ideas on our preliminary design. This feedback will be valuable to us as we progress through the design development stages of this project.

Auckland Council will also give you the opportunity to provide feedback during the designation and consent notification stage (expected to be early 2014 – mid 2015).



Major upgrade proposed to address congestion on west Auckland's busiest road

Auckland Transport is planning a future upgrade of Lincoln Road from Te Pai Place to the north-western motorway interchange. This major upgrade will address congestion and safety issues along the route and support the future development of a bus interchange near the motorway.

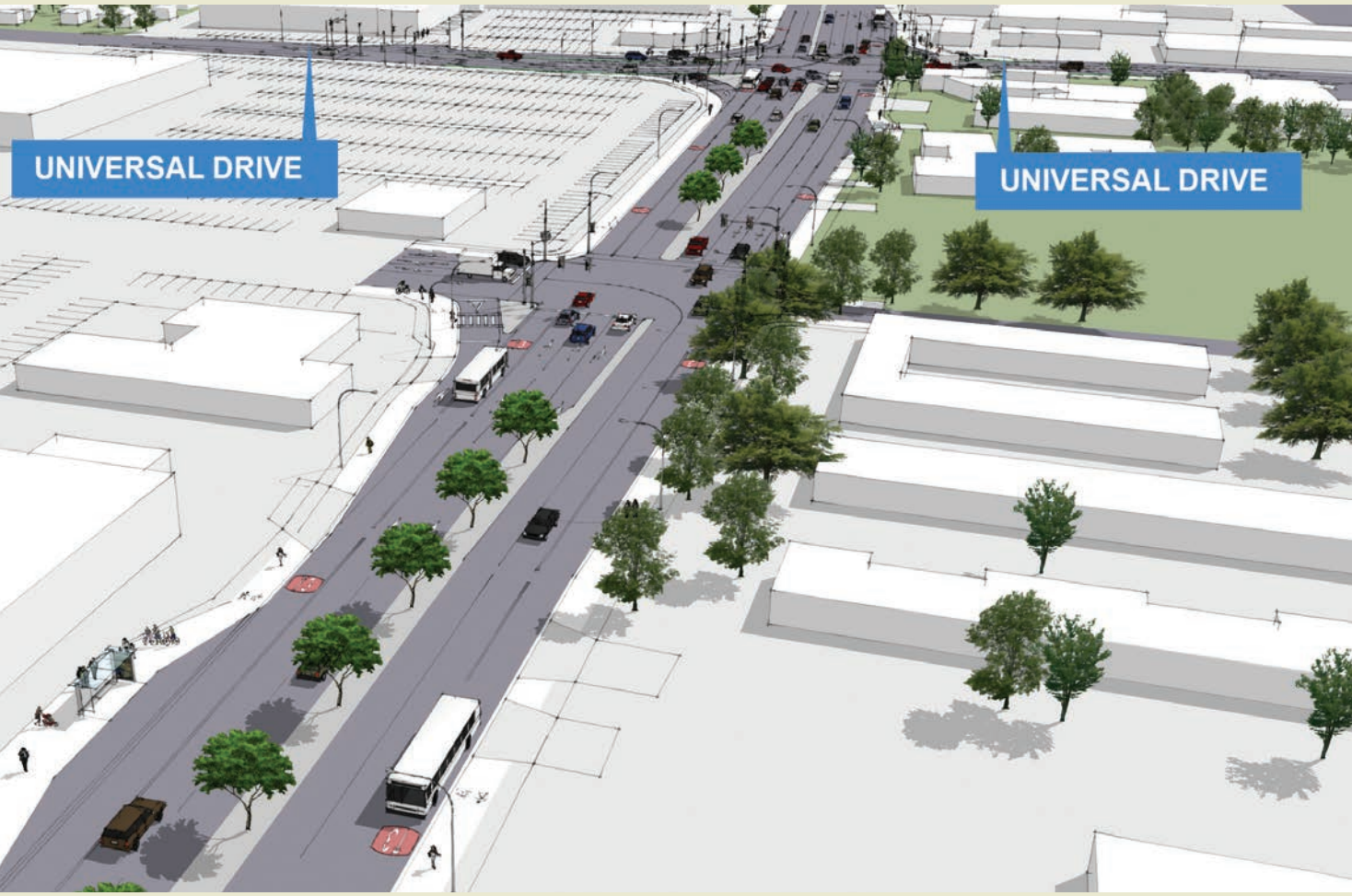
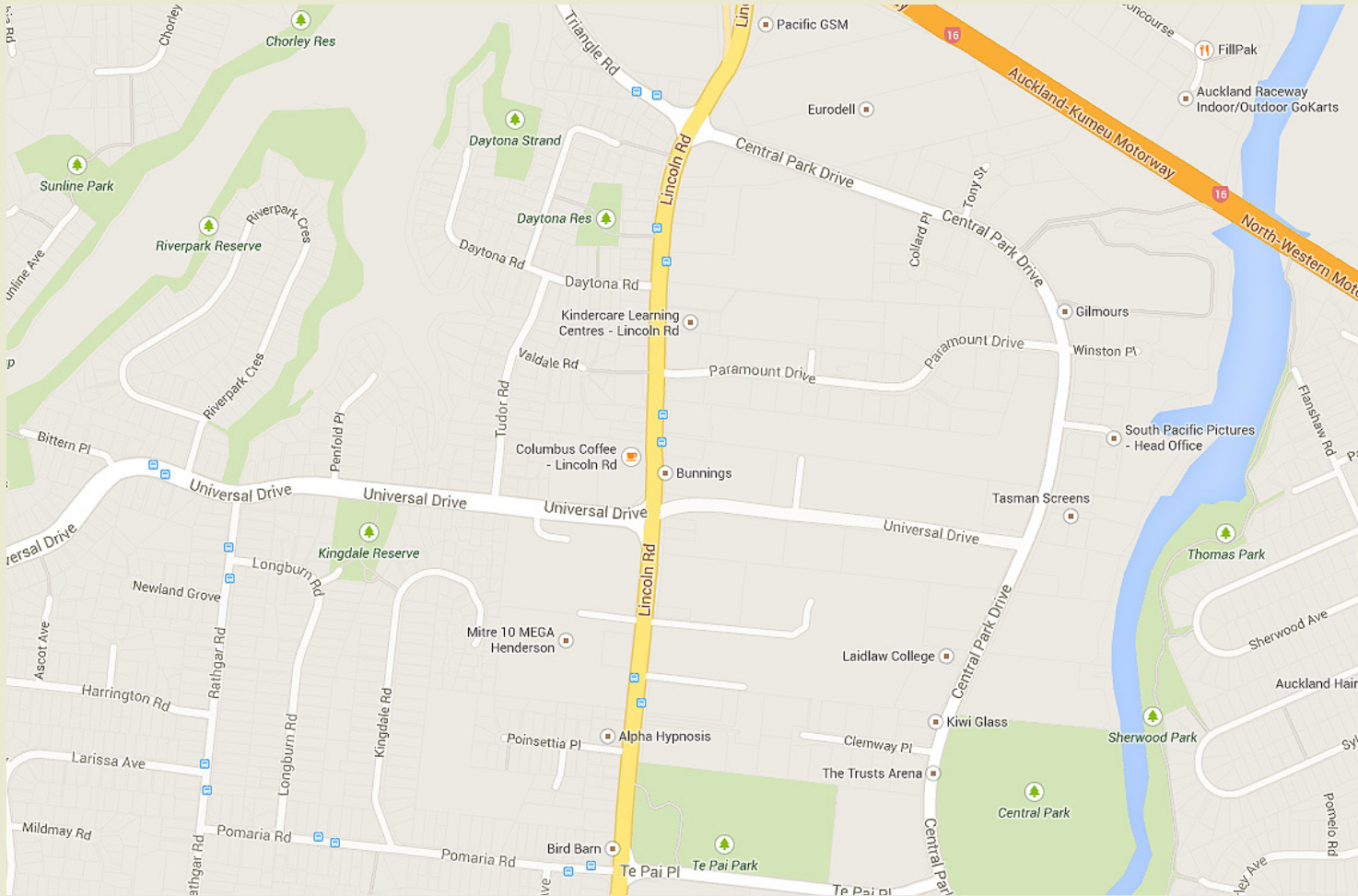
Lincoln Road is the busiest road in west Auckland, carrying around 42,000 vehicles per day. It links SH16 with Henderson and Swanson and provides access to Waitakere Hospital. The route currently experiences high levels of congestion, particularly at peak hours.

Lincoln Road is identified in the Auckland Plan as a growth corridor, mainly in relation to business, light industrial and residential uses. It is also identified as a key link in the Regional Public Transport plan, the Auckland freight network and the Auckland Regional cycle network.

The proposed upgrade will bring many benefits for those living, working and travelling along Lincoln Road by providing dedicated bus lanes, improved cycling infrastructure, safer intersections and improved traffic flow and travel times.

Indicative timeline

Public consultation	On-going
Designation period	Early 2014 – Mid 2015
Detailed design	Late 2014 – Mid 2015
Property negotiation and acquisition	Late 2015 – 2017
Enabling works	2017-2018
Main construction	2018 – 2020



Artist's impression showing raised and planted median

Project objectives

The proposed upgrade will:

- ensure more frequent and reliable public transport journeys by providing dedicated bus lanes
- reduce congestion by providing high-occupancy vehicle (transit) lanes
- improve safety for cyclists by providing safer, dedicated cycling facilities
- improve the streetscape and visual amenity of the area
- improve safety for all road users
- accommodate predicted traffic growth generated by future developments
- support the development of a bus interchange near the motorway

- improve stormwater treatment to reduce surface flooding
- provide utility service upgrades
- integrate with the NZ Transport Agency's current motorway interchange upgrade.

Project features

The upgrade seeks to provide better bus, cycling and walking facilities, make improvements to intersections and install new raised median to improve road safety along the route.

Intersection improvements

Lincoln Road's intersections with Triangle Road/Central Park Drive, Te Pai Place/Pomaria Road and Universal Drive will be upgraded to reduce congestion and improve safety.

The improvements include:

- upgraded traffic signals to provide more efficient traffic flow along the route
- additional bus and high-occupancy vehicle lanes on both sides of Lincoln Road to improve travel times for buses and help reduce congestion on the existing traffic lanes
- additional right-turn lanes on Central Park Drive and Triangle Road
- additional left-turn lane from Pomaria Road
- new traffic signals at the entrance of the Lincoln North Shopping Centre on Universal Drive.

Buses, cycling and walking

Lincoln Road will be widened to provide an additional bus and high-occupancy vehicle (transit) lane on both sides of the road.

The additional lanes will improve travel times for buses and high occupancy vehicles and help to reduce congestion on the existing traffic lanes.

Improved bus priority measures at the Lincoln Road / Triangle Rd intersection will also support a future neighbourhood bus interchange proposed on Triangle Road.

A high-occupancy vehicle or transit lane is reserved for:

- buses and taxis
- vehicles carrying no less than the number

of persons specified on the transit lane signage (e.g. T3 means there must be a minimum of three people in the vehicle, including the driver)

- cycles
- motorcycles
- mopeds.

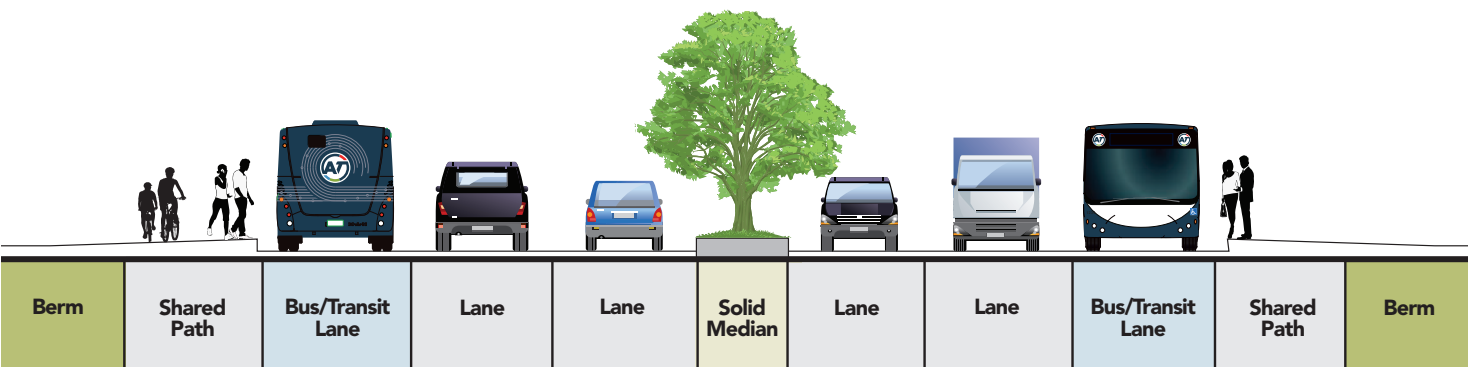
The Lincoln Road Upgrade will also include the installation of a shared path on both sides of the road, which will provide access for both pedestrians and cyclists. This is part of a larger initiative by Auckland Transport to upgrade Auckland's cycle network.

Other improvements include; advanced stop boxes (green cyclist-only stopping areas) at signalised intersections, raised speed tables (a long speed hump with a flat section in the middle) to reduce vehicle speeds at the entrance to side roads and slip lanes, and connections with existing cycle facilities on side roads.

New raised median

To improve vehicle and pedestrian safety once Lincoln Road is widened to six lanes, a variable width solid planted median will be built to replace the existing painted median.

The raised median will restrict right-turn movements in some locations, but access will still be possible using existing routes and new U-turn facilities at some junctions.



Not to scale



Next steps

Construction of the Lincoln Road upgrade is expected to occur between 2018 and 2020. However, there are a number of project stages to be worked through before then. The main steps include:

Securing the route

AT needs to obtain a designation for the land required for the upgrade to protect it from being used for other development purposes. This is done by lodging a Notice of Requirement with Auckland Council, which is likely to be done in mid 2014.

Detailed design

AT is currently consulting on its preliminary designs for the upgrade. Your feedback on these early plans will help us to refine aspects of the detailed design, which will be produced once the council has granted all the necessary consents and designation to proceed with the upgrade.

Acquiring the necessary land

Before the Lincoln Road upgrade can begin, it is necessary to purchase some land from adjacent properties to accommodate the proposed road widening and other associated works. This process is expected to take up to two years.

How your feedback can help

With your local knowledge of the area, we are keen to hear your views, concerns and ideas on our preliminary design for the Lincoln Road upgrade. This feedback will be valuable to us as we progress through the design development stages of the project.

You can have your say by completing AT's freepost feedback form (included with this brochure) or online at www.aucklandtransport.govt.nz/lincoln

The consultation period for the preliminary design closes at 4pm on Friday 7 February, 2014.

Find more information on the proposed upgrade at www.aucklandtransport.govt.nz/lincoln



Major upgrade proposed to address congestion and safety on west Auckland's busiest road

Auckland Transport (AT) is planning a future upgrade of Lincoln Road from Te Pai Place to the State Highway 16 interchange.

This major upgrade will address congestion and safety issues along the route and support the future development of a bus interchange near the motorway.

Lincoln Road is the busiest road in west Auckland, carrying around 42,000 vehicles per day. It links Henderson and Swanson with SH16 and provides access to Waitakere Hospital. The route currently experiences high levels of congestion, particularly at peak travel times.

It also has a poor road safety record, with a total of 446 crashes recorded between 2008 and 2012. Thirty-six per cent of these were crossing and turning collisions, mostly caused by drivers turning in or out of driveways and side roads and failing to give right of way. Our preliminary design looks to minimise these types of collisions, primarily with the introduction of solid median.

The proposed upgrade will bring many benefits for those living, working and travelling along Lincoln Road by providing dedicated bus lanes, improved cycling infrastructure and safer intersections, and improving traffic flow and travel times.

Indicative timeline

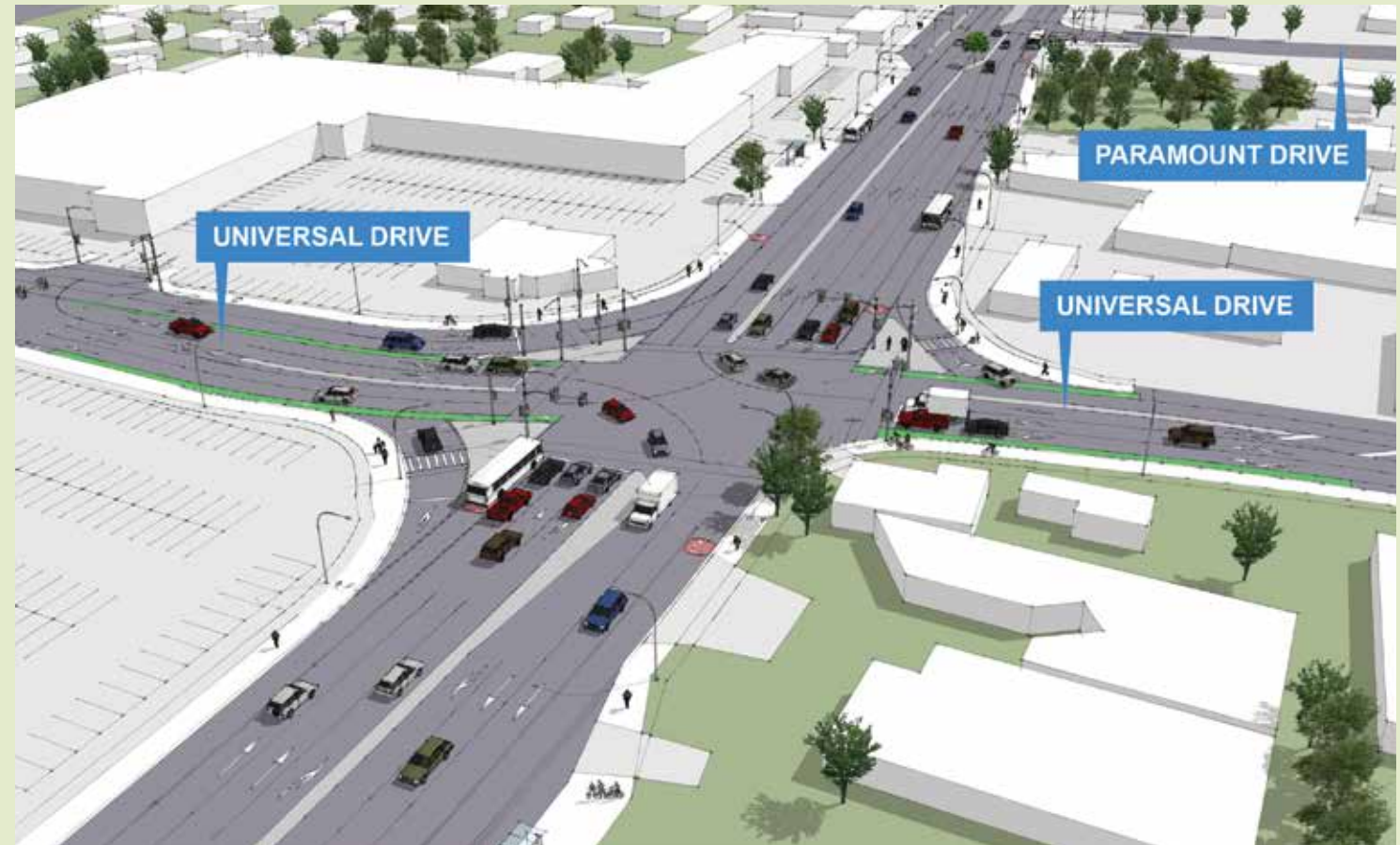
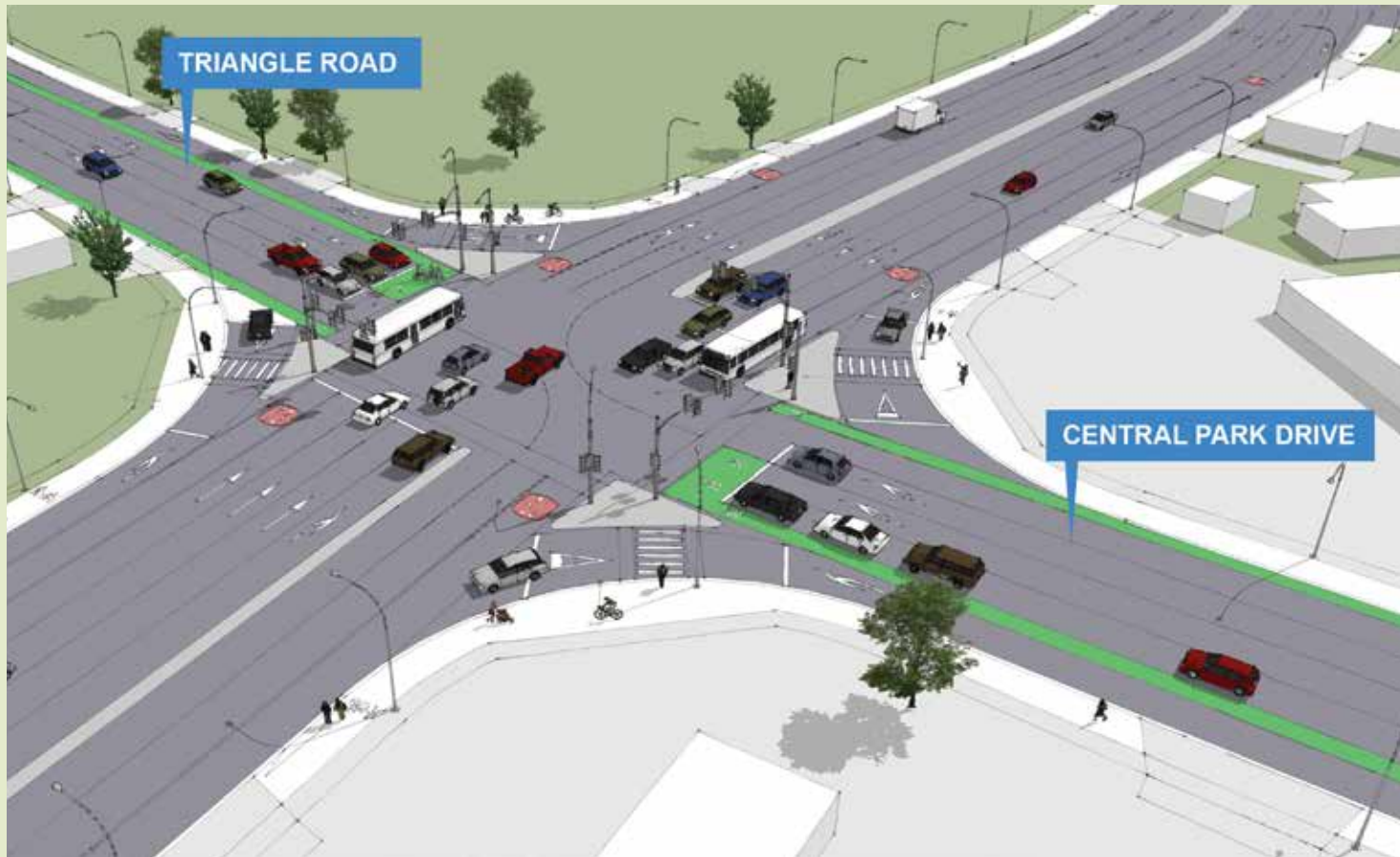
Public consultation	On-going
Designation period	Early 2014 – Mid 2015
Detailed design	Late 2014 – Mid 2015
Property negotiation and acquisition	Late 2015 – 2017
Enabling works	2017-2018
Main construction	2018 – 2020

OPEN DAYS

Come along to one of our open days to find out more about the proposed Lincoln Road Upgrade and give your feedback on our preliminary designs.

Thursday 5 December, 3.30pm - 7.30pm
Netball Waitakere Centre
31-35 Te Pai Place
Henderson

Saturday 7 December, 10am – 2pm
Lincoln Green Conference Centre
159 Lincoln Road (use Te Pai Place entrance)
Henderson



Lincoln Road – a strategic route

Lincoln Road is identified in the Auckland Plan as a 'growth corridor', primarily for business, light industrial and residential, and it is a key feeder route for Auckland's Western Ring Route.

It is also identified as a key link in the Auckland freight network, the Auckland regional cycle network and the Regional Public Transport Plan for frequent bus network services.

Lincoln Road's strategic importance, its existing safety and congestion issues and an expected growth in traffic volumes along the route, make it a priority for upgrading.

Key features of the upgrade

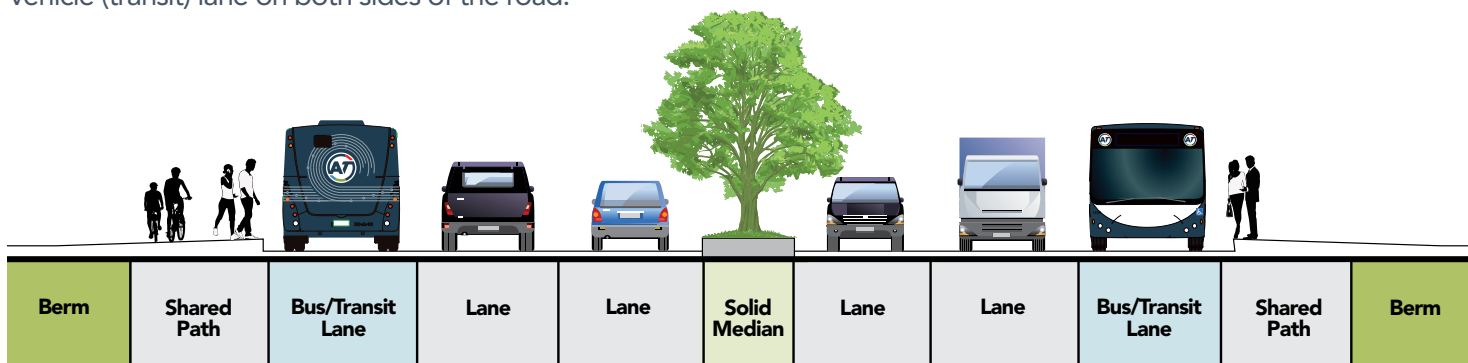
Additional transit lanes

A key feature of the upgrade is the widening of Lincoln Road to six lanes to include a bus and high occupancy vehicle (transit) lane on both sides of the road.

Two T3 transit lanes are proposed for Lincoln Road to improve travel times for buses and other vehicles with three or more people and help to reduce congestion along the existing traffic lanes.

Transit lanes are reserved for:

- buses and taxis
- vehicles carrying no less than the number of persons specified on the transit lane signage (e.g. T3 means there must be a minimum of three people in the vehicle, including the driver)
- cycles
- motorcycles
- mopeds



Not to scale

Intersection improvements

Lincoln Road's intersections with Triangle Road/Central Park Drive, Te Pai Place/Pomaria Road and Universal Drive will be upgraded to reduce congestion and improve safety.

The improvements include:

- upgraded traffic signals to provide more efficient traffic flow along the route
- additional bus and high-occupancy vehicle lanes on both sides of Lincoln Road to improve travel times for buses and help reduce congestion on the existing traffic lanes
- additional right-turn lanes on Central Park Drive and Triangle Road
- additional left-turn lane on Pomaria Road
- new traffic signals at the entrance of the Lincoln North Shopping Centre on Universal Drive.

Shared paths

Shared paths will be installed on both sides of the road, providing improved access for both pedestrians and cyclists. This is part of a larger initiative by Auckland Transport to upgrade Auckland's cycle network.

Other improvements include advanced stop boxes (green cyclist-only stopping areas) at signalised intersections, raised speed tables (a long speed hump with a flat section in the middle) to reduce vehicle speeds at the entrance to minor side roads and slip lanes, and connections with existing cycle facilities on side roads.

Raised median

Another key feature is the introduction of solid planted median to replace the existing painted median. While the solid median will restrict right-hand movements from the centre of Lincoln Road in some locations, they will significantly improve safety for both motorists and pedestrians, particularly when the road has three traffic lanes in each direction.

Access will still be possible using existing routes and new U-turn facilities at some intersections.

Future-proofing

The upgrade will give Lincoln Road the ability to accommodate predicted traffic growth generated by future developments and provide for the development of a neighbourhood bus interchange proposed on Triangle Road, near the motorway.

The upgrade will also be designed to integrate with the NZ Transport Agency's motorway interchange upgrade at Lincoln Road.

Utility service upgrades and other improvements

Utility services will be relocated and upgraded as part of the works. Stormwater treatments will be implemented to minimise surface flooding.

Landscaping works will also improve the visual appeal of the route.

Attachment 6



Practice: Gabriel Ng Eun, 12, of Papatoetoe Intermediate finds a quite spot to practise.



Strumming: Antonio Taiaro, 12, of Papatoetoe Intermediate practises his chords.



Group sounds: Olofa Luvala, right, and band members from Otahuhu Primary get in some rehearsal time.

By KELLY DENNETT

It was all about the kids at the New Zealand Ukulele Festival at Trusts Arena last weekend.

Crowds turned up to hear performances from international guests including James Hill and Cousin Alice.

New Zealand Ukulele Trust chairwoman Mary Cornish says it was the youngest ukulele players who stole the show.

The festival is unique in that it gives children an 'equal footing' meaning they're just as important as the guest performers, she says.

Audience numbers are yet to be counted but Ms Cornish is confident there were more attendees than last year when the crowd surged to 12,000.

Little ukulele entertainers



Pink players: Waitakere Primary pupils Deva Chesterman, 9, left, Ella Armitage, 11, and Emily Moran, 10, at the Ukulele Festival.
Photos: PHOTOTEK

Auckland Transport
An Auckland Council Organisation

Open Days Lincoln Road Upgrade

Auckland Transport is planning a major upgrade of Lincoln Road from Te Pai Place to the north-western motorway interchange.

The upgrade aims to address congestion and safety issues along the route and support the future development of a bus interchange near the motorway.

Come along to one of our open days to view information and preliminary drawings and provide your feedback.

Thursday 5 December, 3.30pm - 7.30pm

Netball Waitakere Centre
31-35 Te Pai Place, Henderson

Saturday 7 December, 10am - 2pm

Lincoln Green Conference Centre
159 Lincoln Road, Henderson (use Te Pai Place entrance)

Visit us online at www.aucklandtransport.govt.nz/lincoln to find out more about the proposed upgrade and provide your feedback online.



Find out more: phone 09 355 3553 or
visit www.aucklandtransport.govt.nz

crimestoppers speak up, it's anonymous
0800 555 111

For the first time ever,
Vector is lighting up the tree at
Coca-Cola Christmas in the Park
with solar energy.

We're looking
for one lucky child
to flick the switch
and light it up.

To enter, text your child's full name
and age, (eg. John Smith 7) to 3030.
Standard TXT charges apply.

For full terms and conditions,
visit vectorsolartree.co.nz.

Vector

Lincoln Road upgrade



Feedback Form

As a resident/road user with specific knowledge of the area, we are keen to hear your views, concerns or ideas that could be valuable to us during the design development stages of this project.

1. Design opportunities

With your local knowledge, are there any ideas or potential opportunities that Auckland Transport should be aware of when developing the designs for the Lincoln Road upgrade?

Comments _____

2. Other comments

Are there any other comments, concerns or issues that you feel Auckland Transport should consider?

Comments _____

Your contact details

Name: _____

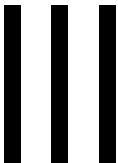
Address: _____

Phone: _____

Email Address: _____

Alternatively, you can provide feedback via email at lincolnroadproject@aucklandtransport.govt.nz

FreePost Authority No. 233462



Sreekanth Vidhyadharan
Auckland Transport
Private Bag 92250
Victoria Street West
Auckland 1142



Project Overview



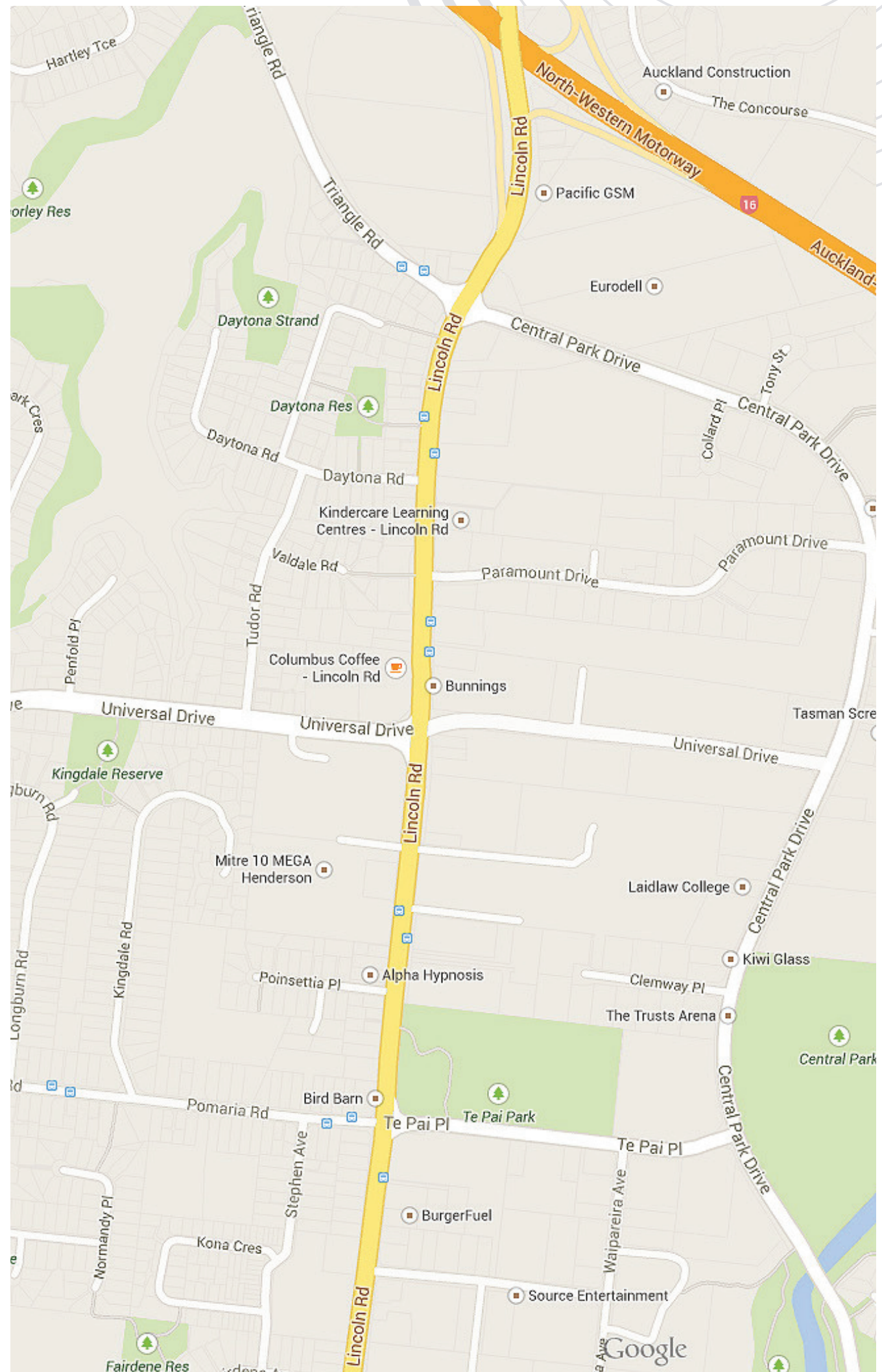
Overview

Lincoln Road is one of the busiest roads in west Auckland, carrying around 42,000 vehicles per day. It links SH16 with Henderson and Swanson and provides access to Waitakere Hospital. The route currently experiences high levels of congestion, particularly at peak hours.

The proposed upgrade between Te Pai Place and the SH16 motorway interchange will bring many benefits for those living, working and travelling along Lincoln Road by providing dedicated bus lanes, improved cycling infrastructure, safer intersections and improved traffic flow and travel times.

The upgrade will:

- Ensure more frequent and reliable public transport journeys by providing dedicated bus lanes
- Reduce congestion by providing high-occupancy vehicle (transit) lanes
- Improve safety for cyclists by providing safer, dedicated cycling facilities
- Improve the streetscape and visual amenity of the area
- Improve safety for all road users
- Accommodate predicted traffic growth generated by future developments
- Support the development of a bus interchange near the motorway



Project Background



Background

To address the issue of congestion along Lincoln Road between Te Pai Place and the SH16 motorway interchange, the former Waitakere City Council conducted a series of studies between 2004 and 2008 which identified four possible options for upgrading this busy arterial route. A preferred option was chosen by the council for further investigation in September 2010.

After the 2010 amalgamation, Auckland Transport took ownership of the project and in July 2013 completed the preliminary design.

The Auckland Plan identifies Lincoln Road as a growth corridor, mainly in relation to businesses, light industrial and residential land uses.

Lincoln Road is also identified as a key link in:

- The Regional Public Transport Plan
- The Auckland freight network
- The Auckland Regional Cycle Network (Cycle Connector)

Indicative Timeline

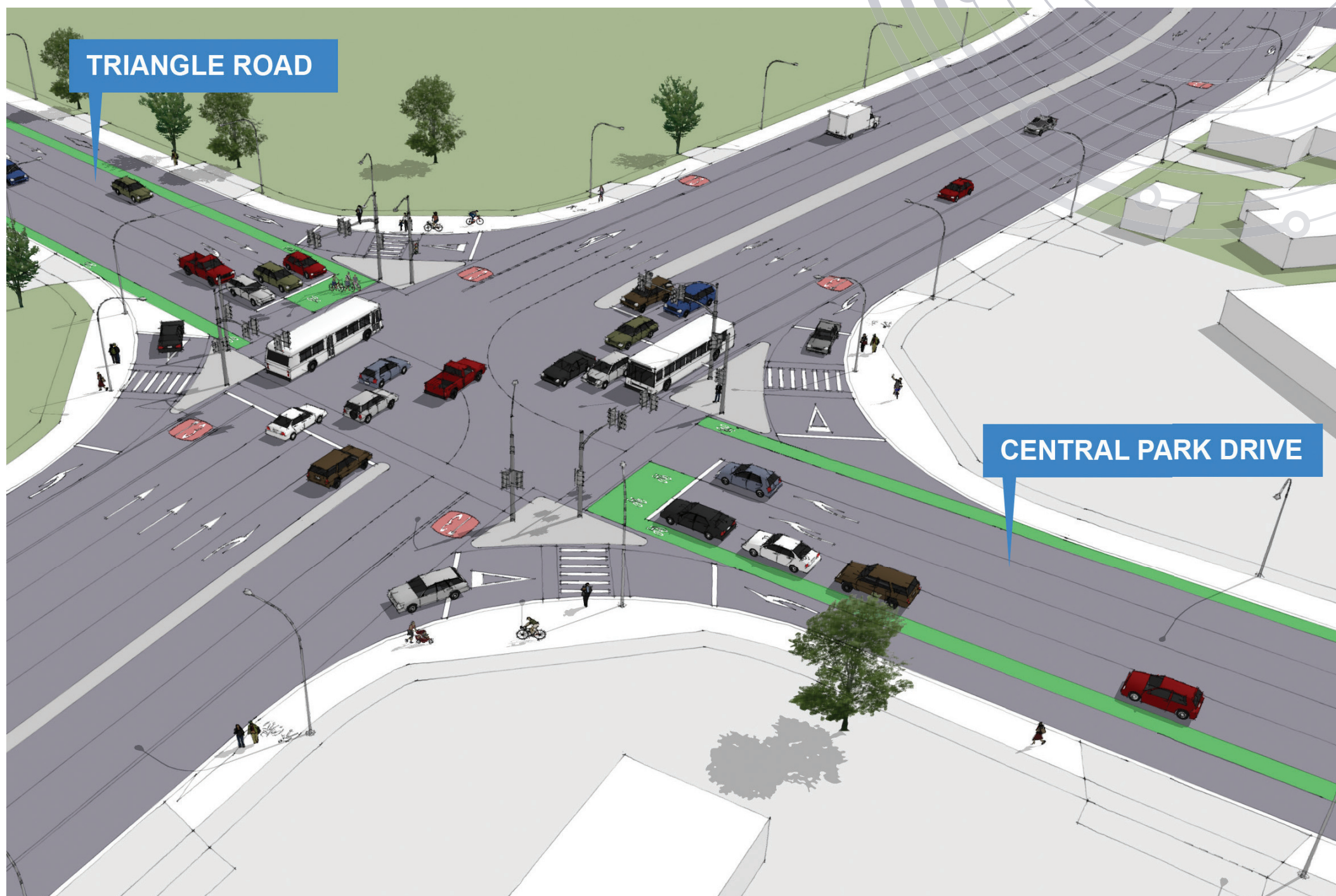


- Public consultation
- Designation period
- Detailed design
- Property negotiation and acquisition
- Enabling works
- Main construction

- On-going
- Early 2014 – Mid 2015
- Late 2014 – Mid 2015
- Late 2015 – 2017
- 2017-2018
- 2018 – 2020

Triangle Road

Central Park Drive intersection



Artist's impression of proposed intersection

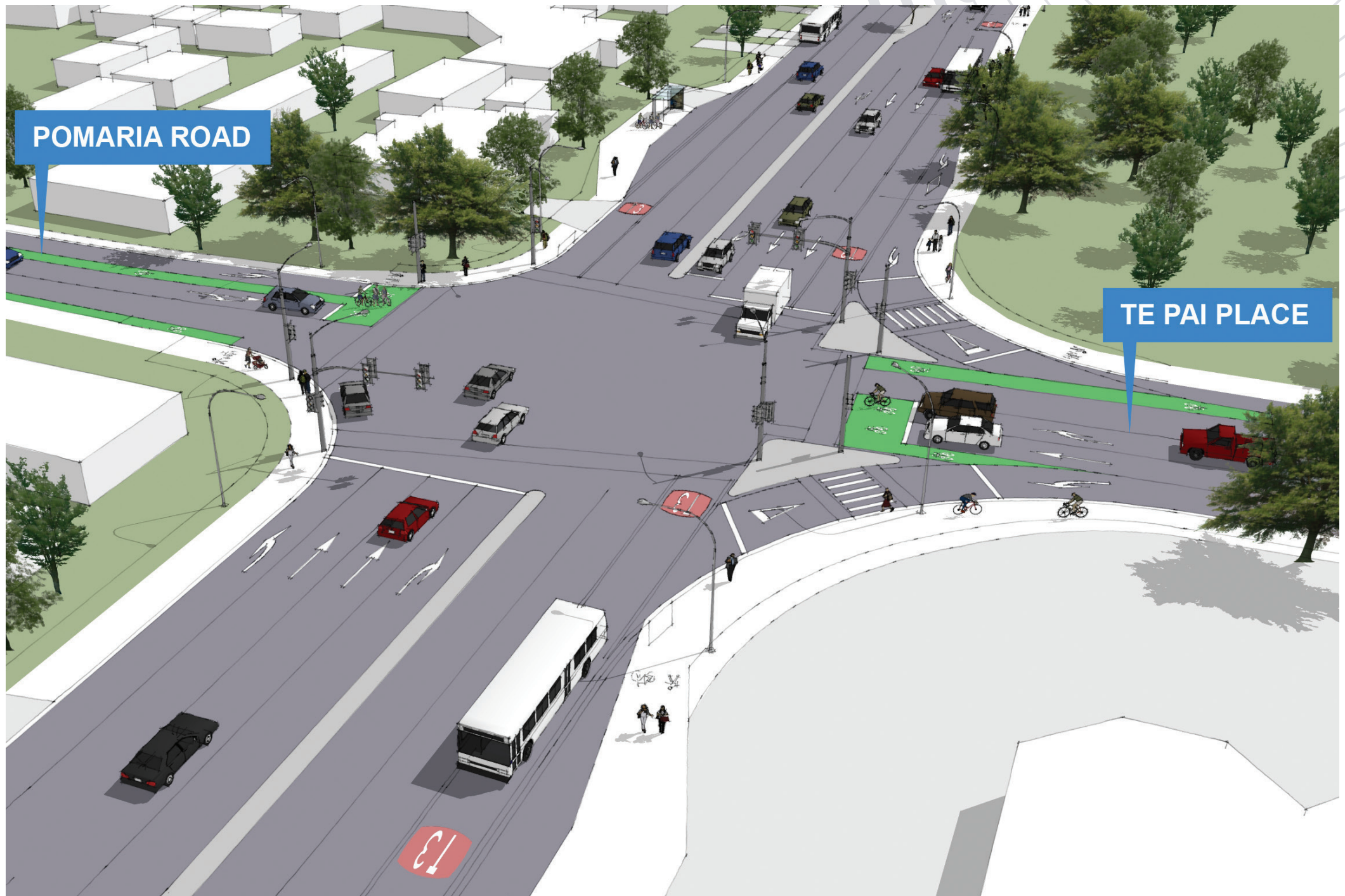
The proposed improvements to Triangle Road/ Central Park Drive intersection include:

- Upgraded traffic signals to provide more efficient traffic flow along the route
- Additional bus and high-occupancy vehicle lanes on both sides of Lincoln Road
- Additional right-turn lanes on Central Park Drive and Triangle Road

The proposed layout takes into consideration future traffic growth and integrates with the NZ Transport Agency's motorway interchange upgrade.

Te Pai Place

Pomaria Road intersection

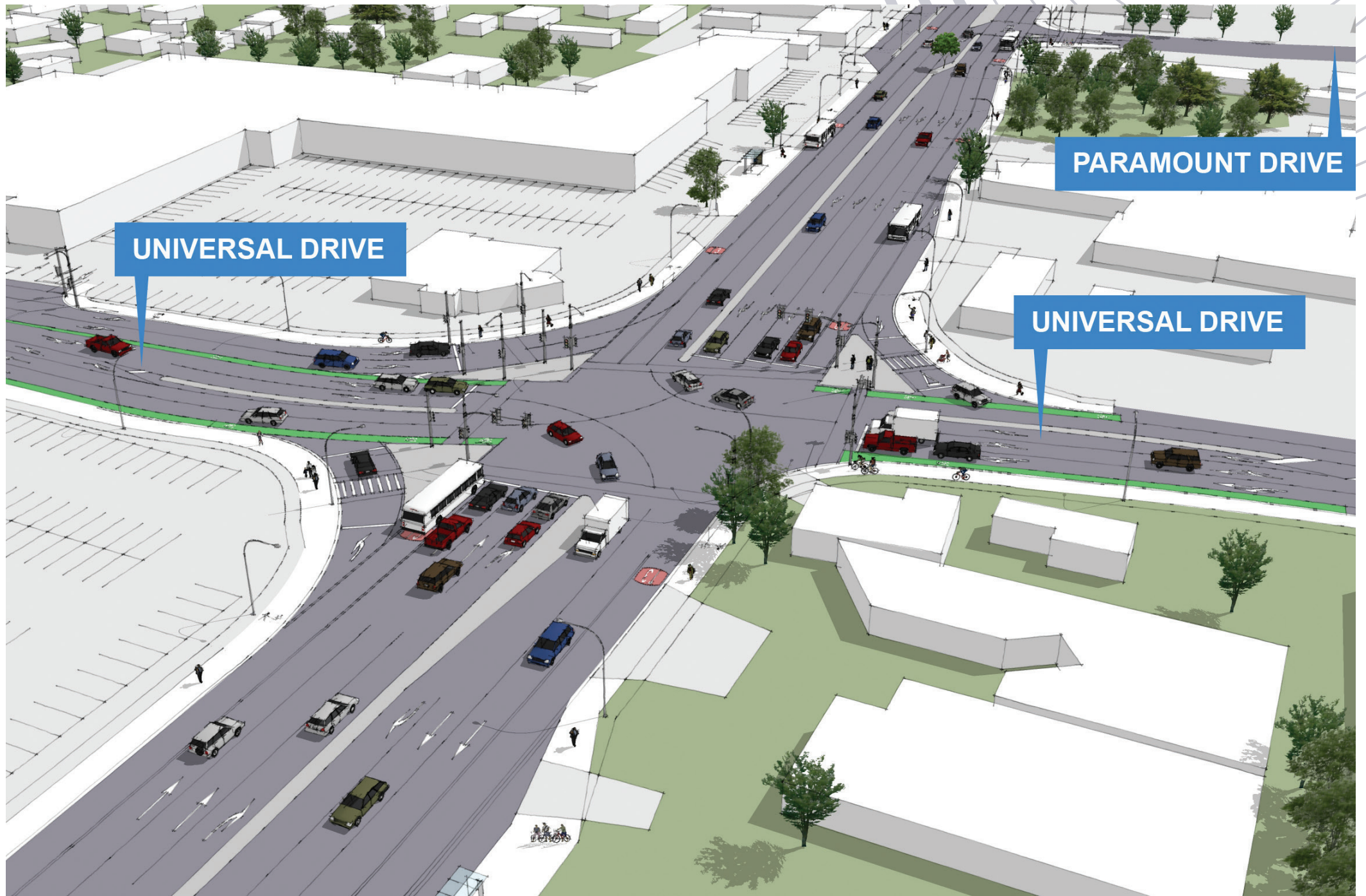


Artist's impression of proposed intersection

The proposed improvements to Te Pai Place/ Pomaria Road intersection include:

- Upgraded traffic signals to provide more efficient traffic flow along the route
- Additional bus and high-occupancy vehicle lanes on both sides of Lincoln Road
- Additional left-turn lane from Pomaria Road

Universal Drive Intersection

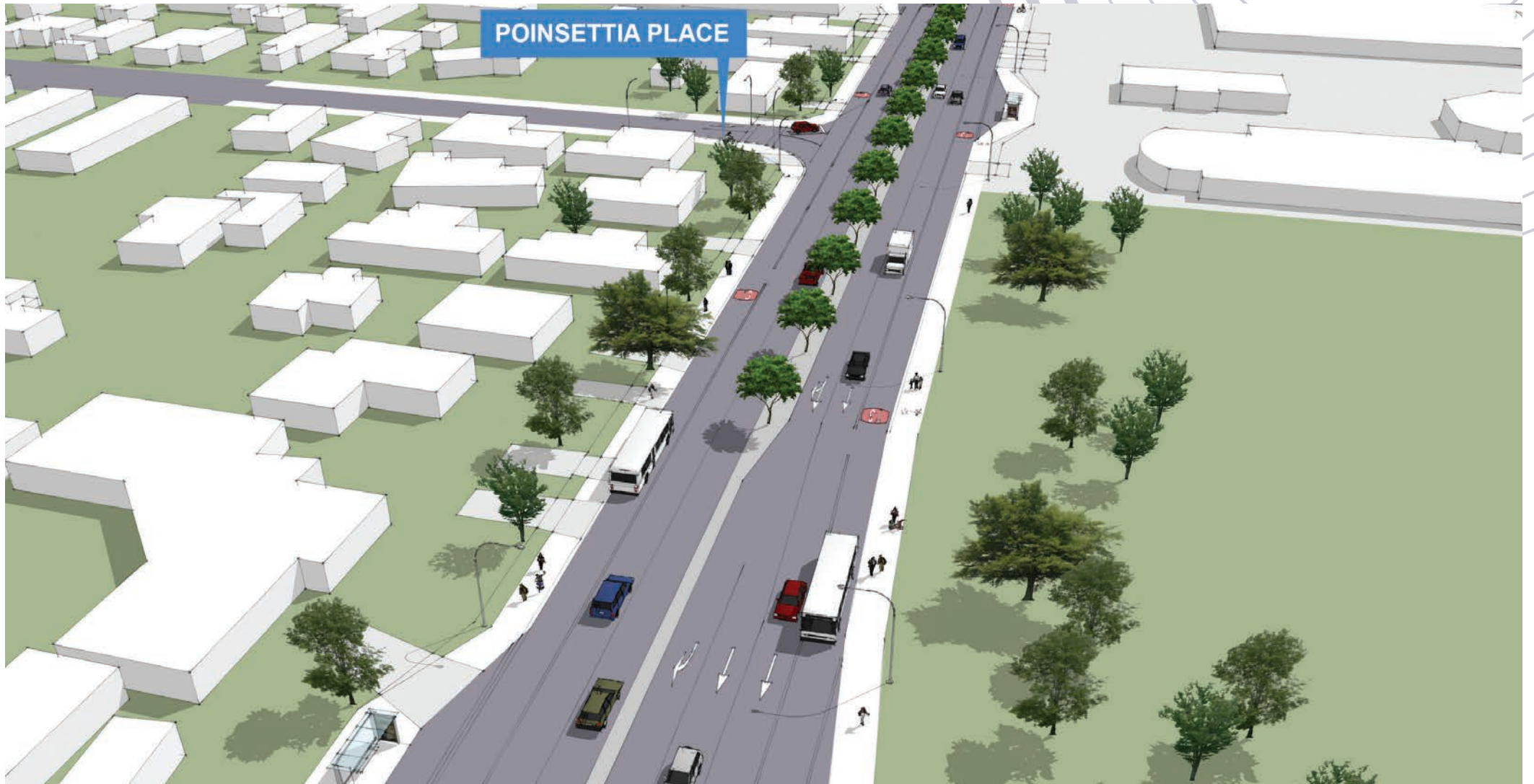


Artist's impression of proposed intersection

The proposed improvements to the Universal Drive intersection include:

- Upgraded traffic signals to provide more efficient traffic flow along the route
- Additional bus and high-occupancy vehicle lanes on both sides of Lincoln Road
- New traffic signals at the entrance of the Lincoln North Shopping Centre on Universal Drive

Buses, cycling and walking



Artist's impression showing bus and transit lanes

Buses:

Lincoln Road will be widened to provide an additional bus and high-occupancy vehicle (transit) lane on each side of the road. The additional lanes will improve travel times for buses and high occupancy vehicles and help reduce congestion on the existing traffic lanes.

A high-occupancy vehicle or transit lane is reserved for:

- Buses and taxis
- Vehicles carrying no less than the number of persons specified on the transit lane signage (e.g. T3 means there must be a minimum of 3 people in the vehicle, including the driver)
- Cycles
- Motorcycles
- Mopeds

Cycling and Walking:

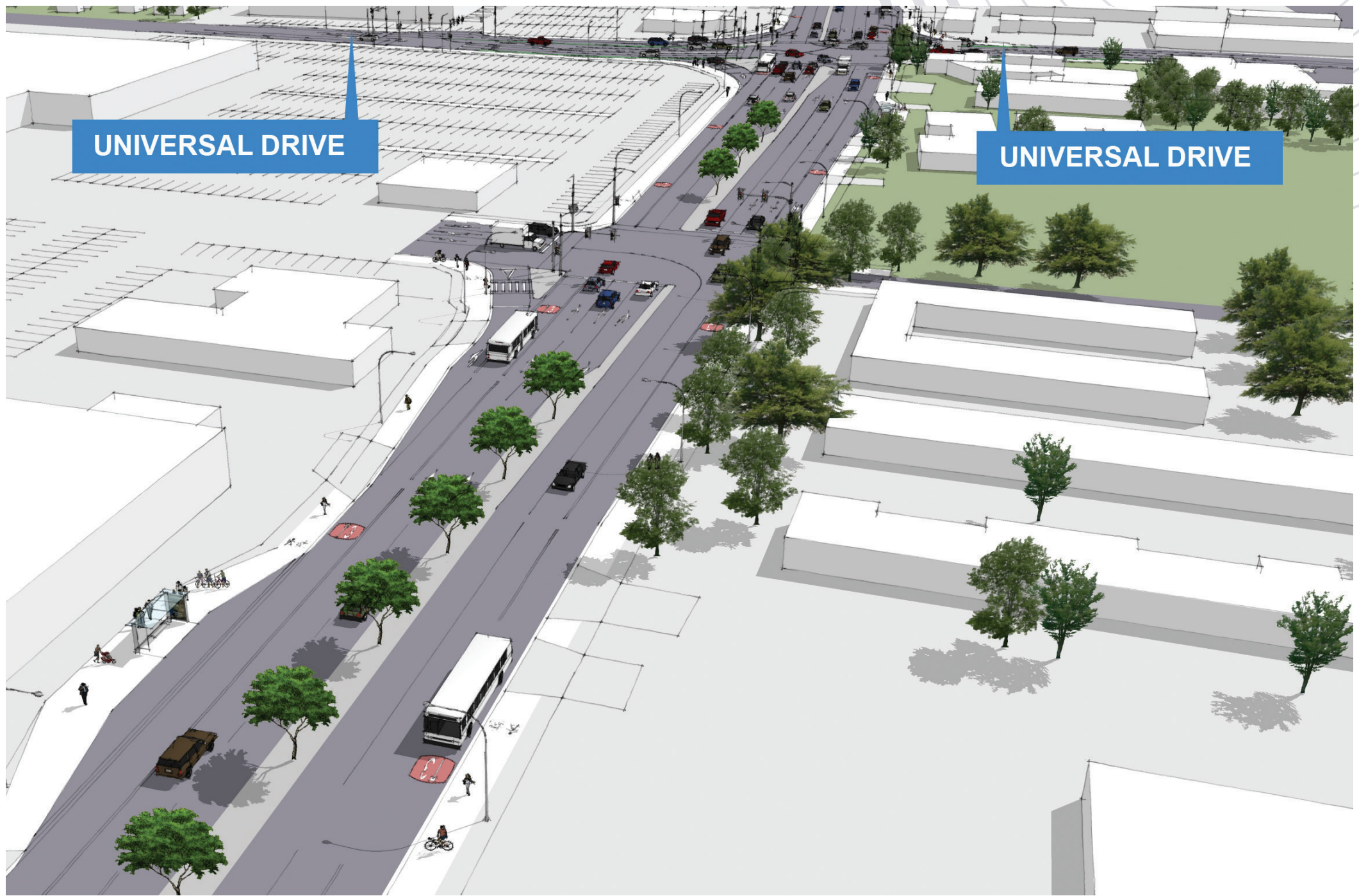
The Lincoln Road Upgrade will include the installation of a shared path on each side of the road, which will provide access for both pedestrians and cyclists. This is part of a larger initiative by Auckland Transport to upgrade Auckland's cycle network.

Confident and experienced cyclists can use the bus and transit lane if they choose.

Other improvements include:

- Advanced stop boxes (cyclist-only stopping areas, painted green) for cyclists at signalised intersections
- Raised speed tables (a long speed hump with a flat section in the middle) to reduce vehicle speeds at slip lanes
- Connections with existing cycle facilities on side streets

Raised Median

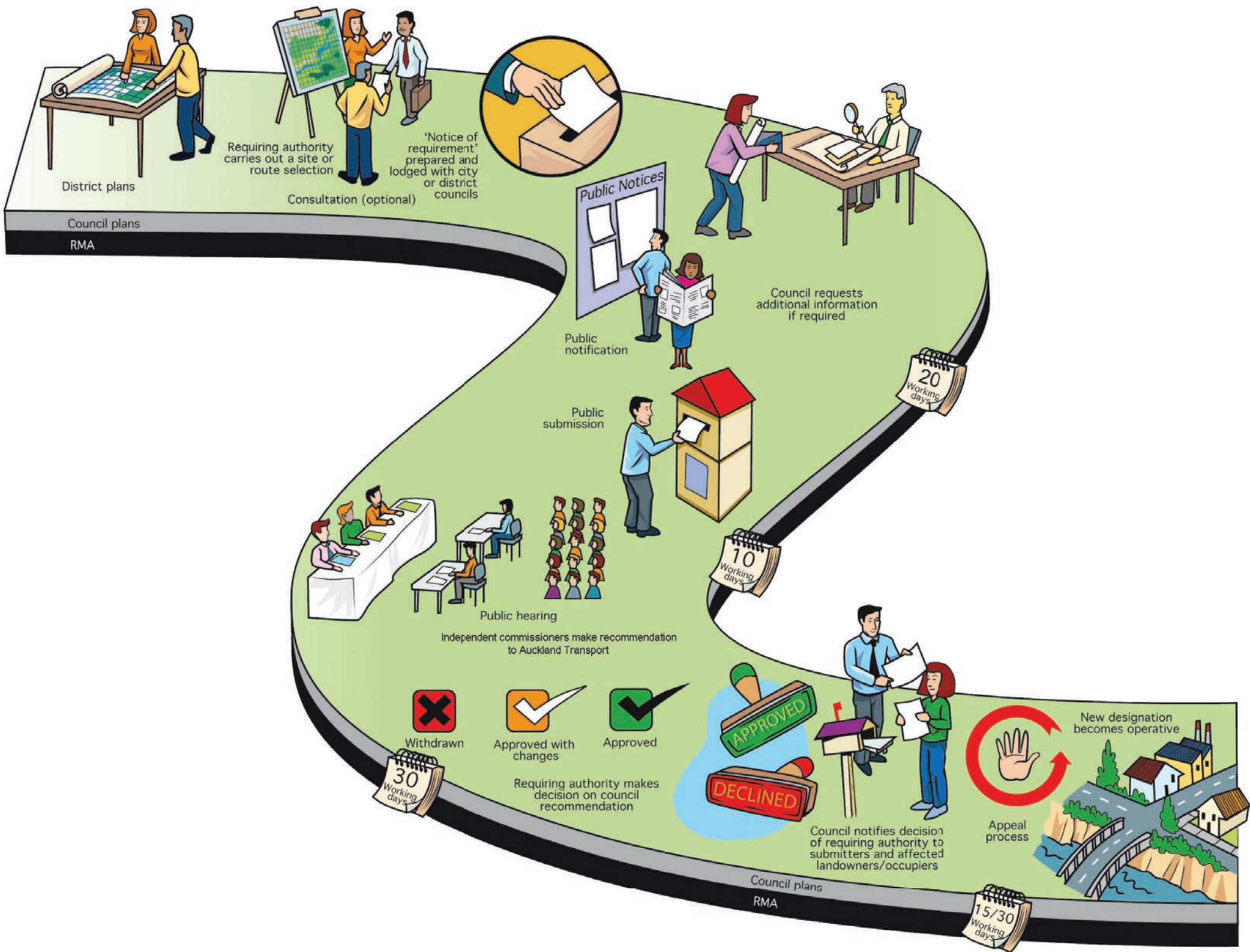


Artist's impression of proposed raised medians

To improve vehicle and pedestrian safety once Lincoln Road is widened to six lanes, a variable width solid planted median will be built to replace the existing painted median.

The raised median will restrict right-turn movements in some locations, but access will still be possible using existing routes and new U-turn facilities at some junctions.

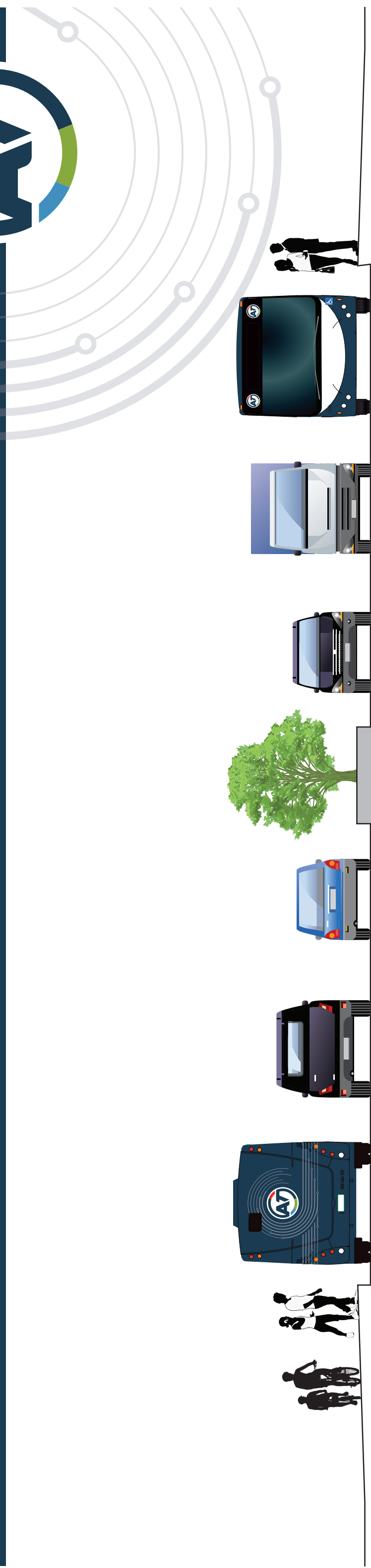
Designation Process





Artist's impression only

Project Features



Not to scale

Features

The proposed Lincoln Road upgrade seeks to:

- Widen Lincoln Road to provide an additional bus and high-occupancy vehicle (transit) lane on each side of the road. The additional lanes will improve travel times for buses and high occupancy vehicles and reduce congestion on the existing traffic lanes
- Upgrade existing intersections to reduce congestion and improve safety
- Build a solid raised and planted median to replace the existing painted median. This will improve safety for all road users
- Install shared paths for pedestrians and cyclists on both sides of the road
- Implement stormwater treatments to minimise surface flooding
- Relocate and upgrade existing utility services
- Integrate with the NZ Transport Agency's current motorway interchange upgrade

A guide for people affected by land purchase and compensation

- Landscaping,
- Planting and screening.

Will Auckland Transport purchase my property straight away?

Auckland Transport normally only seeks to acquire land when it is actually required for work, however, you can ask for your land to be purchased in advance if:

- You cannot sell the property at current market value because of the planned work, and
- Either the works designation or requirement prevents reasonable use of your land, or you owned the land before the designation was notified.

Where Auckland Transport accepts that the landowner can prove that he or she meets these criteria then it would normally agree to talks starting about the purchase.

This can also be done on hardship, compassionate, or other appropriate grounds.

Where only part of a property is acquired in advance, Auckland Transport may wish to lease part of the land back at market rates. Landowners who believe that they have a case for advance purchase should contact Auckland Transport.

The contents of this guide are for general information purposes only, and while Auckland Transport has made every reasonable effort to ensure the accuracy of the information provided in this guide, it should not be acted upon without specific legal and or valuation advice. Auckland Transport does not accept any liability in regard to this guide or any inaccurate or incomplete information contained in it

December 2011. Auckland Transport holds all copyrights associated with this document. Every care has been taken to ensure the information in this document is complete and accurate. Auckland Transport accepts no responsibility or liability arising from or in connection with your use of this document and the information contained in it.

Find out more: 09 355 3553
or visit www.aucklandtransport.govt.nz

Will Auckland Transport buy the whole property when only part is affected by the proposed public work?

We will consider this where

- The economic value of that other part has been significantly affected or;
- You as the landowner would have difficulty in accessing the land or using it.

These areas are commonly called severances; for example, if the front of a section is acquired for a road, this may mean access is cut to the rest of the property.

Can Auckland Transport take land compulsorily?

If an agreement cannot be reached, Auckland Council, on behalf of Auckland Transport, is able to have the land acquired compulsorily. But this will only be done after Auckland Transport has made every reasonable effort to negotiate in good faith.

If Auckland Council wants to take your land and you object, you can go to the Environment Court.

If you and Auckland Transport cannot agree on compensation, the amount can be determined by the Land Valuation Tribunal.

Entry for survey or investigation purposes

Auckland Transport will seek permission to go on to your land to do a survey or investigation. You will get reasonable notice before this happens and an explanation of what this involves.

I am aware there has been an application for a designation affecting my property. What is the process from here?

Consultation under the Resource Management Act 1991

Designations are planning instruments that give permission under the Resource Management Act to do public works.

As part of the designation process, landowners are consulted about the impact any work will have on their property. This is a chance to also look at the various options for best meeting the requirements of both Auckland Transport and the landowner. If there is not an agreement, differences can be settled at a hearing.

Auckland Transport will consider appropriate measures to "mitigate", or limit the impact on properties adjacent to the work. Landowners will be consulted as part of this process. Examples are: Mitigation of noise, which may include such things as:

- Earth bunding (a protective wall)
- Fencing or planting on the boundary.

Mitigation of visual impacts, which may include:



Introduction

This pamphlet is designed to provide information for people affected by land acquisitions undertaken by Auckland Council on behalf of Auckland Transport (AT), for road and other transport purposes.

Auckland Council has powers to buy land under the Public Works Act 1981 (the Act). Auckland Transport is a Council Controlled Organisation and pays for the land purchased for its transport projects. Auckland Transport's Property Department works closely with Auckland Council to facilitate the purchase of land.

This is just a guide to the landowner's rights under the Public Works Act 1981 (the Act). If you think you may be affected by proposed work, you should contact the Property Department at Auckland Transport. You should also get independent legal advice. You can claim reasonable legal and other expenses you incur as a direct result of the negotiations and acquisition.

What is compensation paid for?

Auckland Transport has the responsibility for buying land for road and other transport purposes, and for negotiating compensation. Auckland Transport must ensure the compensation is negotiated fairly in the interests of both ratepayers and affected landowners. The discussions about buying your land and about compensation often take place after all the required consents have been granted, or the designation has been made.

Where the proposed works are minor, a designation may not be needed and compensation negotiations can be started earlier.

Land to be acquired by agreement

The Act requires that landowners receive fair compensation, and that they are left no better or worse off, than they were before the land was acquired.

Details of the entitlement to compensation are set out in the Act. Affected landowners are entitled to full compensation.

To get compensation, you need to have some ownership interest in the land. Owners of interests that are less than freehold (e.g. a lease) are also entitled to compensation, if all or part of their interest is acquired.

If you only have a licence to use the land, or an interest in chattels or personal rights, you won't be able to claim compensation.

You are obliged to minimise your losses. If you do (or fail to do) anything that increases the amount of your losses, this is deducted from the amount you would be paid.

What are the rules of compensation?

The rules governing the assessment of compensation are set out in section 62 of the Act. They are as follows:

Willing seller

The Act states that the value of land to be taken is the amount it would be expected to sell for on the open market by a willing seller to a willing buyer on a specific date. There are some exceptions to this.

Market value

The test of value is the price that your land would fetch on the open market. This may not be what you think your land is worth, or what Auckland Transport values it as. The aim is that you receive an amount that is neither more nor less than the amount you would have if you'd sold on the open market.

Increase in value resulting from the public work

Where the work increases the value of the remainder of your land this may be deducted from the total amount of compensation.

Disturbance payments?

You may also be entitled to compensation for disturbance. This is payment for actual monetary loss or costs of a temporary, non-recurring nature.

Disturbance payments are not payable for personal matters such as inconvenience.

In order to qualify:

- Disturbance must be a direct result of you being required to give up possession of your land to Auckland Transport.
- You must prove that any losses are a result of the purchase of your land or your business.

Injurious affection

This recognises that the public work may adversely affect the value of your remaining property if only part of it is taken.

Damage to property

Compensation may be claimed where works cause physical damage to a property, particularly buildings.

Is compensation payable for business losses?

Yes for losses resulting from the relocation of the business or for loss of goodwill if the business is closed. The landowner may also be entitled to relocation expenses.

Do leaseholders have any rights to compensation?

A leaseholder on more than a month to month tenancy has the right to compensation. The leaseholder is entitled to the market value of that leasehold interest and compensation for disturbance. Business leaseholders may also be entitled to payment for business loss.

Is any special compensation payable for the loss of a home?

In certain circumstances, an additional payment of \$2,000 can be made for the inconvenience and intangible losses suffered by people who lose their home because it is required for a public work. It is payable only to people who own and occupy a home personally, leaseholders may qualify for a lesser amount.

What expenses can be claimed?

You can claim expenses you incur as a direct result of the negotiations and acquisition. This includes reasonable legal and other professional fees for the sale and purchase of a replacement property. To avoid any dispute, it is recommended that you get the approval of Auckland Transport's property officer before incurring any expense.

You must minimise your costs and losses. Time you spend in the negotiation is not normally paid for, unless an actual financial cost has been incurred.

When is compensation paid?

Generally, payment is made when vacant possession is given.

How does the process work?

How is compensation assessed?

Auckland Transport's property negotiator will talk to you about your entitlement to compensation. A valuation report is obtained from a registered valuer. The property officer and landowner may agree to use a valuer who is acceptable to both of them. As the landowner you can get an independent valuation and advice from accountants or other professionals where that is appropriate. Auckland Transport will pay reasonable fees, provided the reports are relevant to the negotiations.

The valuations form the basis for negotiations over compensation.

How does Auckland Transport actually complete the purchase of land?

Once an agreement is reached the landowner signs it and it is returned to the Auckland Transport for approval and signature. Once the offer is signed on behalf of Auckland Transport there will be a binding contract. Auckland Transport will then arrange to pay the compensation and complete the transfer of ownership of the land.