Western Ring Route - Waterview Connection

Report on Community Engagement:
August 2009
NZ Transport Agency

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1. Executive Summary

This report provides an outline of the community and stakeholder feedback received on the NZ Transport Authority (NZTA) proposal to construct the Western Ring Route – Waterview Connection as a combined tunnel and surface motorway, between the current SH20 termination at Mt Roskill (Maioro Street) and the Northwestern Motorway (SH16). The purpose of this report is to present to the NZTA Board the results of the community and stakeholder written responses received. It is acknowledged that property negotiations are being entered into as part of the combined tunnel and surface motorway; however this report does not present information pertaining to property discussions or procedural matters.

Feedback was sought from the community and wider stakeholders. Respondents were asked whether they supported or opposed the early completion of the Western Ring Route (WRR), their concerns about the effects of the combined tunnel and surface motorway, and suggestions to reduce the effects of the proposal. Feedback was sought over a period of 11 weeks, between 13 May 2009 and 31 July 2009. During this time a variety of methods was used to publicise the project, provide information and gather feedback on the new proposal.

Overall, community feedback on the NZTA’s proposal was varied. Of the 465 public responses received, 195 (41.9%) were in support / conditional support (providing certain issues were addressed), and 206 (44.3%) were in opposition to the early completion of the WRR. The remainder of responses (64 or 13.8%) did not express either support or opposition.

Positive comments made by stakeholders and the wider community regarding the early completion of the WRR included the importance of the WRR to the Auckland region, and the need to complete the WRR urgently. In comparison, those in opposition to the project posed that money should be spent elsewhere, for example on public transport, rather than in completing the WRR.

It is noted that while a number of respondents did not specifically support the NZTA’s combined surface and tunnel proposal, they did support the early completion of the WRR. Other respondents made positive comparisons to the twin tunnel option, citing cost effectiveness and capacity improvements as key reasons for this.

The effects of the proposal that stakeholders and the wider community were most concerned about were impacts on air quality; parks / open space; noise emissions; property acquisition / demolition of dwellings from the area and the resultant wider community impacts of this; traffic impacts on local roads; local schools and kindergartens; health; visual / amenity values; property values; archaeological / heritage features and water / stormwater. A number of respondents expressed particular concern about these impacts in the open section of motorway between the bored tunnel and cut and cover tunnel.

The most frequent suggestions put forward to reduce the impacts of the proposal were changing construction methods (greater extent of tunnelling); offering additional property acquisition / compensation for residents left adjacent to the proposed motorway; constructing walkways and cycleways; mitigation for parks / open space, noise, visual impacts and traffic effects; and adding an on/off-ramp in the area.

Feedback has been categorised and analysed according to three key headings: early completion of the Western Ring Route; effects of the combined surface and tunnel motorway; and mitigation for the combined surface and tunnel motorway.
2. Process

2.1 Process Objectives

This section outlines the expected outcomes of the community engagement process and how this was to be achieved.

2.1.1 Goals and outcomes sought

The community engagement process aimed to inform the community of the combined tunnel and surface motorway proposal for the Waterview Connection; and to identify and understand their views, opinions, issues and concerns. This process is one component of the consultation to assist in meeting the consultation requirements under the Resource Management Act 1991.

2.1.2 Key elements

It was agreed that it was important to run a transparent process that would use a wide range of mechanisms to provide people with a choice of different ways for them to participate. This included extensive publicity and local briefings, meetings and information events that recognised the broad demographic composition of the study area and the wide interest in this project beyond the study area.

2.2 Methods Used to Provide Information and Seek Feedback

In May 2009, the NZTA Board announced that an alignment which involves the combination of both tunnelled and surface motorway was its preferred option to build the Waterview Connection. A range of methods was employed to provide details on the NZTA’s proposal and to advise of open days, information days and how to provide feedback on the project. These were:

- Project website (www.waterviewconnection.co.nz);
- Information brochure and feedback form;
- Four open / information days held in three locations;
- Correspondence with affected landowners;
- Meetings and briefings with key stakeholders;
- Strata landowners presentation;
- Four media releases;
- Advertising in print and radio; and
- Responses to requests for further information.

Copies of communication material (including press releases) are provided in Appendix A.
2.2.1 Project website

Following the public announcement of the combined tunnel and surface motorway proposal for the Waterview Connection on 13 May 2009, the NZTA updated the project website (www.waterviewconnection.co.nz) to provide information about the proposed combined surface and tunnel motorway. Information available on the website included:

- Information about the Waterview Connection and project background;
- Information brochure and feedback form (see section 2.2.2);
- A series of frequently asked questions (FAQs);
- A series of 13 posters on topics, including construction effects, economic impacts, property owner rights, traffic benefits, ‘how it will be built’, and an overview of the statutory process;
- A map of the alignment, cross-sections of both the surface and tunnelled components, and an indicative layout of interchanges at Maioro Street and Waterview / Great North Road;
- A copy of recent media releases and key presentations; and
- Waterview Connection team contact details, including an email link for questions and comments.

2.2.2 Information brochure and feedback form

An information brochure was prepared to:

- Provide an overview of key information regarding the proposed route and construction methods for the Waterview Connection;
- Outline reasons why it is necessary to complete the WRR and why the combined surface and tunnel concept is considered the best way to do this;
- Provide cross sections, and maps of the alignment;
- Advise how the public should seek additional information;
- Provide details of the information / open days; and
- Provide a feedback form seeking comment on the combined surface and tunnel concept.

Copies of the brochure were:

- Delivered to approximately 5,000 addresses in the suburbs of Waterview, Mt Albert, Avondale and Owairaka, as well as to addresses elsewhere that had registered with the Waterview Connection study team over the last nine years;
- Emailed to approximately 1,280 people who had registered with the project email database;
- Posted to relevant stakeholders;
• Delivered to the Waterview Superette, Rosebank Business Association, Avondale Community Centre, Council libraries (Mt Albert, Avondale and Pt Chevalier), Mt Albert Community Centre, Waterview Primary School, Waterview Kindergarten, local petrol stations, local ethnic food stores; and

• Available on the project website.

Brochures were also sent out on request to individuals, organisations and councils, and were handed out at every open / information day, meeting, briefing and presentation. Supplies at libraries, community centres and local businesses were replenished prior to comments closing. In total more than 9,000 were distributed.

2.2.3 Open / information days

Table 1 details the open days and information days held to provide information on the Waterview Connection. People could meet the NZTA project team, have their questions answered and give feedback on the proposal.

Table 1 - Open and information days held

<table>
<thead>
<tr>
<th>Event</th>
<th>Venue</th>
<th>Date / Time</th>
<th>Attendees (approx)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Day</td>
<td>Owairaka Primary School</td>
<td>2 June, 3.30pm – 8.30pm</td>
<td>150</td>
</tr>
<tr>
<td>Open Day</td>
<td>Waterview Methodist Church</td>
<td>3 June, 3.30pm – 8.30pm</td>
<td>300</td>
</tr>
<tr>
<td>Information Day</td>
<td>Waterview Methodist Church</td>
<td>20 June, 10am – 3pm</td>
<td>85</td>
</tr>
<tr>
<td>Information Day</td>
<td>Avondale Community Centre</td>
<td>4 July, 10am – 3pm</td>
<td>120</td>
</tr>
</tbody>
</table>

The venues were chosen for their proximity to the project and their accessibility for local residents. The open/information days were attended by the NZTA project team, including technical specialists. A graduate engineer fluent in Chinese attended all these events, to provide translation services.
Visual materials included:

- Large scale models of the southern and northern ends of the project including interchanges and the northern portals;
- A large aerial map of the project area with the proposed alignment overlaid; and
- A series of 13 display posters.

Feedback forms and the information brochures were available.

In addition, an information evening was held on 22 July at the Waterview Methodist Church for property owners above the bored tunnel. The evening was specifically held on the subject of planning, buying and legalising underground property title. All affected property owners were contacted and of these, about 35 attended. The presentation material from this event was made available on the project website and mailed to people who could not attend.

2.2.4 Correspondence with landowners

On Wednesday May 13 2009, the project team and other NZTA staff door-knocked and hand delivered letters and maps to all directly affected residents along the proposed project alignment. Follow up discussions and purchase negotiation with property owners is ongoing.

2.2.5 Stakeholder meetings and briefings

Presentations on the new combined tunnel and surface motorway proposal for the Waterview Connection were made by the NZTA to:

- The Avondale, Mt Roskill, Eden- Albert and Western Bays Community Boards;
- Auckland Regional Transport Authority (ARTA);
• Waterview Primary School;
• Auckland Kindergarten Association;
• Auckland Regional Council;
• Auckland City Council; and
• Waitakere City Council.

Briefing sessions were also held with the following stakeholders:

• Unitec;
• Ministry of Education;
• The Auckland Business Forum;
• Friends of Oakley Creek; and
• Metro Sports Club.

The Mt Albert by-election coincided with the community engagement programme. After nominations closed, all candidates were invited to a briefing in late May by the NZTA’s Chief Executive. Of the 15 candidates, 10 attended. Those who could not attend were sent the relevant information.

2.2.6 Media releases

Media releases were produced to announce the combined tunnel and surface motorway proposal for the Waterview Connection, to publicise the open / information days, to invite feedback on the new proposal, and to remind people of the 31 July 2009 closing date to receive feedback.

A total of four media releases were issued between 13 May and 23 July 2009 to a wide range of Auckland media including ethnic and community groups. Copies of these media releases were posted to the Waterview Connection website.

2.2.7 Advertising campaign

An extensive advertising campaign was undertaken using print and radio media, including mainstream, community and ethnic media. The printed advertising was in English and Chinese. The advertising extended through the feedback period, and included reminder advertisements of the closing date.

2.2.8 Responses to requests for further information

The NZTA received several hundred emails and telephone calls requesting further information on various aspects of the proposal. These requests were received and responded to by members of the project team.
### 3. Summary of Key Stakeholder Feedback

In total, 27 key stakeholder responses were received. Key stakeholders who provided written feedback on the Waterview Connection proposal are shown in Table 2.

<table>
<thead>
<tr>
<th>Local Authorities</th>
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<tbody>
<tr>
<td>Auckland Regional Council</td>
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<tr>
<td>Auckland City Council</td>
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<tr>
<td>Waitakere City Council</td>
</tr>
<tr>
<td>Rodney District Council</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Public / Educational Bodies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eden Albert Community Board</td>
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<tr>
<td>Avondale Community Board</td>
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<tr>
<td>Waterview Primary School</td>
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<tr>
<td>Waterview Kindergarten Parent Committee</td>
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<tr>
<td>Auckland Kindergarten Association</td>
</tr>
<tr>
<td>Owairaka District School</td>
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<tr>
<td>Mount Albert Playcentre</td>
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<tr>
<td>Unitec Institute of Technology</td>
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<table>
<thead>
<tr>
<th>Business Associations / Interests</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auckland Business Forum</td>
</tr>
<tr>
<td>Employers and Manufacturers Association</td>
</tr>
<tr>
<td>Auckland International Airport Limited</td>
</tr>
<tr>
<td>New Zealand Automobile Association</td>
</tr>
<tr>
<td>National Trading Company of New Zealand</td>
</tr>
<tr>
<td>National Road Carriers Association</td>
</tr>
<tr>
<td>Centre for Urban and Transport Studies</td>
</tr>
<tr>
<td>Gold Star Insurance Company</td>
</tr>
</tbody>
</table>
Iwi

Ngati Whatua o Orakei

Community Groups

North Western Community Association

Springleigh Residents Association

Living Communities

Tunnel or Nothing Group

Friends of Oakley Creek

Politicians

Keith Locke

Feedback received from stakeholders is summarised below.

3.1 Local Authorities

Auckland Regional Council

The Auckland Regional Council (ARC) supports completion of the Western Ring Route (WRR) and notes its strategic importance. However, the ARC is concerned that the latest NZTA preferred option will have significantly greater impacts than the previous twin tunnel option. Due to a lack of detailed design, assessment of environmental effects and construction methodology, the ARC remains concerned about the manner in which environmental, social and economic impacts have been valued in the options analysis and the lack of fully funded plans for effective mitigation measures. The ARC is concerned about effects relating to:

- The impact on communities, both during and post construction;
- Effects on the surrounding roading network during construction;
- The loss of open space and its replacement with no less equivalent open space in terms of area, usability, function and relationship to communities;
- Oakley Creek and the maintenance of its habitat and amenity;
- The design of interchanges, and impacts on adjacent land and the coastal marine area;
- The impact on the surrounding communities and centres;
- The impacts on cultural heritage, including identified items such the mill and tannery at Waterview interchange and those yet to be identified along the rest of the route; and
- The impacts on and enhancing the protection of natural heritage both along the SH20 and SH16 routes.

The ARC remains of the view that the Rosebank alignment option is strategically superior and should not be discounted.
Auckland City Council

Auckland City Council supports the NZTA’s proposal in principle and recognises the regional significance of the proposed SH20 Waterview project. However, it has identified the following key areas where mitigation and enhancement has been identified as required:

- Ensuring that affected residents and the wider community are fairly recompensed;
- Reconstruction of Great North Road as a boulevard with bus and cycle lanes;
- Inclusion of bus lanes, cycle lanes, improved landscaping and greater pedestrian access;
- Careful treatment of tunnel air emissions, including the location of ventilation stacks away from sensitive areas, and cleaning/filtering of emissions;
- High quality replacement of open space functions within local area, adequate provision of sports fields, including the protection and enhancement of Oakley Creek;
- Providing for built form along the planned Richardson Rd bridge edges and Hendon Ave;
- Reducing severance, and encouraging appropriate land uses and an enhanced urban environment (including open space);
- Providing for local access along and across the corridor;
- Ensuring that international best practise in catering for light spill is followed through the whole route including junctions.

Waitakere City Council

Waitakere City Council (WCC) supports the NZTA’s proposal, subject to mitigation and enhancement measures. In particular, WCC supports a multi-modal planning approach including the proposed bus shoulder lanes, and balancing this project with investment in public transport and other sustainable transport projects over the next ten years. WCC supports this project proceeding without a toll.

WCC is particularly concerned about:

- The safety, access and amenity effects of the 150 metre open trench area between the two tunnels (in the Blockhouse Bay Road area); and
- Construction disruption, particularly the possible traffic disruption during construction of the cut and cover under Great North Road and widening of SH16.

As part of the project, WCC wants the NZTA to investigate:

- The possibility of creating a central interchange connection;
- The possibility of creating a continuous link between the two tunnel sections;
- How to achieve a free flow of traffic in the tunnels; and
- Improvements to SH16.
WCC has recommended a number of mitigation and enhancement measures to incorporate in the project, mainly relating to cycle and public transport infrastructure.

Rodney District Council

Rodney District Council (RDC) considers there is urgent need for the early completion of the Auckland WRR and commends the NZTA’s proposal to complete the project at a lower cost.

3.2 Other Public / Educational Bodies

Eden Albert Community Board

The Eden Albert Community Board opposes the current proposal based on environmental, social, health and community concerns. Instead, it supports the project proceeding as a fully bored deep tunnel from beginning to end, and opposes the early completion of the project in any other form. It is particularly concerned about the impact on ‘Alan Wood Park’, Waterview Primary School and Waterview Kindergarten, as well as traffic on local roads and construction impacts on Great North Road. The Board wants the social, environmental, health, recreational and severance effects to be fully costed into the project, and for the transport budget to be spent on public transport rather than motorway infrastructure.

Avondale Community Board

The Avondale Community Board opposes the completion of the Waterview Connection. If completion is required, it prefers the twin-bored tunnel option from SH20 at Maioro Street to the Waterview interchange.

Waterview Primary School

Waterview Primary School strongly opposes the Waterview Connection project. The school is particularly concerned about:

- Lack of available information on the proposal, including economic justification and identification of benefits;
- Direct impacts on the school, including:
  - Property acquisition and community disruption reducing the school roll;
  - Noise, air pollution and disruption to school facilities and operations during construction and operation;
  - Impact of relocating Waterview Kindergarten;
- Impact on the Waterview community, including:
  - Community disruption to a low socio-economic area;
  - Loss of recreational space including Waterview Park;
  - Environmental impacts including noise, amenity, air quality and archaeological impacts;
- Lack of planning for ‘feeder traffic’ on local roads; and
- Climate change and public transport concerns.
The school has requested that the project is not called-in under the Resource Management Act 1991.

**Waterview Kindergarten Parent Committee**

The Waterview Kindergarten Parent Committee strongly opposes any Waterview Connection option (including the combined surface tunnel option), on the grounds that the Waterview community will be so significantly adversely affected that it will no longer be able to function as a community. The committee is primarily concerned about the impact on the kindergarten roll, the potential need to be relocated due to construction impacts, impact on children’s health and community disruption. The committee response is signed as a petition with 39 signatures.

**Auckland Kindergarten Association**

The Auckland Kindergarten Association opposes the Waterview Connection proposal due to the impact it will have on Waterview Kindergarten, and wants the kindergarten to be moved to an environmentally safe site at no financial cost.

**Owairaka District School**

Owairaka District School has not supported or opposed the early completion of the WRR. It is concerned about traffic safety for students on adjacent roads. The school has surveyed parents and based on this, it has expressed particular concern over impacts relating to loss of ‘green space’, noise (construction and operation), air quality and pedestrian safety.

**Mount Albert Playcentre**

The Mount Albert Playcentre has not supported or opposed the project. However, it is concerned about noise and dust impacts during construction, the effect of air quality on educational facilities in the area, operational noise around the southern portal, and the negative impacts on the Waterview community (including loss of population and playground facilities).

**Unitec Institute of Technology**

Unitec Institute of Technology (Unitec) supports the Waterview Connection and seeks roading and accessibility improvements to and from Unitec as part of the project. It is prepared to provide land for this purpose.

3.3 **Business Associations / Interests**

**Auckland Business Forum**

The Auckland Business Forum (the forum) covers the following groups:

- Auckland Regional Chambers of Commerce and Industry;
- Employers & Manufacturers Association (Northern) Incorporated;
- Ports of Auckland Limited;
- Auckland International Airport Limited;
- New Zealand Automobile Association Inc (Auckland District);
- New Zealand Council for Infrastructure Development;
• National Road Carriers (Inc);
• Northern Regional Road Transport Association Inc; and
• Highway Action Trust.

The forum strongly supports the completion of the Waterview Connection, and is pleased that the proposal provides for three lanes in each direction. The Forum’s support is made on the basis of the economic benefits they consider the project will deliver through travel time savings and de-congestion benefits. The forum strongly recommends that the NZTA Board confirm an intention to seek a Notice of Requirement and immediately commence a competitive bid process to meet the 2015 completion schedule.

The forum has requested that an assessment of strategic benefits for including a central interchange be undertaken as part of the design, and that the SH16 widening component of the project be carried out by 2015, whether part of the Waterview Connection or independently.

Auckland International Airport Limited, the New Zealand Automobile Association and the Employers and Manufacturers Association have also submitted independently on the proposal (detailed below).

**Employers and Manufacturers Association**

The Employers and Manufacturers Association (EMA) strongly supports the Waterview Connection proposal, as the project will provide more reliable travel times to destinations around Auckland. EMA is pleased that the proposal provides capacity for three lanes in each direction, but believes that a central interchange is essential to provide access for business traffic to and from the Rosebank industrial area. The EMA supports early completion of the project, by 2015.

**Auckland International Airport Limited**

Auckland International Airport Limited (AIAL) supports the NZTA’s Waterview Connection proposal, seeing the completion of the WRR as critical to providing better access to the airport and delivering wider benefits to the region. In particular AIAL supports three lanes in each direction plus bus shoulders, and the cost savings of the combined surface tunnel option.

AIAL is particularly concerned that the 2015 project completion timeframe be met, and endorses the Waterview Connection being called-in under the Resource Management Act 1991.

**New Zealand Automobile Association**

The New Zealand Automobile Association (AA) supports the NZTA’s surface and tunnel proposal for the Waterview Connection, stating that this option will significantly reduce social and environmental disruption (from a full surface option), while maintaining some of the benefits of tunnelling. The AA encourages the NZTA to complete the WRR as soon as possible, and supports the project being completed with three lanes in each direction. The AA also supports ‘more than adequate compensation’ for those immediately affected by the proposal.

In its submission, the AA says a survey of 3,100 Auckland AA members in July 2009 found that:

• 90% agreed or strongly agreed with completing the WRR;
• 67% wanted to see the Waterview Connection opened as soon as possible;
• 94% thought it was important or very important for the Waterview Connection to be built with enough lanes for now and the future;

• 79% thought it was important or very important for environmental impacts to be minimised; and

• 70% thought it was important or very important for social impacts to be minimised.

**National Trading Company of New Zealand**

The National Trading Company of New Zealand (NTC) (owner of the Mt Albert Pak n’ Save), supports the construction of the Waterview Connection as soon as possible and considers that, provided the adverse effects of the construction and operation of the road are addressed appropriately, that the proposed route is acceptable. NTC’s support for the proposal is subject to caveats that its Mt Albert site will not be affected by noise, vibration, traffic or other effects (during construction and operation), and that there will be ongoing consultation with the NTC.

**National Road Carriers Association**

The National Road Carriers Association supports the Waterview Connection, and seeks the urgent completion of this motorway within the timeframes proposed so that transport companies can improve their productivity.

**Centre for Urban and Transport Studies**

The Centre for Urban and Transport Studies (CUTS) supports the completion of the Western Ring Route but believes it should be an all surface option. It suggests the route should go through Alan Wood, Harbutt and Phyllis Reserves and then cross Oakley Creek and pass under Great North Road to the Waterview Interchange. This option is a variant to previously considered options that focus the route predominantly through available open space.

**Gold Star Insurance Company**

Goldstar Insurance Company Limited (Goldstar) notes the importance of the Waterview Connection for the Auckland economy, but opposes the NZTA’s current proposal. Goldstar is specifically concerned about the effects of the proposal on its proposed development including:

• Noise

• Visual intrusion

• Air quality

• Cultural and environmental effects

• Community severance

• Vibration; and

• Social effects

Goldstar supports a cut and cover alignment through Alan Wood Reserve.
3.4 Iwi

**Ngati Whatua o Orakei**

Ngati Whatua o Orakei opposes the NZTA’s current proposal for the Waterview Connection, and would only support a ‘mainly tunnelled’ option. Ngati Whatua o Orakei’s opposition is particularly based on the negative impact on open space and historic / archaeological sites of the proposal (including the impact on future improvement opportunities), and the view that priority should be being given to improving Auckland’s public transport rather than building new motorways.

3.5 Community Groups

**North Western Community Association**

The North Western Community Association opposes the NZTA’s proposal for the Waterview Connection and believes that the impacts of the proposal are too severe to be properly mitigated. The association has specific concerns about:

- Community impacts, including loss of open space, loss of amenity, impacts on schools and other community infrastructure;
- Environmental impacts, including air pollution, noise pollution and ecological impacts;
- Health impacts; and
- Degradation of archaeological and heritage sites.

The association is concerned about the poor economic or functional justification for the project, as well as the lack of design, consultation, detail and financial analysis carried out for the combined surface tunnel option.

**Springleigh Residents Association**

The Springleigh Residents Association opposes the Waterview Connection in its entirety, because of concerns over the negative community impacts, including air pollution, ecological, noise and community severance impacts. It seeks full mitigation of the effects of the project, particularly in the areas of parks / reserves; Oakley Creek; urban design and visual impact issues.

**Living Communities**

Living Communities opposes the NZTA’s proposal for the Waterview Connection. The group is concerned about the impacts on noise, air quality, environmental management, parks / reserves and the community. The group seeks full mitigation and full compensation for all environmental and social effects of the proposal (including property devaluation).

**Tunnel or Nothing Group**

The Tunnel or Nothing Group opposes the NZTA’s proposal in its entirety, as well as the early completion of the WRR. The group is particularly concerned about the following elements of the combined surface tunnel option:

- Environmental impacts, including air, light, noise (construction and operation) and water pollution, and stormwater / flooding impacts;
• Community impacts, including the loss of homes, disruption to the Waterview community, health and visual impacts;

• Archaeological impacts; and

• Lack of project benefits and economic justification for the project.

The group has expressed concern over lack of detail provided by the NZTA on this proposal.

Friends of Oakley Creek

Friends of Oakley Creek oppose the combined surface tunnel option for the Waterview Connection in its entirety, due to the significant level of impact on Oakley Creek and also on the Hendon/Alan Wood Reserves area. Primary concerns of the group are ecological impacts, loss of green space (including future opportunities to develop an ecological corridor across the Auckland isthmus), amenity and noise impacts on remaining open space, and archaeological impacts.

The group believes that the current Waterview Connection proposal is contrary to a number of local Auckland Regional Council and Auckland City Council strategic policies. Friends of Oakley Creek will only consider supporting a full-bored twin tunnel option for the Waterview Connection.

3.6 Political Feedback

Keith Locke, Green Party MP, has opposed the early completion of the Waterview Connection, believing that the NZTA should construct good public transport infrastructure first and good motorways second. He is not totally opposed to the NZTA completing the WRR at some point in the future. He recommends a number of mitigation measures to address the following impacts:

• Risk of this project exceeding budget;

• Calculation of the project’s cost-benefit ratio

• The lack of proposed consultation for future stages of this project

• Community impacts, including property acquisition, health impacts (especially on Waterview Primary School and St Francis School) and loss of open space;

• Increased noise, dust, and emissions in the area throughout the construction of the project; and

• Traffic impacts.

Mr Locke has recommended that the NZTA engage in a full consultation process (including a local hearing for its Notice of Requirement) rather than fast-tracking the process to a Board of Inquiry under the Resource Management Act 1991.
4. **Summary of Community Feedback**

In total, 465 public responses were received by feedback form, letter and email. The feedback form directed respondents to provide feedback in the following key areas:

- Support / opposition, and comments regarding the early completion of the WRR;
- The effects of the proposed option that people were concerned about;
- Suggestions to reduce these effects;
- Space to record any feedback additional to those areas covered above; and
- Whether respondents lived inside or outside of the project area (and whether they represented an organisation with interests in the project).

Respondents who phoned or attended open / information days were encouraged to submit their views and feedback via written correspondence, such as on the feedback form. These written responses have been included in this report.

Letter / email responses did not always follow the format of the feedback forms, and as such a number of respondents did not explicitly state support or opposition to the early completion of the WRR, or whether or not they lived inside the project area (as prompted on the feedback form).

Responses included numerous copies of standardised replies. In addition, about 25 were received from Metro Sports Club supporters.

### 4.1 Feedback on the Early Completion of the Western Ring Route

Of the 465 public responses received, 195 (41.9%) were in support/conditional support (providing certain issues were addressed), and 206 (44.3%) were in opposition to early completion of the WRR. The remainder of responses (64 or 13.8%) did not explicitly express support or opposition. This is shown in Figure 1.

![Figure 1 - Early Completion of the WRR](image-url)
4.1.1 Positive comments

Positive comments regarding the early completion of the WRR related to the following themes:

**The need to complete the Western Ring Route urgently**

97 respondents (20.9%) believed the project should be completed urgently, providing comments such as “complete ASAP”. Of those that provided reasons for urgency / speed, common themes identified were to keep the cost down, and to solve Auckland’s traffic problems faster. Typical respondent comments were “get on with the job”, and “Auckland badly needs the Western Ring Route to be completed”. Another comment was “Just do it. Start now. We have waited too long for completion”.

**Importance of the Western Ring Route to the Auckland Region**

The importance to Auckland of completing the WRR was recognised by 23 (4.9%) respondents, with economic and traffic decongestion benefits commonly cited. One respondent stated that “it’s important to provide strategic transport access, to help to manage traffic impacts on local roads and support the ‘life blood’ of the city and economy”. Another said that “an alternative route in and out of Auckland is one of those improvements that a growing city needs to address”. Some respondents recognised the completion of the WRR as a matter of national importance.

Positive comments regarding the NZTA’s combined surface and tunnel proposal related to the following themes:

**Positive comparisons to the twin tunnel option**

Positive comparisons were made to the twin tunnel option by 20 respondents (4.3%) for a variety of reasons, including that it was a reasonable compromise. One respondent commented that NZTA “deserve credit for coming up with a solution that balances environmental, social and economic considerations”, and another stated “I think you have got it right, balancing the need to make the project affordable and reducing impacts”.

**Increased capacity**

Increased capacity was another comment made in relation to the NZTA’s combined surface and tunnel proposal. 23 (4.9%) respondents commended the proposed six lane motorway, as well as the ability to add future capacity more easily than with a twin tunnel concept. In the words of one respondent, “having 3 lanes each way future- proofs the connection better than just the 2 in the tunnel proposal”.

**Cost effectiveness**

15 (3.2%) respondents believed the reduced cost of this proposal (compared with previous alignment options) represented a more prudent use of money. Statements such as “A major improvement since it substantially reduces the cost of the project” and “Superior cost effective scheme” were put forward.

A number of comments in support of the early completion of the WRR were conditional upon further information being provided, or specific effects being addressed through mitigation (sections 4.2 and 4.3 include the comments made by respondents offering conditional support for the early completion of the WRR).

4% of respondents thought that the road should be tolled.
4.1.2 Negative comments

Negative comments regarding the early completion of the WRR related to the following themes:

**Negative comparisons to the twin tunnel option**

92 people (19.8%) made negative comparisons to the twin tunnel option. “Tunnel or nothing” and “The tunnel was better” were common responses.

**Money should be better spent elsewhere**

76 respondents (16.3%) believed that money should be spent elsewhere, in particular on improving public transport in Auckland, rather than completing the WRR. Comments included “priority should be given to improving Auckland’s public transport network” and “Auckland does not need more roads. If we spent all the money (or even a decent percentage of it) allocated to building this road on public transport, we would eventually have a cleaner, quieter, more modern and eco-friendly city”. A number of respondents preferred investment in rail infrastructure.

**Concern over calculation of cost and / or benefits**

34 respondents (7.3%) were concerned over the way in which the cost for the combined tunnel and surface motorway had been calculated. 28 people (6.0%) also expressed concern over the way in which the project’s benefits had been calculated. A number of these respondents called for these figures to be recalculated.

**The WRR will have significant environmental and community impacts**

This was a key negative comment made in relation to the completion of the WRR. One respondent commented that “Noise and air pollution levels will be extremely high”. These concerns are detailed further in section 4.2 of this report.

**Other**

In addition to the above, the following comments were put forward less frequently, by less than 5% of respondents:

- Concern over the Project being ‘fast- tracked’ under the Resource Management Act 1991; and
- That the project cost is still too high.

Figure 2 over the page shows the number of comments made in relation to the early completion of the WRR. Some people have raised more than one issue.
4.1.3 Breakdown by project area

Of those who identified themselves as living in the project area, 128 (46.89%) supported the early completion of the WRR, 123 (45.05%) opposed it, and 22 (8.06%) did not express a preference (see Figure 3). Of those who identified themselves as living outside the project area, 46 (59.74%) supported the early completion of the WRR, 30 (38.96%) opposed it, and 1 (1.3%) did not express a preference (see Figure 4). Those who did not specify whether they lived inside or outside the project area generally opposed the project (53 or 46.09%), or did not specify an opinion (41 or 35.65%) (see Figure 5).
Figure 3: Early Completion of the WRR – respondents living inside the Project Area

- Oppose (123)
- Support (128)
- Unspecified (22)

Figure 4: Early Completion of the WRR – respondents living outside the Project Area

- Oppose (30)
- Support (46)
- Unspecified (1)

Figure 5: Early Completion of the WRR – respondents who did not specify their location

- Oppose (53)
- Support (21)
- Unspecified (41)
4.2 Feedback on the Effects of the Proposal

The effects of the proposal that the wider community were most concerned about were:

**Air quality**

The impact on local air quality was the most commonly mentioned effect of the proposal, with 178 (38.3%) respondents concerned about it. Of those, 22 were specifically concerned about carbon emissions, while 15 specifically listed dust. Several people were particularly concerned about the impact of reduced air quality on local school / kindergarten children, park users and residents, and at the surface motorway section at the top of Blockhouse Bay Road.

**Impact on parks / open space**

The impact of the proposal on parks and open space was considered to be a significant effect of the proposal, and was identified as a concern by 164 (35.3%) respondents. In particular, impacts on Alan Wood Reserve (53 respondents), Oakley Creek (also 53 respondents), Phyllis Reserve and Waterview Park were frequently highlighted.

The majority of respondents who identified the impact on parks were specifically concerned about the loss of open / green space in the area (“the loss of our parks are an asset that can not be replaced” and “The loss of Alan Wood Reserve as a community space is tragic as it serves so many families”), with some noting that the local area already had a relative shortage of open space compared to the rest of Auckland City. A number of respondents recognised that although part of Alan Wood Reserve is not zoned Open Space, the area was still important to the community.

**Noise**

Noise effects were identified as an area of concern by 156 (33.5%) respondents. Of those who cited noise, 29 specifically expressed concern about noise during operation, while 19 respondents were concerned about noise during construction. One respondent stated “I am extremely concerned about the acoustics and visual impact on the neighbourhood”.

**Community effects**

Community effects were identified as a key concern by 97 (20.9%) respondents. Community severance, property acquisition and the impact of the proposal on community facilities such as local shops were key points. Respondents mentioned “loss of homes and liveability in the area”, “loss of educational facilities and other community assets” and “community severance” as key community impacts associated with the proposal.

**Property acquisition and demolition**

93 (20.0%) respondents raised concerns about the number of properties required for the project. People also raised the issue of compensation for those affected by property acquisition: “for people whose property is affected, fair compensation is a must”.

**Traffic impacts**

93 (20%) respondents raised concerns about the effect of the current proposal on traffic. While this was largely seen to be an issue associated with construction of the project. Others also highlighted concerns about traffic once construction of the project had been completed. Some did not believe that constructing the WRR would
take traffic off local roads: “if there are backups of traffic waiting to get onto SH16 at peak times ... this will worsen traffic congestion on Great North Road”. In particular, Great North Road was identified as a key area of concern with respect to traffic impacts during construction.

**Impact on local schools and kindergartens**

77 (16.6%) respondents were concerned about the impact of the proposal on local schools, in particular Waterview Primary School and Waterview Kindergarten. Key concerns were reduced student numbers impacting on the viability of schools, the ability of schools to operate during construction (due to increased noise and pollution), and health impacts on students associated with the ongoing operation of the motorway (once built). One respondent stated “I believe that noise and dust pollution during construction will have a detrimental affect on the students attending the school. It will affect their learning and development, particularly in the first few years at school”.

**Open section at top of Blockhouse Bay Road**

54 (11.6%) respondents specifically noted the open section at the top of Blockhouse Bay Road (between the two proposed tunnel sections) as concerning. They were particularly concerned about the air pollution and noise and the impact it would have on the amenity in this area. A typical comment was “from an urban design perspective, and also from an air quality perspective that would seem very much less than ideal”.

**Health impacts**

The health implications of the proposed option were noted by 55 (11.8%) respondents, though it is noted that there is a correlation between this issue and air quality. Several respondents cited impacts on mental health, stress levels and increases in respiratory illness as a result of the increased air pollution, noise and loss of public open space to exercise.

**Visual / amenity impacts**

Negative visual / amenity impacts were identified by 46 (9.9%) respondents, particularly in relation to the sections of surface motorway and the noise walls proposed as part of the alignment. One respondent stated “It’ll be an eyesore”.

**Impact on property values**

A reduction in property values (for those properties not acquired as part of the project) was an impact that 36 (7.7%) respondents were concerned about. A number commented “our property value will substantially decrease with a motorway beside it”.

**Other**

A number of respondents (49 or 10.5%) also mentioned ‘general environmental impacts’ associated with the proposal, but did not specify any further. 34 people (7.3%) were also concerned over general effects on residents, and impacts on quality of life due to the project.

In addition to the above, the following effects were put forward by less than 6% of respondents:

- Archaeological / heritage impacts;
- Ecological impacts;
- Impacts on the rail corridor;
- Safety concerns;
- Impacts on water / stormwater;
- Light pollution / spill from the surface motorway sections; and
- Disruption to pedestrian and cyclist connectivity.

Figure 6 below shows the number of respondents concerned about the various effects of the proposed option for the Waterview Connection. Some people have raised more than one issue.

Figure 6 - Effects of the proposal that respondents were concerned about in relation to the project

4.3 Feedback on Reducing the Effects of the Proposal

A significant number of respondents mentioned the need for mitigation of the effects associated with this proposal. The most common suggestions to reduce the impacts of the proposal were:

Change in construction methods (full tunnel or extended tunnel cover)

The most common mitigation measure proposed was either to construct the Waterview Connection as a full tunnel (96 respondents or 20.6%), or to extend the tunnel cover over specific areas such as the open section at top of Blockhouse Bay Road (51 respondents or 11.0%). Respondents commented that “it would be a vastly superior outcome for that part of the motorway to also be covered up in a similar way to how the motorway under Great North Road will be covered”.

- Air Quality/Pollution
- Archaeological and Heritage
- Blockhouse Bay Open Section
- Community Effects
- Ecological Impacts
- Effects on Residents (General)
- General Environmental Effects
- Health Effects
- Noise
- Other
- Property Value
- Quality of Life
- Rail Corridor
- Reserves and Parks
- Safety
- Schools/Kindergartens
- Traffic
- Vibration
- Visual and Amenity
- Water Pollution

Number of Respondents
Property acquisition and / or compensation

Additional property acquisition and / or compensation (over and above that already proposed for the project) was suggested by 39 (8.4%) respondents to reduce the impacts of this proposal. This comment particularly related to residents who would be located adjacent to the new motorway but would not be entitled to any compensation under the Public Works Act 1981.

Parks / open space mitigation

Mitigation of parks and open space areas impacted by the proposal was proposed by 51 (11.0%) respondents. 32 people suggested developing new parks / reserves so that the community is not left with a net ‘deficit’ of open space as a result of the Waterview Connection, while 16 specifically suggested reinstating the parks/ reserves affected by the proposal after construction. Many respondents highlighted the need for park mitigation / remediation works to be done in conjunction with rehabilitating Oakley Creek, and with local sports clubs, in particular, Metro Sports Club. A number of respondents requested that the NZTA “work with the Metro Mount Albert sports club to ensure that they are compensated for their lack of fields through construction of new fields elsewhere”.

Construction of walkways and cycleways

Improving pedestrian and cyclist accessibility through the construction of walkways and cycleways as part of the project was suggested by 45 (9.7%) respondents. Several highlighted a desire for these to be connected to other cycleways in the area, in particular, the north-western, and the cycleway at Mt Roskill.

Noise mitigation

Noise mitigation was suggested by 33 (7.1%) respondents as a measure to reduce the impacts of the proposal. Of these respondents, 23 specifically suggested the construction of noise walls.

Visual screening

Visual screening was suggested by 29 (6.2%) respondents as a measure to reduce the visual impact of the proposal. Several respondents supported the use of planting as a mode of visual screening, whilst noting it would also aid in the mitigation of noise and air pollution impacts associated with the proposal: “use sound walls and tree planting to minimize the effect of the above-ground sections of the motorway on residents”.

Traffic planning / mitigation

26 (5.6%) respondents suggested the use of traffic planning and mitigation as a means to reduce the impact of the proposal. Whilst several noted this would have benefits during construction (particularly on Great North Road), others also noted traffic planning (i.e. having high occupancy and designated bus lanes on the motorway) could reduce traffic congestion and encourage use of public transport.

Change in alignment

34 respondents (7.3%) suggested the alignment be changed, for example through Rosebank Peninsula.
Other

In addition to the above, the following effects were put forward by less than 5% of respondents:

- Adding an on / off-ramp for local residents (for example, a central interchange);
- Air quality filtering / monitoring;
- Dust mitigation;
- Ecological mitigation;
- Constructing the Waterview Connection as a complete surface motorway;
- Maintaining access for residents during construction (including pedestrian and cyclist access);
- Public transport suggestions such as providing bus lanes on Great North Road during reinstatement of the road, and including bus / high vehicle occupancy lanes on the Waterview Connection;
- Ensuring that the future construction of the Onehunga to Avondale rail line is not adversely affected;
- Minimising disruption to Great North Road during cut and cover construction;
- Stormwater mitigation;
- Holding a local hearing for the project (rather than a Board of Enquiry); and
- Good design / urban design.

Figure 7 over the page shows the number of respondents concerned about the various effects of the proposed option for the Waterview Connection. Some people have raised more than one issue.
Figure 7 - Suggestions to reduce the effects of the proposal

4.4 Other Comments

The following additional comments were put forward less frequently by respondents:

- That the NZTA has not provided sufficient information on the proposal;
- Concern over the development of the combined tunnel and surface proposal, including concern over the extent of consultation and the calculation of costs and benefits;
- Concern over the use of the ‘call-in’ process under the Resource Management 1991; and
- Suggestions that the Waterview Connection should be tolled.
5. Analysis of Responses

The feedback received covered a wide range of issues, which can be summarised into the following headings:

- Early completion of the Western Ring Route;
- Effects of the combined surface and tunnel motorway; and
- Mitigation for the combined surface and tunnel motorway.

Each category is now considered in turn.

5.1 Early Completion of the Western Ring Route

In total, opposition to early completion of the WRR outweighed support by a margin of 2%. Overall, local authorities, stakeholders with business interests and 41.9% of public respondents supported early completion. Many viewed it as a matter of urgency, for the traffic, economic and cost saving benefits associated with the early completion.

Most saw the project as a strategically important part of a regional and sub regional transport network, and supported it on that basis. Stakeholders with economic interests in the Auckland region overwhelmingly supported the early completion of the WRR.

In comparison, a number of local community organisations and 44.3% of public respondents opposed the proposal, generally because of the associated project effects. Not all were opposed to the eventual completion of the WRR, but wanted it delayed or constructed as a twin tunnel.

Of those who identified themselves as living in the project area, 46.9% supported the early completion of the WRR, while 45.1% opposed it. Of those who identified themselves as living outside the project area, 53.7% supported the early completion of the WRR, while 44.8% opposed it. Those who did not specify whether they lived inside or outside the project area generally opposed the project (47.7%), or did not specify an opinion (37.6%).

Some stakeholders including the Auckland Business Forum and the Auckland Airport endorsed the use of the ‘call-in’ process under the Resource Management Act 1991 in order to ‘fast-track’ the project through the statutory assessment process and reduce subsequent delays to construction programmes. However, community groups and individual respondents expressed concern about the project being ‘called in’ because they believed it limited their ability to have their views considered.

A smaller group of stakeholders questioned the need to complete the WRR at all, some believing that local roads already provided sufficient connection, and others believing that increased fuel prices would force demand for private vehicle travel downwards and negate the need for a motorway.

The issue of cost was raised by a number of stakeholders, as well as members of the public, with several suggesting that money would be better spent on public transport. In addition, a number of respondents acknowledged the importance of balancing investment in roads with investment in public transport, and suggested that public transport upgrades take place as part of the Waterview Connection project (see section 5.3 below). Others supported the proposal because it was more cost effective than the previous twin tunnel option.
Many of those who supported early completion preferred the improved capacity of a six laned motorway over the previous 2x2 tunnel proposal.

5.2 Effects of the Combined Surface and Tunnel Motorway

A number of unfavourable comparisons were made with the 2008 twin tunnel proposal because of the increased impact at the southern end of the project and overall property and construction effects. However many respondents accepted that the combined surface and tunnel motorway was more cost effective, and would deliver a balance between environmental, social and economic considerations.

Air quality, the effect on parks and reserves (including Oakley Creek), and noise impacts were the three areas of most concern (mentioned by 38.3%, 35.3% and 33.5% of respondents respectively). Air quality was one of the key areas of opposition from Waterview Primary School and the Waterview Kindergarten Parent Committee.

Effects on the community, the loss of housing, traffic disruption and effects on local education facilities were also important issues. Closing the gap between the tunnel sections, health, general environmental effects and visual/amenity values also featured. Iwi and a number of community organisations and individual respondents expressed concern over the impact of the proposal on local archaeological and historical features.

A number of respondents expressed concern that they had not been given enough detail on this proposal to be able to accurately consider the effects in any depth.

5.3 Mitigation for the Combined Surface and Tunnel Motorway

A large number of people (20.6%) insisted that a full tunnel was the only way to reduce and mitigate the effects of the proposal. A further group of respondents suggested extending the tunnel section through specific areas, such as the open section at the top of Blockhouse Bay Road (11.0%).

Replacement of open space was seen as the next most important issue to mitigate the effects of the proposal (11.0%). This was followed by the need for cycle and walkways (9.7%). Other suggestions were those commonly associated with any major roading project, including the need to reduce the effects of noise, air pollution and loss of amenity.

Stakeholders including local authorities were in favour of the NZTA working with them to maintain and enhance walking, cycling and public transport opportunities in the study area. Councils wanted upgrades to associated local road connections and complementary motorway projects completed as part of the Waterview Connection works. Ensuring the project allowed for the future development of the Avondale – Southdown rail line was seen as essential by a number of stakeholders and members of the public.

Other issues frequently identified as requiring mitigation included:

- Traffic planning / mitigation; and
- Additional property acquisition and / or compensation (for residents adjacent to motorway).

Many local residents were concerned about the lack of convenient access to the Waterview Connection, and believed that adding an interchange (either a central interchange or on-ramps at Waterview) would alleviate this concern.
APPENDIX A

COMMUNICATION MATERIAL
1. Information Brochure and Feedback Form
The proposal is a combined tunnel and surface option that is affordable within the current transport budget at about $1.4b. There was no additional Government funding for the construction of the previous 2x2 tunnel scheme.

The project known as the Waterview Connection will begin where SH20 ends in Mt Roskill, travel through the suburbs of Mt Albert and Avondale and connect to SH16, adjacent to Great North Road.

The new proposal has a bored tunnel under New North Road and Avondale Heights and a cut and cover tunnel under Great North Road. In the south it will be built at surface like the neighbouring Mt Roskill motorway. It will be adjacent to an area already set aside for a rail line. (See map overleaf).

The motorway will have bus shoulders and capacity for three lanes in each direction. It will take four and a half years to build.

NZTA understands that the new proposal will have greater effects than the previous all-tunnel scheme. It has committed to work fairly and reasonably with the community to manage these effects and allowed for funding to achieve it.

The project is critical to completing the Western Ring Route which will improve transport links for Aucklanders and businesses and provide more reliable travel time to Auckland International airport.

NZTA is now seeking your feedback on its new proposal for the Waterview Connection.

You can provide comment by using the page of this booklet, by emailing us at waterview.connection@nzta.govt.nz or by visiting the project website www.waterviewconnection.co.nz

On 1 August 2008, Land Transport New Zealand and Transit New Zealand became the NZ Transport Agency. The NZ Transport Agency (NZTA) brings together the functions of Land Transport NZ and Transit to provide an integrated approach to transport planning, funding and delivery.
Making the Waterview Connection

The 5.5km route will start where the SH20 Mt Roskill project ends at Maioro Street. A full diamond interchange will allow traffic to enter or exit the motorway in both directions.

It will go under Richardson Road and into Alan Wood Reserve where it will run alongside the existing rail designation. Although much of this area is seen as open space, it has already been set aside for a future rail line that would connect the south to Avondale.

The motorway would then pass underneath New North Road in a tunnel that would go 1.2 kms under Avondale Heights, emerging near the intersection of Blockhouse Bay and Great North Roads. See the section below on tunnelling under Avondale Heights.

After a short section in the open, it would be built in a tunnel under Great North Road to Waterview Park. An interchange would then connect it to the Northwestern Motorway (SH16).

The interchange at Waterview will allow traffic to move on motorway to motorway connections between SH20 and SH16 in both directions. All the current Great North Road connections with SH16 will remain.

SH16 will be widened between St Lukes and Te Atatu to accommodate extra traffic flows and allow for future improvements, such as priority lanes. The causeway which is sometimes flooded during spring tides will also be raised to improve road safety.

The opening of the Mt Roskill extension of SH20 means about 50,000 vehicles a day will be spilling into nearby streets. This is expected to rise to more than 60,000 in a few years. The Waterview Connection will keep through traffic off local roads.

Urban Form

An urban design strategy will be created to consider how communities remain connected and provided with parks, pedestrian access ways and other facilities.

Landscaping and other environmental enhancement will be used to offset adverse project effects and where possible improve existing local amenities such as the extension of the cycleway beside SH20 at Mt Roskill to SH16.

Managing Effects

The motorway will be built to meet all relevant national standards to manage issues such as safety, noise, air quality, dust, stormwater and environmental management.

Meet the project team

<table>
<thead>
<tr>
<th>Event</th>
<th>Venue</th>
<th>Date/Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Day</td>
<td>Owairaka Primary School</td>
<td>June 2, 3.30pm-8.30pm</td>
</tr>
<tr>
<td>Open Day</td>
<td>Waterview Methodist Church, Fir St</td>
<td>June 3, 3.30pm-8.30pm</td>
</tr>
<tr>
<td>Information Day</td>
<td>Waterview Methodist Church, Fir St</td>
<td>June 20, 10am-3pm</td>
</tr>
<tr>
<td>Information Day</td>
<td>Avondale Community Centre</td>
<td>July 4, 10am-3pm</td>
</tr>
</tbody>
</table>

Tunnelling under Avondale Heights

At the northern end of Alan Wood Reserve, the motorway will descend into twin tunnels, one for each direction of traffic, which will travel below New North Road, Cradock and Powell Streets.

The tunnels will return to the surface near the intersection of Great North and Blockhouse Bay Roads. The tunnels will need ventilation of vehicle emissions.

They will be between 30 and 40 metres below residential areas and take over a year to build. They’ll have first class standards of lighting, ventilation, fire and safety features.

The tunnels will be bored with a machine called a road header, similar to the ones used to build the tunnels on the new tolled motorway near Orewa.

People living above the tunnel are unlikely to notice the road headers working during construction and won’t feel or hear anything once the tunnel is built. There will be some surface settlement. We will meet to discuss any concerns people who live above or near the tunnel may have about the work.
Waterview Connection map

The Waterview Connection is a combined surface and tunnel proposal to complete the Western Ring Route, keeping through traffic off local streets and providing more reliable travel times to the airport.
The Waterview Connection is the missing link in the Western Ring Route that will provide an alternative 48km motorway around Auckland that avoids the southern motorway and the Auckland Harbour Bridge.

Property Owners

About 240 residential properties will need to be purchased between Mt Roskill and Waterview. NZTA will also need to negotiate the purchase of underground strata from about another 110 properties that will lie above the tunnel.

If you live on the proposed route you will be contacted directly by NZTA to explain in detail how you might be affected and answer any questions you may have.

NZTA aims to keep you fully informed and work with you to discuss your individual situation.

If you have not been contacted and believe you are directly affected, then contact the project team using the details provided below.

The Western Ring Route:

- One of seven Roads of National Significance
- A 48km motorway around Auckland to the west from Manukau to Albany
- Connects the Southwestern (SH20), Northwestern (SH16) and Upper Harbour (SH18) Highways
- An alternative to the Southern Motorway (SH1) and the Auckland Harbour Bridge
- Better connects the west and the south of Auckland
- Provides a motorway link from the Auckland Central Business District to the airport
- Takes through traffic off local roads creating opportunities for passenger transport improvements
- Creates opportunities for employment development along the corridor, enabling more reliable and efficient transport of goods and services to boost the economy

For more information

T 09 368 2160
F 09 368 2059
E waterview.connection@nzta.govt.nz
W www.nzta.govt.nz

P Waterview Connection Team,
PO Box 6345, Wellesley St,
Auckland 1141
W www.waterviewconnection.co.nz

Printed on environmentally sustainable paper. Please recycle.
Comment form

NZTA wants to know your views on early completion of the Western Ring Route and how best local effects can be reduced and community facilities replaced or improved.

I  Support
I  Oppose

Early completion of the Western Ring Route. My comments are:

____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________

The effects of the proposed option for the Waterview Connection that I am concerned about are:

____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________

My suggestions to reduce these effects are:

____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________

Tick any boxes that apply to you:

☐ I live in the project area
☐ I do not live in the project area
☐ I represent an organisation that has an interest in the project. Please specify: ________________________________
FOLd HeRe

FOLd HeRe

PLeASe TAPe ALL SIdeS ONCe FOLded

Please return your completed form by July 31.
You can also fax it or email it using the contact details provided on the back page.

Thanks for taking the time to provide your comments.

Your details

Name

Email

Address

I would like to be kept informed about this project

I prefer email contact

I wish to be removed from the mailing list

Additional comments

How to reply

FreePost Authority Number 100721

Waterview Connection Team
NZTA
PO Box 6345
Wellesley St
Auckland 1141

Free
2. Posters
Emissions from vehicles will be carefully managed to help ensure local air quality meets national standards. Air quality will be assessed to determine the best method of management.

- Major road tunnels require ventilation systems to control air quality inside a tunnel and to safely discharge vehicle emissions into the atmosphere.

- The height and location of any tunnel vents will be set to ensure that emissions from vehicles using the tunnels have a minimal effect on local air quality.

- NZTA will work with the local community and specialists (e.g. urban designers) to look at the design and appearance of any vents.

- Emissions from the surface road will be addressed through quality road design.

- NZTA is monitoring local air quality to help the project team determine the design requirements needed to minimise effects.
Construction effects will be comprehensively managed to minimise impacts on residents and the environment.

- Detailed management plans will be created to demonstrate how we are going to manage construction and make it less intrusive.

- About 500,000m$^3$ of material needs to be excavated from the tunnel and portals – we are looking at options to dispose of this large volume of rock and earth that will minimise impacts on the transport network.

- We are undertaking modelling to determine what the impacts on ground water will be and how we can manage any potential issues.

- There are some areas of known land fill in the area. We are looking at these areas and how we will safely handle contaminated soils.

- The Starr Mill is a site of significant archaeological interest. We are looking at how our design can minimise impact on this area and how the project may provide opportunities to improve access and awareness of this valued site.

- About 365 dwellings are required to build the project. We are completing a social impact assessment to consider the effects of this on the community and what we can do in response.

- Effects such as dust and noise will be monitored closely and managed throughout the construction period.

- Stormwater ponds are proposed to treat surface runoff from the works.
The project will contribute substantial economic benefits to Auckland by completing the Western Ring Route and improving access between the west and the south, including Auckland International Airport.

**WHAT ARE THE KEY ECONOMIC BENEFITS OF THE PROJECT?**

<table>
<thead>
<tr>
<th>Traffic Benefits</th>
<th>Wider Economic Benefits</th>
<th>Contribution to GDP</th>
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<tr>
<td>$1,580 million</td>
<td>$800 million to $1,300 million</td>
<td>$600 million to $1,100 million</td>
</tr>
</tbody>
</table>

**How:**
- Travel time savings
- Congestion cost savings
- Reduced fuel consumption
- Vehicle operating costs savings
- Other

**WIDER ECONOMIC BENEFITS**
- Local job generation (estimated to be around 18,500 jobs)
- Improved productivity from reduced travel time
- Increased accessibility providing opportunities for greater economic growth
- Increased revenue from taxes – from increased employment, productivity and growth

**WHAT ARE THE COSTS?**

- The estimated cost to construct the project is $1.4 billion (escalated to 2015 prices and including property and design).
The tunnels will be built using a road header and cut and cover techniques. The surface portion will be built using conventional road construction methods. The project will take four and a half years to build.

**ROADHEADER TUNNELS**
- Constructed side by side under Avondale Heights
- Built 30-40m below properties
- Start at portals about 20-25m below the ground
- 1.2km long and take about two years to build

**CUT AND COVER TUNNELS**
- 700m long built under Great North Road
- Built in sequence – see separate poster on how this happens
- Take about two years to build
- Great North Road kept open for traffic

**SURFACE ROADS**
- Include bridging Richardson Road over the motorway
- An interchange at Maioro Street
- An interchange at Waterview by Great North Road
The project will complete the Western Ring Route around Auckland by linking SH20 to SH16 which then allows traffic to travel on alternative motorway from Manukau to Albany and better links the south and the west of Auckland.

**HOW THE PROJECT MOVES PEOPLE IN 2026**

<table>
<thead>
<tr>
<th>Trip</th>
<th>AM Peak</th>
<th>PM Peak</th>
<th>Daily</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Vehicles on the Waterview Connection</td>
<td>7,500</td>
<td>8,200</td>
<td>90,000</td>
</tr>
<tr>
<td>Of the total:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Come from the southwest (SH20 Mt Roskill) and go west (e.g. onto the Northwestern Motorway towards Te Atatu)</td>
<td>40%</td>
<td>43%</td>
<td>31%</td>
</tr>
<tr>
<td>Come from the southwest (SH20 Mt Roskill) and go east (e.g. onto the Northwestern Motorway towards the City)</td>
<td>15%</td>
<td>8%</td>
<td>21%</td>
</tr>
<tr>
<td>Come from the east on the Northwestern Motorway (e.g. from Auckland City) and go towards the southwest (e.g. the Airport)</td>
<td>17%</td>
<td>18%</td>
<td>20%</td>
</tr>
<tr>
<td>Come from the west on the Northwestern Motorway (from Waitakere City) and go towards the southwest (e.g. the Airport)</td>
<td>28%</td>
<td>31%</td>
<td>28%</td>
</tr>
</tbody>
</table>

**HOW THE TUNNELS WORK:**

- Communications monitoring and control systems will allow for day to day operation, maintenance and emergency response systems and to provide for safe passage of vehicles through the tunnels.

- The Waterview Connection will be designed so that Traffic Demand Management (TDM) measures such as ramp signals can be introduced if required.

- In the tunnels, jet fans and vehicle flow will push air in the direction the traffic is moving. Air is then taken from the tunnels and released through vents.

- A 24 hour tunnel control centre is proposed along the route.

- Security of power supply will be provided by sub-stations along the route.
Any property required for the project will be bought by NZTA under the Public Works Act on the basis of current market value as determined by independent valuers.

- The Public Works Act sets out the process and compensation available to landowners when a government agency like NZTA requires land.
- NZTA must use the Public Works Act (PWA) which is administered by Land Information New Zealand (LINZ).
- A LINZ accredited agent is assigned to each property negotiation.
- The acquisition process usually takes 3–4 months.
- Under the PWA you are entitled to a solicitor and a registered valuer paid for by the Crown to advise you.
- The same process applies to above and underground purchases.
- Property valuation disputes are uncommon and can be referred to the Land Valuation Tribunal.
- You can obtain a copy of land owner rights information from us or LINZ – www.linz.govt.nz.
MANAGING NOISE

NZTA Noise Guidelines will be used to assess noise and measures will be developed to manage future traffic noise levels in residential areas. The assessment includes noise level surveys, computer modeling and design.

INVESTIGATION PROCESS
- Assessment of traffic noise ‘sensitivity’ in study corridor

ASSESSMENT
- Determine existing noise levels
- Use modelled future traffic flows to predict noise created by new motorway
- Determine noise design levels and Identify potential mitigation measures
- Review construction noise

OPERATIONAL NOISE
- Detailed modelling of noise impacts
- Identify properties / sites where noise levels may exceed guidelines
- Identify ways to avoid or manage noise impacts
- Develop management and mitigation concept plans

HOW NOISE CAN BE MANAGED
- Landscaped buffer zones
- Barriers
- Low-noise road surfacing
- Building insulation
Noise and other impacts of the motorway are being assessed to identify effects and ways to manage them.

- The Great North Road tunnel avoids the areas of vegetation and ecological value along the adjacent Oakley Creek. At the Waterview interchange we are investigating potential impacts on coastal ecology, freshwater communities and shore birds.

- NZTA is undertaking modelling to predict noise levels for residences and schools along the route in accordance with NZTA’s noise guidelines. Noise levels are being assessed and management could include noise walls, road surfacing or other suitable property treatment.

- Stormwater treatment and some stream works will be required over the length of the motorway. Further design and investigation will be undertaken to support the resource consents needed for this work.

- Potential visual and landscape effects will be assessed and urban design and landscape options considered to address them.

- Some land required for construction but not for the motorway itself will become available for other public and private uses. This will be addressed through consultation.

- The project will provide social and economic benefits to the community, from increased employment, improved accessibility and improved walking, cycling and public transport facilities.
Since 2000, NZTA (formerly Transit) has been investigating a preferred option to complete the last link of the Western Ring Route.

<table>
<thead>
<tr>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigation and reporting project began</td>
<td>Long list of over 100 options identified with community and stakeholder input</td>
<td>Preliminary scheme assessment identified a short-list of four options which community commented on: AR1, AR3, AW1, AW4</td>
<td>Two routes identified for further consideration – AW1 and AR1</td>
<td>Project reviewed from LTMA</td>
</tr>
<tr>
<td>Identified objectives for the project and collection of information (technical and from the community)</td>
<td>Social, environmental and technical assessment of options</td>
<td>Community and stakeholder consultation</td>
<td>Community and stakeholder consultation</td>
<td>Project scope amended to reflect LTMA and Regional Transport Strategy</td>
</tr>
<tr>
<td></td>
<td>A shortlist of 12 options was drawn up</td>
<td>Auckland Regional Land Transport Strategy confirmed need for link</td>
<td>Auckland Regional Land Transport Strategy confirmed need for link</td>
<td>More detailed social, environmental and geotechnical assessment of options</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project confirmed in Southwestern Transport Corridor Study</td>
<td>Transit confirmed AW1 as preferred route</td>
<td>Consultation on construction options began</td>
<td>Transit releases tunnel option as draft preferred construction option</td>
<td>NZTA asked to review cost effective and future proofed alternatives</td>
</tr>
<tr>
<td>AW1 confirmed as draft preferred route for community consultation</td>
<td>Further construction options, including tunnelling considered following community input</td>
<td>Consultation on draft preferred options</td>
<td>Transit selects tunnel option to proceed to consenting</td>
<td>Combined surface-tunnel option chosen and consultation begins</td>
</tr>
<tr>
<td>Auckland City confirmed AW1 as preferred, subject to mitigation</td>
<td>Technical and environmental investigations undertaken on construction options</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
NZTA needs to gain planning approvals before it can start construction. These are applied for under the Resource Management Act. There are a number of steps in the process that you can get involved in.

**HOW TO BE INVOLVED**  *indicates opportunities to be involved

<table>
<thead>
<tr>
<th>Year</th>
<th>Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>*Community input through consultation into the design objectives of the proposed project</td>
</tr>
<tr>
<td></td>
<td>*Design development by NZTA</td>
</tr>
<tr>
<td></td>
<td>Preparation of consent application</td>
</tr>
<tr>
<td>2010</td>
<td>Call in procedure – a one stop Board of Inquiry or Environment Court process</td>
</tr>
<tr>
<td></td>
<td>*Submissions on application</td>
</tr>
<tr>
<td></td>
<td>*Board or court hears submissions</td>
</tr>
<tr>
<td>2010/11</td>
<td>Board or court decide and set consent conditions</td>
</tr>
<tr>
<td></td>
<td>*Decision can be appealed to High Court</td>
</tr>
</tbody>
</table>
The project will improve the efficiency of the transport network by providing an alternative motorway around Auckland that keeps through traffic out of the central business district and off local roads.

THE WATERVIEW CONNECTION WILL:

• Carry around 90,000 vehicles a day travelling to and from the Northwestern Motorway and SH20.

• Provide a link between the fast-growing western suburbs of Auckland, the airport and key business and employment areas of our region.

• Reduce traffic on local roads – there is expected to be a 20%+ reduction of daily traffic on Maioro and Wolverton Streets, Asquith Avenue, and New North, Blockhouse Bay, Mt Albert and Carrington Roads.

• Relieve congestion – it is expected that around 28,000 vehicles a day will shift from using the congested Central Motorway Junction onto the WRR, once the Waterview Connection is built.

• Improve the predictability of travel and reduce travel times – in the morning peak it is predicted that 98% of traffic from the North Shore going to the Airport will use SH20.

• Improve opportunities for passenger transport – there will be more capacity on local roads such as Mt Albert and Carrington Roads for buses.

• Be part of a land transport solution – the design allows for a future rail link (from New North Road to Onehunga) and maintains pedestrian and cycle routes at Great North Road and Mt Roskill.

![Map of Auckland showing traffic flow changes](image-url)
The project completes the Western Ring Route around Auckland connecting SH20 to the Northwestern Motorway. It allows for future rail, pedestrians and cycle ways and provides opportunities for improved bus services.

**KEY FEATURES OF THE ROUTE:**

- A 4.5km extension of SH20 Mt Roskill to the Northwestern Motorway.
- At surface next to the rail designation in Alan Wood Reserve and in tunnel under Avondale Heights and Great North Road
- Allowance for a future rail line connecting Onehunga to the North Auckland Rail Line (Southdown).
- A full interchange to the local road network at Richardson/Stoddard Roads.
- An interchange connecting to the Northwestern Motorway at the Waterview Interchange.
- Reinstatement of pedestrian and cycleways along the Northwestern Motorway and Great North Road at the Waterview Interchange.
- Extension of the cycleway from SH20 Mt Roskill to SH16.
- Creates a new pedestrian connection between New Windsor and Mt Roskill/Wesley and provides an opportunity for an Oakley Creek walkway.
- Opportunities for buses, with increased capacity on local roads.
WATERVIEW CONNECTION

TUNNEL CONCEPT - GREAT NORTH ROAD

Building the eastern side

Installing traffic management

Building the wall of the tunnel

Completed eastern tunnel

Great North Road tunnel

2x2 traffic lanes at reduced speed

Building the western side

Installing traffic management

Building the wall of the tunnel

Completed western tunnel

Excavating the tunnel

Installation of cross-beams to prop walls
3. Letters to Residents
13 May 2009

Dear Resident

WATERVIEW CONNECTION PROJECT – PROPOSED TUNNELLED SECTION

Earlier this week the Government announced it will not provide additional funding to enable construction of the previous 2x2 bored tunnel proposal for the Waterview Connection project to connect SH20 at Mt Roskill to the Northwestern motorway (SH16) at Waterview.

As a result, the NZTA board now proposes to build the project on a different alignment to that of the tunnel. The new proposal has some sections at the surface and some underground, including a tunnel under Avondale Heights. See map overleaf.

If this proposal is confirmed, the tunnel is likely to be below your property, about 30-40 metres deep. People above the tunnel are unlikely to notice the construction work and will not feel or hear anything once the tunnel is open.

We would like to talk to you about what this proposal means for you. You will probably have numerous questions about the project, how it may affect you and your rights as a resident and/or landowner. We will keep you fully informed. The NZTA will work with residents and property owners to minimise uncertainty.

Let us know how you would like us to communicate with you. We can talk to you on the phone or we can come and see you. You can contact the Waterview Connection project team at NZTA on 368-2160 or by email, waterview.connection@nzta.govt.nz.

It is important to remember that we want to help.

We will start communicating with the wider community on the proposal soon. Later you will receive a brochure on the project that will provide more details.

Community open days are planned where you can meet the project team and discuss the proposal. They will be advertised locally and we encourage you to attend them. You can also visit the website www.waterviewconnection.co.nz for more information.

Yours sincerely

Clive Fuhr
Waterview Connection Principal Project Manager
13 May 2009

Dear Resident

WATERVIEW CONNECTION PROJECT

Earlier this week the Government announced it will not provide additional funding to enable construction of the previous 2x2 bored tunnel proposal for the Waterview Connection project to connect SH20 at Mt Roskill to the Northwestern motorway (SH16) at Waterview.

As a result, the NZTA board now proposes to build the project on a different alignment to that of the tunnel. The new proposal has some sections at the surface and some underground. See map overleaf. This replaces the previous option to build the whole motorway connection in a tunnel.

This new proposal, if confirmed, may require all or a portion of your property. Therefore it is important to be in contact with you as we refine the design and finalise the alignment.

You will probably have numerous questions about the project, how it affects you and your rights as a resident and/or landowner. We will keep you fully informed. NZTA intends to work with residents and property owners to minimise uncertainty or anxiety.

Let us know how you would like us to communicate with you. We can talk to you on the phone or we can come and see you. You can contact the Waterview Connection project team at NZTA on 368-2160 or by email, waterview.connection@nzta.govt.nz.

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Yours sincerely

Clive Fuhr
Waterview Connection Principal Project Manager
4. Advertisements
The NZ Transport Agency’s Waterview Connection Project is the vital last link to complete the Western Ring Route (WRR).

- The WRR is a 48 kilometre motorway between Manukau and Albany that joins SH20, SH16 and SH18.
- An alternative to SH1 enabling traffic to bypass the Auckland Harbour Bridge and the CBD.
- Airport travel will be more reliable.
- Goods can be moved faster through Auckland which will improve business productivity.

For more information and to give your views on the proposal visit www.nzta.govt.nz/waterviewconnection or call 09 368 2160.
Waterview Connection計劃是一項在Waterview連接Mt Roskill的SH20公路和西北高速道的道路工程。資料日讓大家有機會可以跟新西蘭運輸局的Waterview Connection計劃小組直接對話。請前來資料日多了解該計劃的內容。想獲得更多資料，可上網 www.nzta.govt.nz/waterviewconnection或致電 09 368 2160。

資料日
日期：6月20日星期六
時間：早上10時至下午3時
地點：Owairaka Primary School
地址：113 Richardson Road

日期：7月4日星期六
時間：早上10時至下午3時
地點：Avondale Community Centre
地址：99 Rosebank Road
The Waterview Connection Project will join SH20 at Mt Roskill to the Northwestern Motorway at Waterview.

Information days are an opportunity for people to speak directly with the NZ Transport Agency’s Waterview Connection project team.

Come and find out more about what’s proposed.

For more information visit www.nzta.govt.nz/waterviewconnection or call 09 368 2160.

INFORMATION DAY:
Saturday 4 July
10am – 3pm
Avondale Community Centre
99 Rosebank Road
The Waterview Connection Project will join SH20 at Mt Roskill to the Northwestern Motorway at Waterview.

Comments on NZTA’s preferred option close on Friday 31 July.

You can send your comments to the Waterview Project Team, PO Box 6345, Wellesley St, Auckland 1141. You can also email your comments to waterview.connection@nzta.govt.nz.

More information is available at www.waterviewconnection.co.nz.
5. Project Website Content
SH20 Waterview Connection
Connecting Route
Part of the Western Ring Route

SH20 Waterview Connection

The Waterview Connection project through Avondale, Mt Albert and Waterview is the vital last link in the Western Ring Route. Once completed, the Western Ring Route will create an alternative 48km motorway between Manukau and Albany by linking three state highways, the southwestern (SH20), the northwestern motorway (SH16) and the upper harbour drive (SH18).

The Waterview Connection project will extend from Maioro Street in Mt Roskill to the Northwestern Motorway (SH16) at Waterview by Great North Rd.

A brochure providing information on NZTA's preferred option to build the Waterview Connection is now available.

View the Waterview Brochure (PDF, 1.2MB).

More information will be added to this site when it is available.

You can contact the project team on waterview.connection@nzta.govt.nz or 09 3682160.

Latest News

Waterview Connection - comments close soon  The NZ Transport Agency is reminding people to who wish to provide comments on the Waterview Connection project to do so by next Friday (31 July).
FAQs

**Why do we need this project?** The Waterview Connection completes the Western Ring Route, an alternative north south motorway route that does not rely on the southern motorway or... [More](http://www.transit.govt.nz/projects/waterviewconnection/)

**How will the project connect at each end?** At the southern end at Maioro Street the tunnels will join the Mt Roskill Extension of SH20 currently being built and there will be on and... [More](http://www.transit.govt.nz/projects/waterviewconnection/)

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About this project

Aims and Objectives

The Waterview Connection project aims to complete the Western Ring Route and contribute to Auckland’s economic prosperity and its development as a world-class city.

It aims to improve Auckland’s highway network while at the same time consider the community and environmental effects created by large infrastructure projects.

A completed Western Ring Route will provide a number of significant regional benefits including:

- shorter and more predictable travel times
- more reliable access to Auckland International Airport and the potential Whenuapai Airport
- an alternative motorway-quality route to SH1 and the Auckland Harbour Bridge
- better links to major employment and residential centres
- the creation of new jobs
- economic growth, by enabling goods to be moved more quickly and improving business productivity
- reduced congestion and air pollution caused by stop-start motoring
- Opportunities for improved public transport

Key Project Features

- Interchanges on SH20 at Maioro Street and with the northwestern motorway (SH16) at Waterview
- Allowance for the future expansion of the rail line at Avondale

Interchanges

Two interchanges are planned- one at Waterview and one at Maioro Street.

At Waterview, traffic could connect between (SH20) and the northwestern motorway (SH16). Current Great North Road and SH16 connections will remain.
At Maioro Street, traffic could enter or leave SH20 to travel south to the airport or north to Waterview.

Supporting public transport, walking and cycling

The Waterview Connection project will take business freight and other through traffic off local roads:

- freeing them up for improved public transport services and time
- reducing 'rat running' on residential streets

The design caters for the future expansion of the Avondale Southdown rail line and its electrification.

Existing pedestrian and cycle links will be retained.

At the southern end, the Mt Roskill cycleway (under construction) will be extended to connect with Richardson Road.

Extending Maioro St to connect to Stoddard Rd will provide a new pedestrian (and vehicle) connection between New Windsor and Mt Roskill / Wesley areas of Auckland.

Quick History

- 2000- Consultation started by identifying issues and possible routes
- 2002- A shortlist of route options was released
- 2003- Two draft options were released
- 2006- The Maioro Street to Waterview alignment was confirmed
- 2006- The community asked for more under-grounding
- 2007- Transit investigated how this could be achieved
- 2008- Transit selects a tunnel as its preferred construction option
- 2009- Government asks for investigation of alternatives
Frequently Asked Questions

1. **Why do we need this project?**
   
   The Waterview Connection completes the Western Ring Route, an alternative north-south motorway route that does not rely on the southern motorway or the Auckland Harbour Bridge. It will take through traffic off local roads and out of the central business district. Reduced congestion will boost the economy, improve access to employment areas and create jobs.

2. **How long would it take to build?**
   
   NZTA is looking at the Waterview Connection being ready in 2015/16 if construction starts in late 2011.
3. How will NZTA deal with me if I own property that's needed for the project?

NZTA will negotiate with you on a willing-buyer, willing-seller basis to purchase your property at market value. We will pay for your valuer as well as any legal fees involved in the transaction. We will also contribute to your removal costs.

NZTA purchases land through an independent agent to ensure transparency and fairness. Compensation for directly affected landowners and occupiers will be provided under the Public Works Act. Further detail of this process is available in the publication "Landowner's Rights - when the Crown requires your land for a Public Work" available from Land Information New Zealand.

4. How does the project fit with other travel options?

Taking business freight and other through traffic off local roads will free them up for improved public transport.

The existing northwestern cycleway connection will remain at the southern end, the Mt Roskill cycleway (under construction) will be extended to connect with Richardson Road.

Extending Maioro St to connect to Stoddard Rd will provide a new pedestrian (and vehicle) connection between New Windsor and Mt Roskill / Wesley areas of Auckland. The project also creates opportunities to provide an Oakley Creek walkway and has been designed to allow for the future expansion of the Avondale Southdown rail line and its electrification.

5. How will the project connect at each end?

At the southern end at Maioro Street the project will join the Mt Roskill Extension of SH20 that is about to open, and there will be on and off ramps so traffic can enter from or exit to Richardson or Stoddard Roads.

At the northern end traffic can enter or exit to and from the northwestern motorway (SH16) in both directions.

6. How do I have a say about the project?

You can contact the project team at waterview.connection@nzta.govt.nz or phone them on 09 368 2160.

7. What is the Western Ring Route?

It is an alternative 48km motorway between Manukau City in the south and North Shore City at Albany in the north that links three state highways, the Southwestern Motorway (SH20), the Northwestern Motorway...
(SH16) and the Upper Harbour Highway (SH18). It will reduce reliance on the Auckland Harbour Bridge and on the Southern Motorway. It is one of seven roads of national significance announced recently by the government.

8. Why is it important to finish it?

The completion of the Western Ring Route will have national and regional economic benefits. The connection will improve travel times and access between the west and the south including Auckland Airport for commuters and businesses and provide a motorway link from the CBD to the airport. An economic assessment shows that this improved reliability and accessibility will contribute more than one billion dollars to the Auckland economy. The full benefits of all the other sections of the Western Ring Route and the investments made in them will be realised once they are all connected.

9. Where does the Waterview connection project fit in?

It will connect SH20 at Mt Roskill to SH16 at Waterview near Great North Road.

10. What route will it take?

In the south, it starts at Maioro Street where the Mt Roskill project ends and then goes under Richardson Road and through the Alan Wood Reserve next to the rail corridor. Then it goes into a tunnel under New North Road and Avondale Heights emerging near the intersection of Blockhouse Bay and Great North Roads.

It will then be built under Great North Road before connecting to SH16.

11. What happens when the traffic gets to SH16?

SH16 will be widened between St Lukes and Te Atatu to accommodate the extra traffic and allow for future improvements such as priority lanes and the causeway will be raised to improve road safety.

12. How many properties are affected?

The new route directly affects 365 residential properties. NZTA already owns 126 of these, which means 239 additional properties will need to be purchased and about 110 strata titles.

13. How does this property number compare to the previous tunnel option?

About 160 properties were required for the tunnel scheme.

14. Have the property owners been notified?

NZTA has already initiated contact with owners and will be following this up with any we haven’t been able to contact to date. Any owners that haven’t heard from us are encouraged to make contact so we can discuss their situation.

15. How much will the project cost?

The project has an estimated cost of $1.4 billion.

16. How will it be funded?

The project is affordable within existing funding and the NZTA Board will include the project in the 2009-2012 National Land Transport Programme.

17. How does the cost compare to the previous tunnel project?

It’s about a billion dollars less. No debt financing will be required and the construction methods are cheaper.

18. Why was this option chosen?

It was seen to be the best balance between cost and effects. This option has the least effect on neighbourhoods and parks and avoids significant community sporting facilities and impacts on Oakley Creek. Although it is the most expensive of the options looked at, the Board believes it balances the need to complete the Western Ring Route with the needs of the community.

19. When will it be built?

We anticipate construction starting in 2011 after the statutory processes have been completed and the motorway taking around four years to build.
20. How will you communicate with the community on these issues?

We will speak directly with affected residents and property owners including Auckland City Council and key stakeholders on the project. We are keen to work with the local community to reduce effects on them and will hold project open days where people can get information, discuss their concerns and provide us with feedback. We will work with Auckland City and others on a draft urban design strategy that can be shared with community interest for comment.

21. What is the process to reach a final decision?

After a period of community engagement on the option until the end of July, NZTA will prepare a report for its board that summarises the process and the feedback received. The board will then consider this before it confirms an option for consenting.
News & Media Releases

All the media releases about the Waterview Connection Project issued by NZTA are listed here.

Waterview Connection - comments close soon

23 July 2009

The NZ Transport Agency is reminding people to who wish to provide comments on the Waterview Connection project to do so by next Friday (31 July).

Open days scheduled for Waterview Connection

21 May 2009

The NZ Transport Agency is inviting people to attend community open days on June 2 and June 3 to discuss the agency's proposal for completing the Western Ring Route around Auckland by connecting SH20 at Mt Roskill to the Northwestern Motorway (SH16).

NZTA announces preferred option for Western Ring Route completion

13 May 2009

The NZ Transport Agency Board has announced its preferred option for completing the Western Ring Route around Auckland by connecting SH20 at Mt Roskill to the Northwestern Motorway (SH16).

Board chairman Brian Roche says the option selected for the Waterview Connection project can be funded within the National Land Transport Programme (NLTP), providing certainty for construction, which could begin as soon as 2011.
SH20 Waterview Connection Connecting Route
Part of the Western Ring Route

Information Centre

Information about the current option being considered for the Waterview Connection is listed here.

1. Presentations
2. Key Documents
3. Information Posters

Presentation

| Title                                                          | Download      |
|                                                               |               |
| Media presentation of preferred route, including maps (May 2009) | PDF (890KB)   |
| Auckland City Council Community Board Briefing                | PDF (1.2 MB)  |
| Purchasing Underground Property (July 2009)                   | PDF (1.17MB)  |

Key Documents

| Title                                                          | Download      |
|                                                               |               |
| Waterview Connection - NZTA Board Paper - 12 May 2009          | PDF (1.6MB)   |
| Waterview Connection - Review of Options (Ministerial Briefing) - 30 March 2009 | PDF (1.2 MB) |

Information Posters

| Title                                                          | Download      |
|                                                               |               |
| Waterview Information Poster: Project Background (June 2009)  | PDF (379KB)   |
| Waterview Information Poster: Landowners’ Rights (June 2009)  | PDF (371KB)   |
| Waterview Information Poster: Transport Integration (June 2009)| PDF (286KB)   |
| Waterview Information Poster: Air Quality (June 2009)          | PDF (371KB)   |
| Waterview Information Poster: Economic Impacts (June 2009)     | PDF (317KB)   |
| Waterview Information Poster: Traffic Benefits (June 2009)     | PDF (314KB)   |
| Waterview Information Poster: In Operation (June 2009)         | PDF (238KB)   |
| Waterview Information Poster: Construction Effects (June 2009) | PDF (267KB)   |
| Waterview Information Poster: Operation Effects (June 2009)    | PDF (322KB)   |
| Waterview Information Poster: How it will be built (June 2009) | PDF (250KB)   |
| Waterview Information Poster: Statutory Approval Process (June 2009) | PDF (245KB) |

Contact Us

If you require more information about the project please contact us at:

Waterview Connection Project
NZ Transport Agency
191 Queen Street or
PO Box 6345
Auckland
New Zealand

+64 9 368 2000

Contact: Karolyn Buhring, Waterview Connection Project administrator

Email: waterview.connection@nzta.govt.nz
6. **Media Releases**
The NZ Transport Agency Board has announced its preferred option for completing the Western Ring Route around Auckland by connecting SH20 at Mt Roskill to the Northwestern Motorway (SH16).

Board chairman Brian Roche says the option selected for the Waterview Connection project can be funded within the National Land Transport Programme (NLTP), providing certainty for construction, which could begin as soon as 2011.

"The Western Ring Route is one of seven Roads of National Significance recently identified by Government, and completing it will provide huge benefits for Auckland and New Zealand. The Waterview Connection is the final link to complete this route and unlock its full benefits," Mr Roche said.

The option selected by the board involves a combined surface/tunnel option. The route travels the length of Alan Wood Reserve but avoids most other open space areas valued by the community. In the south where the project will be at surface, the motorway will be built adjacent to an area that already has land set aside for rail.

Mr Roche said the new route would cost approximately $1.4 billion and could be completed in around four years. This cost includes associated SH16 works and is in 2015 dollars.

"We've chosen a route option which we can afford now and which can be completed on time. We believe it provides the best balance between the need to complete the Western Ring Route in an affordable way as soon as possible with the needs of the communities the road will pass through."

Mr Roche said while completing the Western Ring Route was crucial for the region's economic development, at a local level there was no easy way to achieve it and all options affected communities one way or another.

"Any major infrastructure project built in suburban Auckland will always be challenging and this one is especially so because no land has ever been set aside to connect the highway network.

"NZTA recognises that the project will have a significant impact on the community. We are committed to..."
working with residents and other key stakeholders to get their views on how the project can best be integrated with the surrounding urban area. It will be important for the board to get this feedback prior to confirming a final alignment,” he said.

NZTA will seek feedback until the end of July.

View PDF presentation of preferred route, including maps. (890 KB)

Visit the Waterview Connection website at www.nzta.govt.nz/waterviewconnection

For more information please contact:

Andy Knackstedt
NZTA Media Manager

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M 0212 763 222
andrew.knackstedt@nzta.govt.nz

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News & Media Releases

Open days scheduled for Waterview Connection

21 May 2009

The NZ Transport Agency is inviting people to attend community open days on June 2 and June 3 to discuss the agency’s proposal for completing the Western Ring Route around Auckland by connecting SH20 at Mt Roskill to the Northwestern Motorway (SH16).

The open days will provide an opportunity for people to speak directly with the NZTA’s Waterview Connection project team about the proposed tunnel and surface option for the route.

Details for the open days are as follows:

Tuesday June 2 – Owairaka Primary School – 3:30pm to 8:30pm

Wednesday June 3 – Waterview Methodist Church – 3:30pm to 8:30pm

NZTA’s Regional Director for Auckland and Northland Wayne McDonald said 5,000 copies of a detailed information brochure including maps, design and construction concepts and feedback forms were distributed to residents, community centres, libraries and others earlier this week.

“We understand that this project will have a significant impact on the community and we’re committed to working with residents and others to get their views on how the project can best by integrated with the surrounding urban area,” Mr McDonald said.

For further information refer to the attached project information brochure.

For more information please contact:

Ewart Barnsley
Auckland Media Manager
NZ Transport Agency
T 09 3682142
M 027 2137616
F 09 3682059

MEDIA RELEASE

NZ Transport Agency

01 July 2009

Final Waterview Connection Community Information Day

The last of four community information days for the Waterview Connection Project is being held at the Avondale Community Centre on Saturday 4 July between 10am and 3pm.

More than 500 people have attended three previous community days since the project was announced in mid-May.

The combined surface and tunnel project will join SH20 from Maioro Street in Mt Roskill to the Northwestern Motorway (SH16) at Waterview by Great North Rd.

NZTA’s acting regional director for Auckland and Northland, Tommy Parker, says the community days provide people with an opportunity to meet the project team, talk to someone in person to have issues explained directly and ensure NZTA has their contact details so they can be kept informed.

“They are also an excellent way for the project team to make contact with affected residents, gain insight into local concerns and get useful suggestions about ways to enhance the project and the community,” he said.

The Waterview Connection project through Avondale, Mt Albert and Waterview will complete the Western Ring Route. This road of national significance will link three state highways, the southwestern (SH20), the northwestern motorway (SH16) and the upper harbour drive (SH18). Once completed, the Western Ring Route will create an alternative 48km motorway between Manukau and Albany.

Public comment on the Waterview Connection proposal closes on 31 July.

Ends
For more information
Carol Greensmith
Waterview Connection Project Communications Manager
T  64 9 368 2090
M 027 213 7628
F 64 9 368 2059
carol.greensmith@nzta.govt.nz
www.nzta.govt.nz

New Zealand Government
News & Media Releases
Waterview Connection - comments close soon
23 July 2009

The NZ Transport Agency is reminding people to who wish to provide comments on the Waterview Connection project to do so by next Friday (31 July).

The Waterview Connection will join SH20 at Mt Roskill to the Northwestern Motorway (SH16). The 4.5km project aims to connect the two motorways with a combined surface tunnel option from Maioro Street in the south to Great North Road at Waterview as part of completing the Western Ring Route around Auckland.

NZTA Regional Director Wayne Macdonald says hundreds of comments have already been made on the project since it was announced in mid-May, and reminds those who still wish to provide their views to do so by the end of next week.

“There have been some key themes emerging from the comments and these will be passed on to the NZTA board when it meets in Auckland in August to consider the Waterview Connection project.”

About ten thousand project brochures with maps, design and construction concepts and feedback forms have been distributed to residents and are available at libraries and community centres in the project area.

Five open days and information evenings have also been held to provide an opportunity for people to speak directly with the NZTA’s Waterview Connection project team about the proposed tunnel and surface option for the route.

The brochure is also available on the project website, www.waterviewconnection.co.nz

For more information please contact:

Carol Greensmith
Waterview Connection Project Communications Manager
T 64 9 368 2000
M 027 213 7628
F 64 9 368 2059

7. Advertising Schedule
New Zealand Transport Agency

Product: SH20 Waterview Connection
Campaign: Comments close soon
Period: July 2009

<table>
<thead>
<tr>
<th>Description</th>
<th>July</th>
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<tbody>
<tr>
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<td>1 2 3 4 5 6 7</td>
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</tbody>
</table>

**NEWSPAPERS**

12 x 3 Four Colour

Central Leader - First Ten Pages

**RADIO - 30 Seconds**

Chinese, 531PI, Tarana, Planet FM

2
# New Zealand Transport Agency

**Product:** SH20 Waterview Connection  
**Campaign:** Open Days  
**Period:** May-09

<table>
<thead>
<tr>
<th>Description</th>
<th>May</th>
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<tbody>
<tr>
<td><strong>NEWSPAPERS - Four Colour</strong></td>
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<tr>
<td>Four Colour 12 x 3</td>
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<tr>
<td>Central Leader - First 10 Pages</td>
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</tr>
<tr>
<td>Auckland City Harbour News - 1st 10 Pages</td>
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<td>2</td>
</tr>
<tr>
<td><strong>NEWSPAPER TOTAL</strong></td>
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<tr>
<td><strong>ETHNIC PAPERS - First Half of Paper</strong></td>
<td></td>
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<tr>
<td>Chinese Herald - 1/8th page (18.7cm x 12.8cm)</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Mandarin pages - 1/8th page (18.5cm x 12cm)</td>
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<td><strong>ETHNIC NEWSPAPER TOTAL</strong></td>
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<tr>
<td><strong>RADIO</strong></td>
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<tr>
<td>Ethnic - 30 Seconds</td>
<td></td>
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<tr>
<td>Chinese, 531PI, Tarana</td>
<td></td>
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<tr>
<td>Planet FM</td>
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<tr>
<td><strong>RADIO TOTAL</strong></td>
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</tbody>
</table>
## New Zealand Transport Agency

**Product:** SH20 Waterview Connection  
**Campaign:** Western Ring Route education  
**Period:** May 2009

### Description

<table>
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<tr>
<th>Description</th>
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<tr>
<td>Four Colour 16 x 4</td>
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<tr>
<td>New Zealand Herald - Section A</td>
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</tr>
<tr>
<td><strong>Suburban Newspapers - Five Paper Buy - 1st Ten Pages</strong></td>
<td></td>
<td></td>
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<tr>
<td>Western Leader</td>
<td></td>
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<tr>
<td>Manukau Courier</td>
<td></td>
<td></td>
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<tr>
<td>North Shore Times</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Eastern Courier</td>
<td></td>
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<tr>
<td>North Harbour News</td>
<td></td>
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</tr>
</tbody>
</table>
APPENDIX B

METHODOLOGY
Methodology

Table 1 below explains how feedback was categorised into topics. A ‘keyword approach’ was used whereby if a respondent mentioned a certain keyword(s), or other comments which explicitly related to the keywords used, this was included in the relevant topic category shown in Table 1. In most instances respondents mentioned more than one keyword, in which case this was included in each relevant topic area the respondent mentioned (repetition of the same keyword was not recorded more than once, in order to fairly represent the feedback received).

The data presented in this report is ordered according to the structure of the feedback form issued by the NZTA in May 2009. Accordingly, if a respondent made a comment on the form which fitted more appropriately under one of the other two section headings then it was transferred to that heading. For example if a respondent stated “I am concerned about the impact on my health” on the feedback form under the heading “Comments regarding early completion of the WRR”, then this was transferred to the “Project effects” section of the report and a note was made in the health effects topic.

Where percentages are quoted in this report, these are based on the total number of community responses received (465).

<table>
<thead>
<tr>
<th>Topic</th>
<th>Key Words</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comments regarding the early completion of the Western Ring Route</td>
<td>This topic represented people who noted the extra vehicle capacity the completion of the WRR would provide. Key words included: “capacity”, “future-proofing” and comments relating to the provision of additional lanes.</td>
</tr>
<tr>
<td>Capacity</td>
<td></td>
</tr>
<tr>
<td>Negative Comparison to Previous Proposal</td>
<td>This topic represented people who suggested a preference for a previous proposal when compared to the current proposal for completion of the WRR. Key words included: “build the tunnel” “prefer the previous proposal” or other comments which explicitly expressed a preference for a previous proposal.</td>
</tr>
<tr>
<td>Positive Comparison to Previous Proposal</td>
<td>This topic represented people who suggested a preference for the current proposal when compared to any previous proposal for completion of the WRR. Key words included “prefer this option” “best” or other comments which expressed a preference for the current proposal when compared to previous proposals.</td>
</tr>
<tr>
<td>Concern over Calculation of Benefits</td>
<td>This topic represented people who were concerned about the calculation of benefits or concerned about the justification of this project. Key words included: “calculation of benefits” “justification” or other comments which expressed concern over the calculation of benefits.</td>
</tr>
<tr>
<td>Concern over RMA ‘Fast-tracking’</td>
<td>Key words included “fast-track” or other comments which expressed concern about the project being fast tracked under the Resource Management Act 1991.</td>
</tr>
<tr>
<td>Concern over Cost Calculations</td>
<td>Key words included “calculation of costs” “accuracy” and other comments which expressed concern over the calculation of costs.</td>
</tr>
<tr>
<td>Cost Effectiveness</td>
<td>Key words included “cost effective” “value for money” and other comments which expressed that this proposal is cost effective.</td>
</tr>
<tr>
<td>Topic</td>
<td>Description</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Cost too High</strong></td>
<td>Key words included “cost too high” “too expensive” and other comments which expressed explicitly that the cost is too high.</td>
</tr>
<tr>
<td><strong>Importance to Auckland</strong></td>
<td>Key words included “importance” “Auckland” “regional benefits” “significance”.</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>This topic was used when a respondent’s comment did not trigger key words from the topic areas, and did not specifically fit into any other topic areas. ‘Other’ comments included feedback on route choice, the consultation process, questions over the need (or lack of) for completing the WRR, and suggestions that the proposal is a short term fix to a long term problem.</td>
</tr>
<tr>
<td><strong>Spend Money Elsewhere</strong></td>
<td>This topic represented people who suggested that money should be spent elsewhere, or that other things should take priority to this project. Key words include “spend money elsewhere” “priority should be” and other comments which suggested the money should be spent elsewhere or priority should be given to something else.</td>
</tr>
<tr>
<td><strong>Toll</strong></td>
<td>This topic represented people who suggested a toll should be implemented on the extension. Key words included “toll” “toll it” and other comments which suggested adding a toll to the Waterview Connection. Note if a respondent suggested the road should not be tolled they were put in the “Other” topic category.</td>
</tr>
<tr>
<td><strong>Urgency</strong></td>
<td>This topic represented people who called for the urgent completion of the Waterview Connection. Key words included “complete as soon as possible” “hurry up” and other comments which suggested the urgent completion of the Waterview Connection.</td>
</tr>
</tbody>
</table>

### Effects of the Proposal

<table>
<thead>
<tr>
<th>Topic</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Air Quality</strong></td>
<td>Key words included “air pollution” “air discharges” “air emissions” “dust”; “carbon emissions”; “greenhouse gas emissions’ “effects on climate change” and “exhaust fumes”.</td>
</tr>
<tr>
<td><strong>Archaeological and Heritage</strong></td>
<td>This topic represented people who were concerned about the effects on archaeological and heritage sites of the current proposal. Key words included “archaeology” “heritage” and other comments which suggested an explicit concern about effects on archaeology and heritage.</td>
</tr>
<tr>
<td><strong>Blockhouse Bay Open Section</strong></td>
<td>This topic represented people who were concerned about the effects of the open section of motorway near the intersection of Blockhouse Bay Road and Great North Road. Key words included “open section”, “uncovered section”, “gap between tunnels” or other comments which specifically suggested concern about the open section of motorway near the intersection of Blockhouse Bay Road and Great North Road</td>
</tr>
<tr>
<td><strong>Community Effects</strong></td>
<td>This topic represented people who were concerned about the community impacts of the current proposal. This included loss of community facilities, such as local shops. Key words included “community” “community severance” “impact on Waterview” and “loss of shops”.</td>
</tr>
<tr>
<td><strong>Ecological Impacts</strong></td>
<td>This topic represented people who were concerned about the ecological effects of the current proposal, including impacts on wildlife and the...</td>
</tr>
<tr>
<td>Topic</td>
<td>Key Words</td>
</tr>
<tr>
<td>--------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Effects on Residents</td>
<td>Key words included “residents”, “social impacts”, “families” and “effects on people”.</td>
</tr>
<tr>
<td>General Environmental Effects</td>
<td>This topic represented people who were concerned about the effects of the current proposal on the environment in general but did not state specifically what part of the environment they were concerned about. Key words included “environment” and “environmental issues”.</td>
</tr>
<tr>
<td>Health Effects</td>
<td>Key words included “health” and “health effects”.</td>
</tr>
<tr>
<td>Noise</td>
<td>Key words included “noise”. When further defining the noise category for the report, to be classified in the construction noise topic the key word was “construction”. To be classified in the operation noise topic the key words included “post construction” “traffic noise” “operation” and any other comments which suggested noise effects following construction of the motorway.</td>
</tr>
<tr>
<td>Other</td>
<td>This topic was used when a respondent’s comment did not trigger key words from the topic areas and did not specifically fit into any other topic areas. Topics included privacy, subsidence, issues for rental properties, flooding concerns and light pollution.</td>
</tr>
<tr>
<td>Property Acquisition / Demolition</td>
<td>Key words included “loss of homes” “demolition”, “property acquisition” and “destruction of homes”.</td>
</tr>
<tr>
<td>Property Value</td>
<td>Key words included “property value” “devaluation” “loss of value” and “house value”.</td>
</tr>
<tr>
<td>Quality of Life</td>
<td>Key words included “quality of life” “well being” and “livability”.</td>
</tr>
<tr>
<td>Rail Corridor</td>
<td>This topic represents people who were concerned about the impact of the project on the rail corridor adjacent to the Waterview Connection. Key words included “Avondale-Southdown Rail corridor” and “protect the rail corridor”.</td>
</tr>
<tr>
<td>Reserves and Parks</td>
<td>Key words included “parks”, “reserves”, “greenspace”, “playing fields” and “open space”. For the purposes of further classification in the report, to be classified in the Alan Wood reserve topic, the respondent had to explicitly state “Alan Wood Reserve” to be classified in the Oakley Creek topic the respondent had to specifically state “Oakley Creek”.</td>
</tr>
<tr>
<td>Safety</td>
<td>Key words included “safety” and “danger”.</td>
</tr>
<tr>
<td>Schools, Kindergartens, Education facilities</td>
<td>Key words included “school” “kindergarten” and “education facility”.</td>
</tr>
<tr>
<td>Traffic</td>
<td>Key words included “traffic” and “increase in vehicles”.</td>
</tr>
<tr>
<td>Vibration</td>
<td>The key word was “vibration”.</td>
</tr>
<tr>
<td>Visual and Amenity Impacts</td>
<td>Key words included “visual” “amenity” “ugly” and “aesthetics”.</td>
</tr>
</tbody>
</table>
### Water Pollution

Key words included “water pollution” and “stormwater”.

### Suggestions to reduce the effects of the Proposal

<table>
<thead>
<tr>
<th>Topic</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add (or investigate) On/Off ramp</td>
<td>This topic represents people who suggested adding or investigating an on/off ramp or central interchange. Key words included “on/off ramp” and “provide access for residents”.</td>
</tr>
<tr>
<td>Air Quality Monitoring/Mitigation</td>
<td>This topic represents people who suggested air quality monitoring or mitigation. Key words included “treat air discharges”, “monitor air quality” and “filter fumes”.</td>
</tr>
<tr>
<td>Change in Alignment</td>
<td>Key words included “change the alignment” “realign” “it should go here instead” and any other comments which suggested a different route to that which was proposed.</td>
</tr>
<tr>
<td>Change in Construction Methods</td>
<td>For those who suggested a full tunnel for the Waterview Connection, key words included “build a full tunnel”, “tunnel or nothing”, “prefer the tunnel option” and any other comments suggested a full tunnel option. For those who suggested a partial tunnel for the Waterview Connection, key words included “cover the open section” and “join the two tunnels”.</td>
</tr>
<tr>
<td>Compensation for those Adjacent to Motorway</td>
<td>The key word was “compensation”.</td>
</tr>
<tr>
<td>Cycleways / Walkways</td>
<td>Key words included “cycleways” “cycle lanes” “cycle bridge” “pedestrian bridge” and “walkways”.</td>
</tr>
<tr>
<td>Dust Mitigation</td>
<td>Key words included “dust mitigation”.</td>
</tr>
<tr>
<td>Ecological Mitigation</td>
<td>This topic represents people who suggested ecological mitigation. Key words included mitigation in relation to “waterways” “wetlands” and other comments which suggested ecological mitigation.</td>
</tr>
<tr>
<td>Local Hearing for NoR</td>
<td>Key words included “no board of enquiry” and “local hearing”.</td>
</tr>
<tr>
<td>Noise Mitigation</td>
<td>Key words included “noise mitigation” and other comments relating to noise mitigation. For the purposes of further classification in the report, to be classified in the sound walls topic, the respondent had to explicitly state “sound walls”.</td>
</tr>
<tr>
<td>Mitigation of Reserves and Parks</td>
<td>This topic was used when a respondent’s comment did not trigger key words from the topic areas and did not specifically fit into any other topic areas. Topics included “don’t build it”, completing works within existing road corridor, building the rail link at the same time, and relocating affected schools.</td>
</tr>
<tr>
<td>Property Acquisition</td>
<td>Key words included “buy property” and “property acquisition”.</td>
</tr>
<tr>
<td>Mitigation of Reserves and Parks</td>
<td>Key words included “mitigate the loss of parks” “build new parks” “restore parks” and any other comments suggesting the mitigation of parks. For the purposes of further classification in the report, to be classified in the “develop new parks/reserves” topic, the respondent had to explicitly state “build”, “establish”, or “construct” new parks, or other words suggesting the development of new parks. To be classified in the “restore the existing parks near the alignment” topic, the respondent had to specifically state “restore”, “redevelop” or other comments suggesting the redevelopment of existing parks.</td>
</tr>
<tr>
<td>Category</td>
<td>Key words included</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Visual screening</td>
<td>“screening” and “planting”.</td>
</tr>
<tr>
<td>Stormwater Mitigation</td>
<td>“stormwater mitigation” “stormwater capacity” and “stormwater solution”.</td>
</tr>
<tr>
<td>Traffic Planning and Mitigation</td>
<td>“traffic mitigation” “traffic planning” “traffic management” and other comments relating to traffic management.</td>
</tr>
<tr>
<td>Urban/ Good Design</td>
<td>“urban design” and “design” relating to the appearance of the motorway.</td>
</tr>
</tbody>
</table>