

**BEFORE A BOARD OF INQUIRY  
EAST WEST LINK PROJECT**

**UNDER**

Resource Management Act 1991

**AND**

**IN THE MATTER**

Notices of requirement for designations and resource consent applications by the New Zealand Transport Agency for the East West Link Project.

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**HEARING STATEMENT OF DONALD JOHN MCKENZIE  
ON BEHALF OF PORTS OF AUCKLAND LIMITED**

**TRAFFIC**

**DATED 21 AUGUST 2017**

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## 1. HEARING SUMMARY

1.1 I remain of the view set out in my primary evidence regarding the transportation effects of the proposed Port Link Road and Anns Creek Viaduct design on Ports of Auckland Limited's ("**POAL**") sites at 39 and 59 Miami Parade, Pikes Point. In short:

- (a) The Port Link Road fails to provide an effective link to the properties it is intended to service and imposes significant adverse effects of POAL's Pikes Point site.
- (b) The design and operation of the Anns Creek Viaduct could have significant adverse effects on the Pikes Point site's operation and safety as it relates to internal site traffic movements.

1.2 I reiterate, and where necessary, update, these concerns here by reference to material developments since my evidence was filed.

1.3 The concerns set out in my evidence regarding access to the Port of Onehunga have now been addressed through amendments proposed by the New Zealand Transport Agency ("**Transport Agency**") to the conditions for the East West Link Project ("**Project**"). This summary therefore focuses on Pikes Point.

### **Port Link Road**

1.4 The Project proposes the construction of a new cul-de-sac, named the "Port Link Road" generally located within POAL's land at Pikes Point, north and east of Miami Parade. The Transport Agency says that the Port Link Road is intended to provide direct access to the inland ports;<sup>1</sup> provide access to the Project from properties on Angle, Pukemiro and Edinburgh streets;<sup>2</sup> and connect the Project to Miami Parade.<sup>3</sup>

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<sup>1</sup> Primary evidence of Mr Noel Nancekivell on behalf of the Transport Agency, at [10.72].

<sup>2</sup> Rebuttal evidence of Mr Andrew Murray on behalf of the Transport Agency, at [21.3].

<sup>3</sup> Rebuttal evidence of Mr Noel Nancekivell on behalf of the Transport Agency at [7.52(b)].

- 1.5 The proposed Port Link Road includes a standard sized lane in either direction, separated by a flush median, and will be operated as a limited access road.
- 1.6 However, the Port Link Road does not, in my opinion, provide an efficient "link" between the Project and the inland ports it is intended to serve, or the existing wider road network in this part of the Onehunga / Penrose area, other than by way of a future potential "driveway" connection. I also understand that from an operational perspective, POAL considers its Pikes Point site is adequately serviced by the existing local road network such that the Port Link Road would not be of significant benefit to it.
- 1.7 The Project does not involve the construction of access to any of the properties along the western side of the proposed Port Link Road that are currently accessed from Pukemiro and / or Angle streets. Such access would, in my view, make the link a more effective part of the local roading network by connecting these properties directly to the Project. Instead, their access will remain via Miami Parade.
- 1.8 The only property intended to access the Port Link Road directly is Southdown / Metroport.<sup>4</sup> This site is currently accessed from Neilson Street – being the principal arterial road in the area. All onsite operations and vehicle movements are configured towards the efficient use of this access way. The creation of an alternative access way to connect to the Port Link Road would not, in and of itself, enable vehicles operating on the Southdown / Metroport site to access the Project. In my professional experience, a major reconfiguration of onsite activities is often required before a new, alternative, site access can be used, let alone used effectively. This is particularly so at industrial sites where large numbers of heavy vehicle movements are common and site safety is paramount. I am not aware of any onsite reconfiguration plans or activities that would enable Metroport, or the wider Southdown site for that matter, to use the Port Link Road to access the Project.

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<sup>4</sup> Transcript of Hearing Proceedings – Cross examination of Mr Andrew Murray, p 1235.

- 1.9 In addition, other than Metroport, any property wishing to use the link road will need to apply to the road controlling authority for permission to do so.<sup>5</sup> These properties will also need to construct their own access to the Port Link Road, should permission to connect to the link road be given. Accordingly, there is no guarantee that the Port Link Road will in fact provide direct access to the Project from adjacent properties located on Angle, Pukemiro and Edinburgh Streets.
- 1.10 Further, the area of the proposed Port Link Road overlaps with an existing designation held by Auckland Transport for a local connector road.<sup>6</sup> However, from my understanding of the operation of the POAL land, the proposed Port Link Road will not enable any further or improved access to the POAL land, or the other inland ports, than would otherwise be available from utilisation of the current designation within the Unitary Plan to provide for the connection of Miami Parade to the Project. As discussed in Mr Kirk's statement and evidence, the proposed Port Link Road impacts the efficiency and effectiveness of POAL's port land, rather than enhancing its access and use.
- 1.11 In my opinion, if improving local vehicle circulation and access to the inland ports and surrounding area is the objective in this location, a much larger and more connected public road should have been proposed. Accordingly, I remain of the view that the Transport Agency should have more fully explored options for upgrading / extending existing public roads to achieve the desired efficient connectivity between the surrounding land use and transport network links to the Project.
- 1.12 I understand that the Transport Agency intends that the Port Link Road will provide access to KiwiRail's Southdown site, which includes Port of Tauranga's MetroPort operation as well as other operations within the wider Southdown site. As Mr Kirk has set out in his evidence to this hearing on behalf of POAL, the particular location of the connection between the proposed Port Link Road and the

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<sup>5</sup> Transcript of Hearing Proceedings – Cross examination of Mr Noel Nancekivell, p 1037 and 1038.

<sup>6</sup> Auckland Unitary Plan, Operative in Part. Chapter K; Designations: Auckland Transport, 1701. Primary evidence of Mr Noel Nancekivell on behalf of the Transport Agency, at [15.63] and, Transcript of Hearing Proceedings – Cross examination of Noel Nancekivell, p 1037.

Southdown site does not integrate with the MetroPort part of the wider Southdown site.

- 1.13 From a wider transport network connectivity point of view, I am also cognisant that the potential use of the Project via the Port Link Road would only serve vehicle movements to and from the south, as the Project does not connect to the Southern Motorway in a manner that would enable movements between MetroPort and SH1 north of Mount Wellington. In this regard, Neilson Street will remain the only available arterial road connection between MetroPort (and other parts of the wider Southdown site) and those parts of Auckland (such as the Port of Auckland) and Northland that are located north of the MetroPort site. The Port Link Road would therefore not replace the Neilson Street connection – it would (if it was able to be connected to the MetroPort and container port activities within the Southdown site) simply reduce a portion of the traffic movements carried by Nielson Street.
- 1.14 Without the appropriate provision of a connected road network between the Project, the neighbouring inland ports/freight terminal areas, and other existing public arterial routes (such as Neilson Street), my opinion remains that the proposed Port Link Road will not contribute to efficient distribution of freight within Auckland and this part of the designation should be removed.

### **Anns Creek Design**

- 1.15 With respect to the Anns Creek Viaduct that lands in the south eastern corner of the Pikes Point site, I remain of the view set out in my primary evidence regarding detailed design and consultation.<sup>7</sup>
- 1.16 While the Transport Agency's primary evidence made amendments to the Viaduct's design to improve the connectivity of this part of the POAL site to the surrounding primary transport network, it did not, and has not yet, consulted POAL (as landowner) in respect of the proposed changes. It is unclear what (if any) constraints would apply

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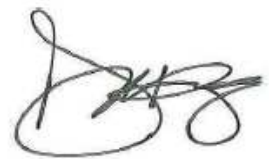
Primary evidence of Mr Don McKenzie on behalf of POAL, at [4.6] – [4.8].

in terms of any future development and/or operational activity in the vicinity of (ie adjacent to) these access points.<sup>8</sup>

- 1.17 In order to address this matter, I consider that a condition is required to ensure that the final design of the Anns Creek Viaduct interchange is undertaken in consultation with POAL (as the landowner).
- 1.18 I understand that Mr Arbuthnot proposed a condition to this effect in his rebuttal evidence, and continues to support its inclusion in any conditions imposed on the Project. Mr Arbuthnot has addressed this condition in more detail in his hearing summary.
- 1.19 Should the Transport Agency accept this condition (or the Board impose it), my concerns with the Anns Creek Viaduct from an internal site traffic management and safety perspective would be addressed.

**Port of Onehunga issues addressed through conditions**

- 1.20 The concerns I raised in my evidence regarding the Project's effects on vehicle access to the Port of Onehunga have since been addressed. Specifically, the Transport Agency's proposed conditions now require that the full access (left turn in / out and right turn in / out) currently available to the Port of Onehunga from Onehunga Harbour Road for all classes of vehicles will be maintained during and after construction of the Project.
- 1.21 I have reviewed these proposed conditions and agree that they are appropriate.



**Donald John McKenzie**

**21 August 2017**

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<sup>8</sup> Notwithstanding the Transport Agency's confirmation that the land beneath the viaduct will be owned by it, as set out in the Rebuttal Evidence of Mr Noel Nancekivell on behalf of the Transport Agency, at [7.52)(c)].