

## APPENDIX V – ENGAGEMENT RECORDS

Waka Kotahi has conducted a wide range of engagement for Stage 1B1 and the wider P2B project, as discussed in section 5 of the AEE. This appendix is a record of the following engagement undertaken for Stage 1B1:

- Meeting minute summaries with landowners of properties that are affected by the Stage 1B1 works (**Error! Reference source not found.**).
- Meeting minute summaries with landowners of properties where site access will be impacted during Stage 1B1 construction (**Table 2**).
- Meeting minute summaries with Network Utility Operators within the Stage 1B1 area (**Table 3**).
- Meeting minute summaries with Auckland Transport (**Table 4**).
- Meeting minute summaries with Auckland Council (**Table 5**).
- Meeting minute summaries with key stakeholders (**Table 6**).
- E-newsletter summaries (**Table 7**).
- Public engagement summary (**Table 8**).

summarises the meeting minutes with the landowners of properties that are affected by the Stage 1B1 works.

Matters discussed	Project response
<p>Meetings 06/08/19, 11/09/20 and 07/10/20.</p> <ul style="list-style-type: none"> <li>■ They already lost significant land previously to widen Beach Road (as part of Erceg Way subdivision) and were told by Council that no more land would be required for a future southbound on-ramp.</li> <li>■ Land acquisition may impact on size, proximity to traffic, site amenity, property values and the design of the boundary wall outside these two properties.</li> <li>■ Land loss may require the pillars and panel/s of the boundary wall to be remade. If wall must be changed, they asked that the work be done by their specialist fencing contractor.</li> <li>■ When refined plans were discussed, they indicated they would prefer a small retaining wall under the relocated boundary wall rather than a slope on the front of the section.</li> <li>■ They are hoping to retain the pohutukawa tree at the front of the property - unfortunately this is not possible.</li> </ul>	<ul style="list-style-type: none"> <li>■ Design refined to confirm land acquisition impacts and reduce land required as far as possible while still meeting project objectives and road safety requirements.</li> <li>■ Indicative property impact plans provided of refined design, plus pegged out on site by surveyor.</li> <li>■ Design will include retaining wall under relocated boundary fence.</li> <li>■ Use of their fencing contractor to be raised with project contractor.</li> <li>■ Property purchase negotiations underway.</li> </ul>
<p>Meetings 18/09/19, 20/08/20, 02/10/20, 18/11/20 and 7/5/21.</p> <ul style="list-style-type: none"> <li>■ Initial land requirements discussed would significantly reduce their available overflow carparking land for events. They are required to retain the current number of carparks onsite as part of the resource consent for the hotel under construction. During horse sales, all activities must be fully contained on site.</li> <li>■ Concern should construction works disrupt large horse sale events.</li> <li>■ Diseased trees on the motorway boundary need to be replaced so a visual screen of SH1 traffic is maintained for the horses' safety during sales. The trees have been unable to be</li> </ul>	<ul style="list-style-type: none"> <li>■ Design refined to confirm land acquisition impacts and reduce land required as far as possible. Indicative property impact plans provided of refined design.</li> <li>■ Design team have assessed stormwater modelling and treatment options.</li> <li>■ A proposed visual screening solution has been developed for consideration by the NZ Bloodstock Ltd Board of Directors, involving a fence to be erected on NZB land to shield main</li> </ul>

replaced due to boundary uncertainty. Essential that SH1 visual screening is maintained during any changes for the horses' safety.

- Construction of hotel currently underway, and will open in 2021. Design files were provided to ensure no clash between hotel plans and project design.
- Concerns expressed about public access to the property from the existing and upgraded culverts and cycleway, and site security given previous thefts.
- Interest expressed in a connection from the cycleway into the new hotel on the Hingaia Road boundary.
- First Gas and Council stormwater lines, and a Transpower easement are present on Hinaiu Road.
- No hotel water from Watercare yet. The creek area on the southern boundary is prone to flooding.

horse parading areas from sight of the motorway.

- Adjacent construction works could be reduced/halted during sale events. The contractor will liaise with the Operations Manager.
- Access to SUP from adjacent sites to be considered as design progresses.

Meetings 18/09/19, 21/02/20, 16/04/2020, 02/06/20, 29/09/20 and 20/11/20

- Concern at size of initial land area required for the SUP which would impact on subdivision underway. There are sections that would potentially become unusable due to land lost plus no build zone for overhead transmission lines.
- Concern that loss of land would create issues with the subdivision's requirement for an earth bund on the SH1 boundary. Waka Kotahi asked to support an application to replace their bund requirement with acoustic treatment of dwellings.
- Concern at loss of boundary trees, replacement at new boundary preferred.
- Concern that widening of culverts under SH1 would cause increased downstream flow to western neighbours.
- Interest expressed in a connection between SH1 pathway and site and ideal connection point discussed.

- Design refined to confirm land acquisition impacts and reduce land required as far as possible. Indicative property impact plans provided of refined design.
- Team working with PPL on amending PPL consent requirement for earth bund on SH1 boundary.
- Shared path connection near middle of site being incorporated into project design.
- The Public Works Act requires reinstatement works at the new boundary on a like for like basis.
- Downstream flow to west of PPL confirmed acceptable by Auckland Council

Meetings 09/07/19, 06/12/19, 15/07/20 and 07/10/20.

- Concern at amount of rubbish coming through existing culverts and increase if culverts upgraded. Discussed the stormwater design, where the culverts are, the outfall locations, purpose of the proposed rip rap. A finer screen at the scruffy dome end of the culvert will be installed to capture rubbish. Images shared of what the area would look like once completed. No work should occur on the property without permission.
- General questions and discussions re noise walls, likely tree removal, fencing of new boundary and boundary (encroachment) corrections. Land acquisition required for the SUP and stormwater management, though the extent is unknown. Property values and compensation were discussed. The landowner advised that a Vodafone tower is located at the SH1 edge of their property. The landowner prefers that the cell tower needing to be relocated should not be moved closer to the dwelling.

- Design refined to confirm land acquisition impacts and reduce land required as far as possible to address landowner's concerns. Indicative property impact plans provided of refined design.
- Property subsequently sold, with settlement in March 2021
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Meeting 30/03/21

- Property purchased as development site. Concerned at extent of land required, asked if retaining walls could reduce the land required further.
- Concern over length of time the property acquisition process might take, wants to agree/confirm and progress quickly.

- Design already refined to reduce land required as far as possible.
- New owner provided with plans of refined land requirements, but further reduction is unlikely.

Meetings 2/8/19, 14/11/2019, 14/01/20, 30/03/2020, 3/06/20 25/8/20, 16/9/20, 28/10/20, and

- Project update and design interface meeting particularly around the detail of Hugh Green's development where it interacts with the consented stage 1A project at Park Estate Road
- General updates provided on the design of SH1 and SUP, locations of lay down areas, stormwater management, earthworks, ecology mitigation and First Gas trunk line treatment.

- Waka Kotahi to continue to provide project updates.
- Design refined to confirm land acquisition impacts and reduce land required as far as possible. Indicative property impact plans provided of refined design

- Discussions around circumstances where noise walls are provided in Waka Kotahi projects

Detailed in **Table 6** below.

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Meeting 02/08/19

- Indicative property impact concept designs were shared. Currently refining design to confirm land acquisition impacts.
- Property access will be impacted by need to replace Bremner Road overbridge and lift the road. Waka Kotahi may need to buy the property, and neighbouring property, outright if alternative access cannot be provided.
- Discussed status/ownership of land parcel strip along motorway – later determined to be DOC land.

- Design to be refined to inform land required and impact on property access.
- Property subsequently sold in late 2019.

Meetings 15/06/20, 22/07/20 and 16/10/20

- Indicative property impact concept designs were shared. The property is/was used to store driveable vehicles for the landowner's demolition business. The dwelling may become a rental.
- Part of the property frontage may be required for an access, as the road will need to be raised and direct access may not be feasible.
- Subsequently discussed full land purchase due to further design developments and the proposed location of a stormwater pond on the property. Outlined the process, independent valuations for each party and valuations.
- Landowner asked if land purchase was compulsory or did landowners need to agree? However, landowner indicated a willingness to enter property negotiations, subject to price.-

- Initial design further developed to include a stormwater pond on this property to meet project's stormwater treatment requirements, and therefore potential full purchase now indicated.
- During property negotiations, Waka Kotahi will pay for landowners to get independent valuation and legal advice. Property negotiations underway.
- Design already refined to reduce land required as far as possible.

Meetings 15/06/20, 16/07/20 and 14/11/20

- Initial design further developed to include a stormwater pond on the neighbouring property,

- Discussed existing land use. Landowners will hold off on re-concreting the driveway due to the project.
- Property access is likely to be affected as the road will need to be raised, and direct access may not be feasible. Alternative access across neighbouring property may be possible, with a retaining wall at the roadside boundary.
- Questions asked about the provision of noise walls and the extent of SH1 widening.
- Landowner mentioned property damage caused by recent construction of nearby footbridge across Ngakoroa Stream (by private developer).
- Access later granted for ground investigations. Updates provided on site and proposed test locations identified.
- Subsequently updated landowners on emerging stormwater design in their area, and close proximity and amenity impact of road and bridge reconstruction. Waka Kotahi are now looking to acquire their property in full.
- Landowners have become concerned over their ability and likelihood of securing a replacement comparable property given their health challenges and financial situation.

and therefore potential full purchase of both properties.

- Property purchase negotiations underway.
- Design options ongoing.

Emails 14/07/20

Meeting 25/5/21

- Email chain regarding ground investigation works in Auranga Development area on Bremner Road.
- Proposed ground investigation location plans and an explanation letter were provided to the landowner.
- Meeting: discussed development timeframes and potential effects to this property
- Developer advised land has been subdivided and sold. Changes to ground levels may mean that no batters or retaining works and therefore land may be required

- Design refined to confirm land acquisition impacts and reduce land required as far as possible.
- Development staging plan provided by Auranga.
- Plans of Bremner Road upgrade provided.

Discussed in **Table 5** below.

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- Meeting times to be confirmed

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Emails 16/07/20 and 20/07/20

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- Introduced the project and the ground investigations.
- Further meeting times to be confirmed

Emails 01/07/20, 03/07/20, 06/07/20

- Discussed access for ground investigations.
- Further meeting times to be confirmed

- Landowner signed land access form for ground investigations.
- Project team to share the data collected from ground investigations once the work is completed if landowner desires.

Meetings 31/07/19 and 19/10/20. Phone contact i24/03/21 providing project update.

- A project overview was provided, and the initial land requirement expected from the property. The initial landowner opposed any land purchase unless it was replaced/swapped with adjacent land he was seeking to purchase after a road-stopping application submitted to Auckland Transport.
- The landowner was advised that Waka Kotahi is not the road controlling authority for the adjacent paper road and could not influence the outcome of the road stopping application.
- The existing boundary encroachment was highlighted to the inheriting owner, which would be required for the project. This

- Design refined to confirm land acquisition impacts and reduce land required as far as possible.
- Indicative property impact plans provided of refined design, plus pegged out on site by surveyor.
- Land required for the project has subsequently been fenced off by new tenant KiwiRail.

and the refined land requirement could be marked up by a surveyor to assist discussions.

- Subsequently advised that property is now leased to KiwiRail for duration of Papakura to Pukekohe electrification project.

Meetings 5/11/19, 23/6/20, 14/10/20. Phone contact 24/03/21.

- Discussed Supporting Growth open days they attended, where Mill Road would cross the motorway, land zoning, developer master plans at Drury including to cross the motorway at Pitt Road, developer approaches to buy their property, etc.
- Concern about how much land initially shown as being required from the property, which could affect the viability of their nursery business and impact their workforce.
- They had planned to rebuild site office but will put on hold. Land take at their site entrance may affect large vehicle access and require yard rearrangement. The timing of any land purchase also needs to be understood, as they must plan their planting schedules in advance.
- Waka Kotahi will refine the design to minimise land requirements and work with them on operational requirements for truck access if negatively affected.
- Previously they bought land alongside railway from KiwiRail as KiwiRail had no access to it.
- Shared and discussed updated plans at later meeting. A retaining wall plus moving the off-ramp further north will minimise the land required. Plans requested so they could be marked out on site. Expected timeframes also discussed.
- Design team is still reviewing the end of Pitt Road as a turning circle may be required – they would prefer not due to impact.
- Owners have indicated their business could supply plants for the project.

- Design refined to confirm land acquisition impacts and reduce land required as far as possible to minimise business impact.
- Indicative property impact plans provided of refined design, plus pegged out on site by surveyor.

Meetings 6/8/19, 08/07/20. Phone contact 02/10/2020

- Property purchased for development potential. Just sitting on it at present, no hurry, but keep him informed of design progress.
- Discussed requested ground investigation works at the property. The evolving design may necessitate full purchase given the likely impact.
- Landowner voiced frustrations with Auckland Council but gave permission for ground investigations on the property once suitable timing was arranged with tenant.
- Confirmed approval given to proceed with the formal acquisition process; owner happy for LINZ accredited supplier to contact him directly rather than meeting Waka Kotahi again.

- Design refined to confirm land acquisition impacts..
- Full purchase negotiations underway.

Discussed in **Table 3** below.

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Meetings 27/6/19, 31/7/19, 2/10/19, 23/06/20, 2/10/20 (also 8/7/20, 23/7/20 and 25/7/20 regarding ground investigations only)

- Landowners well aware of Council structure planning and developer plans in Drury area. Nearby Watercare and Chorus utilities discussed.
- New home plus engineering workshop on site, they intend to use the property as an investment for their retirement. They need to be kept informed regularly and in advance given the impact on their future plans.
- Detailed design work at Drury interchange to come, impact may evolve including on Flanagan Road and property access. Worst case scenario could be full purchase of property and business.
- Alternative access would be difficult due to topography and flooding issues.
- Concern at ongoing lack of certainty to inform their future plans and double impact on home and livelihood. Investors

- General updates provided regularly.
- Design refined to confirm land acquisition impacts.
- Full purchase negotiations underway.

interested but lack of information has investors and potential business contracts in doubt/on hold.

- Questions re timing of property purchase and construction, and whether use of property could be retained between the two.
- Permission was sought and granted for property access to undertake geotechnical ground investigations on the property.
- Confirmation given that land acquisition process for full purchase could begin.

Meetings 15/3/19, 2/10/19, 22/07/20, 14/9/20

- General overview and updates provided about the project.
- Indicative property impact plans suggested potentially no land would be required from the property but access may be affected.
- Landowners have a shed on the property and are looking at future development plans.
- Permission was sought and granted for property access to undertake geotechnical ground investigations on the property.
- Evolving design indicated a greater impact on access to the property. If alternative access cannot be provided, full purchase may be necessary.
- Further investigations indicated the property would be an ideal location for a stormwater treatment pond, which would require full purchase. Landowners adamantly opposed this option and preferred minimised land take and provision of alternative access.
- Advised that alternative access would be subject to successful acquisition of neighbouring properties.

- Design refined to confirm land acquisition impacts and reduce land required as far as possible. However, this is subject to the provision of alternative access, which is subject to successful acquisition of neighbouring properties.

Meetings 5/11/19, 14/10/20. Phone update 24/03/21

- A general project update, programme, plans, timeframes and indicative property impact assessments were discussed.

- Design refined to reduce land required as far as possible and minimise business impact.

- Land zoned for commercial use. Businesses and third-party leases etc. Plans to develop land further would be put on hold given the project.
- Concern at size of potential land requirements and the business viability of the remaining land left over, exacerbated by an existing encroachment into motorway designation. They would seek to retain businesses on the balance of the land given prime location. The Public Works Act process and compensation was discussed. Business reconfiguration on site may be required.
- No noise wall preferred as it would not impact their soft advertising.
- Waikato pipeline at end of Pitt Road discussed. There will be some relocation involved but extents not confirmed yet.
- Minutes and indicative property impact plans provided of refined design, plus pegged out on site by surveyor.
- Will work collaboratively to try and find the best solution/site reconfiguration for the affected businesses once land requirements are finalised.

**Table 2** below summarises the meeting minutes with the landowners of properties where site access will be impacted during Stage 1B1 construction.

**Table 2 Landowners where site access will be impacted**

Property	Property owner	Issues raised	Project response
[REDACTED]	[REDACTED]	<p>Meetings 02/08/19 and 15/06/20</p> <ul style="list-style-type: none"> <li>■ Property access is required and the road will need to be raised, therefore, direct access may not be feasible.</li> <li>■ Property impact plans are not finalised yet due to sensitivity of Opaheke site as part of Stage 1B2.</li> <li>■ The landowners would prefer the driveway trees to be retained to block the view of the motorway.</li> <li>■ The landowners questioned whether their bore close to SH1 would be affected and, if so, whether water would be provided.</li> </ul>	<ul style="list-style-type: none"> <li>■ Property subsequently sold, settlement in April 2021.</li> <li>■ Project team to continue engagement on access options with new landowner.</li> </ul>
		<ul style="list-style-type: none"> <li>■ Property sold to new owner, settlement in April 2021.</li> <li>■ Project team attempting to contact new owner to meet and inform them about project and its anticipated impact on access to the property.</li> </ul>	<ul style="list-style-type: none"> <li>■ Project team attempting to contact new owner to meet and inform them about the project and its anticipated impact on access to the property.</li> </ul>
		<p>Meeting 07/10/2020</p> <ul style="list-style-type: none"> <li>■ An overview of the project was provided, including changes to Bremner Road and Bremner Road Bridge.</li> <li>■ Shared indicative driveway impact plans. Bremner Road Bridge and nearby driveways will be closed during construction. Temporary driveway was discussed due to concerns about the effect on day-to-day business.</li> <li>■ Once the design is completed, this will inform the land requirement plan for temporary site occupation to undertake the work (formal Licence to Occupy).</li> <li>■ Project timeframes and future SGA plans were discussed.</li> <li>■ Site has a business tenant, being HiTech Motorsport.</li> </ul>	<ul style="list-style-type: none"> <li>■ Project team to continue engagement on the access options.</li> <li>■ The construction contractor will work closely with landowner and business tenant to minimise any impact.</li> <li>■ Detailed design ongoing to inform the exact impact and temporary land take required for works.</li> <li>■ Landowner sent meeting minutes.</li> </ul>

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Meetings 2/08/19; 24/09/20

- Presented the current design layout for Bremner Road. The design features one general traffic lane in each direction, footpaths on both sides of the road and a one-way cycleway on the northern side of the road.
- The design showed how the two existing access points would need to be regraded in order to match the footpath levels and comply with AT standards.
- CRML expressed their concerns with the pedestrian and cycle facilities at the exit to their site. This is not acceptable from a Health and Safety perspective.
- It was noted that a temporary access from their site onto Creek Street wouldn't work.
- CRML noted the existing sight distance issues on Bremner Road to the intersection of Victoria Street and various private access points.
- CRML also noted safety issues with the current horizontal curve at the intersection of Bremner Road and Firth Street.
- CRML noted their preference for a retaining wall as opposed to a fill slope into their site.
- The current layout showed no land take was required, however works inside the site would be required to regrade the access points.
- It was noted that part of the reason for the extent of access regrading was to ensure runoff from the road would not enter the site.
- CRML are adamantly opposed to widening the SH1 Bremner Road Overbridge.

- Project team to continue engagement on the access options.
- Project team provided a copy of the proposed layout.
- Design ongoing to inform the exact impact and temporary land take required for works..
- Design will include a small retaining wall at front of site as preferred by CRML.
- Health and safety issues raised to be considered in the design as far as possible.

**Table 3** below summarises the meeting minutes with the Network Utility Operators within the Stage 1B1 area.

**Table 3 Network Utility Operators**

Property	Network Utility Operator (representative)	Issues raised	Project response
<b>Transpower</b>			
	<p>Meeting 24/07/2019</p> <ul style="list-style-type: none"> <li>■ Project team gave a brief of what Stage 1B entailed which is the remaining Stage 1 works up to and including the Drury Interchange. This includes northbound motorway widening for an additional lane, Bremner Road Bridge replacement, Slippery Creek Bridge replacement, a Shared Use Path (SUP) and implementing the multi-model solution, some of which is not within the current motorway designation.</li> <li>■ Any works within 12m of the Transpower Pylons will require close coordination and interactions with Transpower’s engineers.</li> <li>■ Localised adjustments to Transpower towers/poles may not be possible since the cables will also change, and this could affect the designations.</li> <li>■ Transpower recommended that any adjustments to the pole positions should be aligned along the same direction as the existing overhead lines. This option could be processed quicker.</li> <li>■ Transpower indicated that 110kV overhead transmission lines crossing near Drury interchange are likely to become obsolete in 2023.</li> </ul>	<ul style="list-style-type: none"> <li>■ Project team to provide plan, cross sections and proposed earthworks to Transpower to determine if there is any show stopper for each Pylon tower which is in close proximity (i.e. within 12m from the closest edge of Pylon foundation)</li> <li>■ Project team to provide a list of properties affected and or acquired by the project to Transpower.</li> </ul>	
	<p>Meeting 25/09/2019</p> <ul style="list-style-type: none"> <li>■ Transpower and project team mentioned that the Transpower Pylons, particularly at the Drury interchange may be impacted</li> <li>■ Transpower indicated that it is critical Stage 1B design is carried out as soon as possible because the program for a tower relocation can take up to two and a half years.</li> </ul>	<ul style="list-style-type: none"> <li>■ Further engagement to continue between the Project team and Transpower as the design develops.</li> </ul>	

	<p>Meeting 17/12/2019</p> <ul style="list-style-type: none"><li>■ Project team placed design on hold pending results from Auckland Council for flood modelling.</li><li>■ Optioneering for the Preliminary Design to commence post obtaining the flood modelling results which is expected in January 2020.</li><li>■ Project team asked if the BOB-OTA 110kV lines are still planned to be decommissioned. Transpower indicated that this is likely to happen by 2025.</li></ul>	<ul style="list-style-type: none"><li>■ Aurecon to provide latest design available for Stage 1B1 to Transpower.</li></ul>
	<p>Meeting 17/02/2020</p> <ul style="list-style-type: none"><li>■ Project team discussed three options and their potential impact to Transpower assets.<ul style="list-style-type: none"><li>- Option 1 K02: Online option is the most preferred by Transpower as this has the least impact to pylons</li><li>- Option 2 K03: Eastern option is complex as potentially two pylons require relocation along with an additional 110kv pylon to reduce the span width; however, this is feasible.</li><li>- Option 3 K05: Western option is the least preferred due to relocation of 220kV pylon</li></ul></li></ul>	<ul style="list-style-type: none"><li>■ Transpower to send through dispensation report to Aurecon.</li></ul>

#### Meeting 26/02/20

- Discussed three options and their potential impact to Transpower assets through Drury Interchange: Option 1 K02, Option 2 K03 and Option 3 K05
  - Discussed three options and their potential impact to Transpower assets at Bremner Road: Project team warned that Bremner Road will be raised significantly in all three options.
  - Transpower advised that the minimum clearances depend on road classification and type of overhead line (8m clearance for 110KV over local road and 9.5m for high use road)
  - Transpower advised the consents are required for raising the pylons above 15% of the existing height.
  - Transpower will discuss with Calibre to carry out a high level assessment of all three options to determine the impact on the overhead lines and pylons, also taking into consideration environmental and property impacts.
  - Transpower confirmed that indicative timeframes for relocation of the towers is 24-36 months which includes detailed design through to securing services.
- Project team to check status of Bremner Road. Post meeting it was confirmed this will remain as a local road.
  - Project team to confirm whether lowering the road is an option. Post meeting Transport team confirmed Bremner Road will need be raised and cannot be lowered.
  - Project team to send through long sections of each option for Stage 1B1 that show the proposed clearances of overhead lines
  - Transpower to discuss with Calibre timeframes to carry out impact assessment of the three options for Stage 1B1

#### Meeting 11/03/20

- Assessment summary of the three options: Option 1 K02 (preferred option), Option 2 K03 and Option 3 K05 (high risk and cost)
  - Assessment summary of Bremner Road: 110kV overhead clearance does not meet the standards. 220kV overhead clearance can be met.
  - Designs are in early stages of optioneering and the assessment undertaken so far should be sufficient.
  - A more detailed assessment will be undertaken once the preferred option has been developed.
  - Transpower asked Aurecon what model they used for the existing clearances. Aurecon noted it was from the survey information and would double check this matched the model provided by Transpower.
- Transpower to provide response for dispensation letter review comments.
  - Project team to confirm road classification of Bremner Road with SGA.
  - Project team to confirm whether the survey of overhead lines matches the Transpower model.
  - Project team to confirm whether stakeholders are attending the MCA workshop.
  - Transpower to find out if they can provide Project team with TPD01401 document that states the overhead clearance requirements for road classifications.

- SGA development on Bremner Road will increase traffic flows and public transport on the bridge in future. When the road classification is upgraded, the overhead clearances will increase.

Meeting 15/04/20

- Project team requires minimum overhead clearances for Bremner Road and SH1 will guide design development.
- A detailed assessment of the impacts would still need to be carried out, to provide an estimate of the impacts to pylons and overheads.
- Transpower also received a design from SGA for Bremner Road in order to align assessments.
- Project team are in the process of developing the design and plan to have an updated model by mid-May. Calibre should continue with their high level impact assessment on the design they currently have as it will provide an estimate of the impacts to pylons and overheads.
- Project team is looking to freeze the footprint required for Drury I/C (Bremner Road to Quarry Road) by July.

- Transpower to provide minimum overhead clearance and findings from high-level impact assessment
- Project team to continue to liaise with SGA and provide a coordinated design for Bremner Road.
- Project team to provide a high-level programme for Drury Interchange to Transpower for comments/inputs.

Meeting 29/04/20

- A high-level impact assessment of the Bremner Road and Bremner Road Bridge design was presented to the project team.
- The high-level impact assessment was based off a medium road classification. It also did not include TP DL 14.01 clearances. High road classification will need to be applied as future traffic volumes for Bremner Road will be in excess of 20,000vpd. This will increase the necessary clearances.
- Transpower noted that the 220kV lines are critical infrastructure and more difficult to relocate/redesign. Transpower prefer to have the design aim for 10.5m clearance.
- Bremner Road is currently a main route and needs a higher clearance.

- Transpower to send through high level impact assessment report and Conceptual Design Report.
- Project team to co-ordinate with SGA and confirm suitable tie-in levels on Bremner Road.
- Project team to send Transpower a high Level programme for integration of P2B design, their review and comment.
- Transpower to assess the relevant requirements and understand the risks and consequences.

Meeting 13/05/20

- Project team to send latest 3D model of Bremner Road and Drury Interchange. Project

- Road classification for Bremner Road will be increasing from medium to high importance in 2030 to 2040 (subject to plans by SGA). P2B to be completed by 2023. 110kV line will be decommissioned by 2025.
- Wooden fences around pylons were to keep people away, however, alternative solutions can be developed to accommodate cyclist sight distance along SUP.
- Project team asked Transpower to provide approximate dimensions of the area that the pylon/tower will require so this can be added as a constraint while developing the design. Transpower will provide dimensions to use as a guide.

team to include summary of changes from previous design issue.

- Project team to include summary of changes from previous design issue.
- Transpower to provide dimensions of the area required for new pylon/towers at Drury Interchange.

#### Meeting 10/06/20

- Latest 3D model key changes from the previous design model were discussed.
- KiwiRail are planning to electrify the NIMT train line and their design currently breaches clearance requirements for 110kV lines in Drury Interchange area.
- Transpower discussed the proposed towers/pylons 74A and 74B that will replace the existing Pylon 74

- Project team and Waka Kotahi to contact KiwiRail about the P2P project
- Calibre to carry out their assessment of the Stage 1B design using the latest 3D model.
- Transpower to send Project team a program for completion of CDR and a construction programme.

#### Meeting 24/06/20

- Calibre undertaking optioneering on the impacted pylon at Drury Interchange.
- Transpower would need a resource consent to remove existing Oak Trees along the eastern side of Victoria Street (pylon 74A).
- The Drury Interchange design was discussed, which is dependent on the outcome of property acquisition.
- The NOR / consent lodgement dates were discussed.
- Procurement could start once the type of pole/tower design is confirmed.
- Completing relocation detailed design by early 2022. Dates/programme confirmed at a later date.

- Calibre to provide results from optioneering assessment on pylon relocation at Drury Interchange.

#### Meeting 08/07/20

- Revised programme is still to be determined.
- A single circuit outage would be difficult, and that double circuit outage would likely be a more feasible option for pylon relocation works.
- 24/7 site access requirements need to be confirmed for maintenance work.
- Transpower indicated they had 0.5m construction tolerances for relocation works.

- Transpower to set up the MCA workshop, send through details to relevant parties attending and provide clarification on EPR recommendations.
- Project team to check construction tolerances of road geometry, likelihood of road levels changing.
- Project team to check with wider design team on any discussions held with KiwiRail and/or SGA
- Project team to inform Transpower on any additional constraints that might affect relocation.

#### Meeting 22/07/20

- Project team addressing Road Safety Audit review comments and making some changes to the design as required.
- The clearance optioneering was assessed against requirements of 1401 with an assumption that Bremner Road is classified as a high importance road.
- MCA workshop is to help determine the preferred option. More detail on the preferred solution will be available in the next stage of work as the SSR progresses.
- Target date of August 2022 for starting electrification however Transpower are uncertain if their assets need to be upgraded/raised prior to the P2B works around Drury Interchange.

- Waka Kotahi to provide Transpower with signed Design Dispensation Letter
- Project team to pass on any urgent questions to Transpower prior to MCA workshop (if applicable)
- Transpower to organise a meeting with Project team, KiwiRail and Waka Kotahi to discuss programmes and timelines for interfacing project works such as P2P Electrification.
- Project team to provide updated road model export after addressing the RSA review comments along with a summary of changes.

#### Meeting 26/08/20

- CDR Internal Cost review underway.
- Option A is recommended, as it has more design flexibility compared to other options. For Option B & C, structure modification maybe required
- Construction may take two years.

- Transpower to confirm the date for the planned relocation of their resources to the South Island.
- Transpower to confirm the date of dismantling for the 110kV pylons and OH lines.

	<ul style="list-style-type: none"> <li>■ Transpower is still working on the approval for dismantling.</li> <li>■ For any additional work, a separate agreement is required.</li> </ul>	<ul style="list-style-type: none"> <li>■ Project team to confirm if their work will be continuing up to construction</li> </ul>
<b>Chorus Ltd</b>		
	<p>Meeting 22/04/20</p> <ul style="list-style-type: none"> <li>■ Design still evolving, however, there is an emerging preferred option for Drury Interchange.</li> <li>■ Chorus Exchange Centre (CEC) and Spark Cell Tower (SCT) relocation discussed, along with site constraints, footprint, timing and location. The new facility needs to be built before the existing CEC is vacated. Opportunity to future proof the facility.</li> <li>■ Project team is progressing design for the emerging preferred P2B option (Eastern Offline Option).</li> <li>■ NoR and consenting lodgement dates were discussed.</li> <li>■ Waka Kotahi has not yet commenced any property acquisition for the project.</li> </ul>	<ul style="list-style-type: none"> <li>■ Chorus to provide the minimum land/operational requirements for a reinstated CEC</li> <li>■ Spark to provide the operational/land requirements for the new SCT</li> <li>■ Project team to investigate on locating the land required for the new CEC &amp; SCT considering the requirements provided by Chorus &amp; Spark</li> <li>■ Chorus to provide the process and likely programme for CEC relocation</li> <li>■ Project team to schedule the fortnightly meeting with Chorus</li> <li>■ Chorus to provide list of contact names/details</li> </ul>
	<p>Meeting 06/07/20</p> <ul style="list-style-type: none"> <li>■ Land acquisition was discussed, along with the process under the Public Works Act, a Heads of Agreement (both parties would need legal advice), future proofing and taking a staged approach.</li> <li>■ A turn-around access at some location along the accessway is required, which can accommodate an articulated truck carrying a 40-foot container.</li> <li>■ Potential two-year construction and relocation timeline.</li> <li>■ Need to determine if Chorus Exchange Centre (CEC) will be developed on the residual land.</li> </ul>	<ul style="list-style-type: none"> <li>■ Project team to consider for turn around access along the accessway.</li> <li>■ Chorus to investigate on the feasibility of relocating the CEC within the residual Chorus land</li> <li>■ Chorus to develop a concept design along with a programme for CEC relocation</li> <li>■ Establish an interim agreement between Waka Kotahi and Chorus for the staged approach.</li> </ul>

#### Meeting 19/08/20

- All affected utilities for the works on the eastern side of Drury Interchange will be relocated first, possibly in a combined services trench.
- Limited number of specialized technicians available to work on parts of the network (health and safety).
- Water tank, septic and treatment tank will need to be moved/relocated first before moving the CEC building and Spark tower.
- Project team mentioned that the relocation will be in separate packages or stages: Chorus network north of exchange centre, Chorus network south of exchange centre or CEC exchange centre and Spark tower.
- Chorus preferred their ducts to be within the Waka Kotahi property rather than a private property.

- Project team to prepare a concept design for the duct relocation considering the advantage and disadvantage of relocating it.
- Project team to prepare program of works in coordination with Chorus.
- There is a specific tie-in points for their ducts and Chorus will send the locations (prefers one crossing for their networks).

#### Meeting 20/08/20

- Discussions about the Chorus Exchange Centre Heads of Agreement.
- The current programme is to complete all utility relocations by October 2022. Consenting will be undertaken in parallel at the end of the year.
- Waka Kotahi to engage private landowner behind CEC to acquire adjacent land.
- Chorus confirmed that the relocation design process can be completed in a staged approach. Easements on private property will not be considered.
- Chorus will move the network either side at the same time the CEC is being relocated.
- Discussions around the cost breakdown and the design contract.

- Chorus to verify the buy-back trigger on land to the back of CEC.
- Chorus to draft Head of Agreement document and circulate to wider team for review.
- Project team indicated that a high-level programme of works with key milestones will be provided to Waka Kotahi.

Meeting 04/09/20

- Discussion around the relocation programme and key milestones
- The relocation programme will consist of 4 stages.
- The construction of new exchange building can be completed in parallel with the network relocation design around exchange centre.
- Property acquisition is anticipated to be completed by May 2021.
- Utilities relocation to be completed by October 2022.
- Chorus will complete initial schematic design.

- Chorus to confirm time required for jointing and cutover works, incorporate the key dates and provide the programme of works.
- Chorus to obtain earliest possible date for Exchange Centre design completion.
- Chorus to clarify scope regarding construction of Exchange building.
- Chorus and Project team will work together to complete the civil design works.
- Property purchase negotiations underway.

**Watercare Services Ltd**

Meeting 07/05/20

- Project team provided an overview of the project.
- A workshop was held to decide the preferred option at Drury Interchange.
- Project team site investigations will include the survey of water/wastewater mains.
- There is a Veolia watermain in Bremner Road Bridge and on the eastern side of SH1. Veolia watermain crossing SH1 and NIMT tracks will be impacted by the project and potential relocation will be required.
- At Drury Interchange there are two future rising main alignments crossing SH1 and NIMT rail tracks which are impacted by SH1. Rising main alignment crossing SH1 and NIMT to be diverted prior to construction works.
- The Waikato watermain will be impacted by the SH1 proposed alignment. Sharing costs for cutovers were discussed.

- Veolia to confirm the existing pipes along Bremner Road and provide as-builts for all their assets
- Watercare and Veolia to provide any details/ as-builts for the pipelines within project area
- Waka Kotahi to confirm funding requirements for 1200mm dia watermain
- Waka Kotahi to find out more on the overlap between SGA's Train Station project and P2B
- Project team to find out more information from design team engaging KiwiRail re: work around NIMT bridges
- Watercare to find out if there are any future plans on Pukekohe expressway that will impact Drury South Interchange

Meeting 25/06/20

- The Waikato Watermain relocation was discussed. Easement required by the properties along eastern side of SH1. Crossing the stream then

- Watercare to send through additional as-built information for the 1200 dia Waikato Watermain south of Great South Road

running along Flannagan Road before connecting into existing pipe by pump station. Works will need to be completed within 24 to 48hrs.

- Some works are planned around the existing pump station east of Drury Interchange. Coordination between this work and the project could be explored. Watercare works are expected to finish before the Project team begins.
- Watercare indicated the approvals process for Waikato Watermain relocation will be similar to other relocation design process and will need to go through Engineering Plan Approval process.
- Watercare indicated based on the current and projected water storage levels that it could be 3 years before approval would be given to shut down the DN1200 watermain.

- Watercare to send Project team any information/developments regarding proposed works at existing pump station as the design progresses.
- Watercare and Project team to investigate potential opportunities to coordinate the pumping station works with Waikato Watermain relocation
- Watercare to further investigate and confirm the allowable time for watermain shut off during cut-over works.
- Watercare to provide feedback on the hot tap (wet tap) methodology for watermain relocation.

#### Meeting 20/08/20

- The drought condition in Auckland was discussed. Will likely affect the coming summer and potentially complicate future dates as well.
- The existing BSP & the connections for the PS will need to be transferred to the new WM depending on the final alignment
- Project team is targeting to complete the relocation of all existing utilities by October 2022.
- Watercare requires that the welding & tie-in works are undertaken by their nominated contractor.
- The possible locations of the new watermain were discussed.
- Hot-tap technology for the existing watermain was discussed. Watercare confirmed that they are using the shut and cut methodology, a more practical way to do for pipe tie-in.
- Construction consent for the pipeline is required.
- Book a tie-in a time with Watercare a year in advance, by the end of 2020.

- Project team to prepare optioneering and a memo for the location of the new pipeline and cut over.
- Project team to organize an optioneering workshop.
- Project team to check all watermain consenting and property issues prior to the workshop.
- Project team to confirm with the planner what consents are required for the watermain relocation.
- Watercare will have to develop a management plan for the tie-in and provide support services for the event – Watercare will be compensated for this.
- Project team to notify Watercare when the 85% design is done.

- The design for the watermain relocation will be peer reviewed by Watercare's consultant, and Watercare staff prior to lodging the EPA application.
- Procurement of materials should be done minimum 6 months prior to tie-in date.

#### Meeting 26/08/20

- Calibre recommended Option A for the DN1200 watermain relocation. It also has more flexibility compared to other options.
- Transpower and Calibre indicated that it could take up to 2 years for the construction to be completed.
- The current agreement between Transpower and Waka Kotahi is only for the concept design report (CDR). For any additional works, a separate agreement is required.

Transpower indicated that there are works need to be done in the South Island for approximately 2 years and their resources will be relocated.

- Transpower to confirm the date for the planned relocation of their resources to the south island.
- Transpower to confirm the date of dismantling for the 110kV pylons and OH lines.

#### Meeting 03/11/20

- In order to get into the queue, Waka Kotahi/Project Team to pick a week (note cut-over likely to be scheduled for a weekend) which is practical to do the cut-over. Being in the queue does not guarantee the cut-over on the requested date, however, it gives preference to do the cut-over when the conditions suit.
- Watercare confirmed that an indicative pipe alignment for the DN1200 watermain relocation which shows the two cut-over locations will be sufficient information for cut-over works application.

Regarding works in close proximity to the live water main during construction, Watercare Works over team shall be consulted.

- Aurecon to contact Watercare's Work Over team to discuss about the construction of NIMT bridge while the watermain is still in-situ and live.

#### Meeting 12/11/20

- Aurecon presented and discussed four high-level options for the relocation of the DN1200 watermain impacted by the P2B project. Option 2 was agreed upon as being the best practical alignment due to minimum disruption and changes required to the existing pipeline, and

- Project team to pursue further investigation into Option 2. A technical memo to be created.

is likely to be the most cost effective compared to other options as the length of relocation required is less.

- Watercare confirmed that no further options beyond the four presented is required.

Alternative or a backup option (only if Option 2 becomes not feasible) would be a hybrid of Option 1 & 4. Further discussions will be required prior to proceeding with the alternative option.

- Since the new NIMT bridges are likely to be constructed prior to the cut-over of the DN1200 watermain realigned pipeline, the project team is developing the bridge without physically impacting the Waikato watermain.

#### Meeting 1/12/2020

- Provided an overview on the preferred option 2 investigation that has been undertaken following the last meeting. At the last meeting, options were considered and option 2 was deemed the lowest risk approach for Watercare & the Project, as well as the lowest cost and easiest to install compared to other options.

The key impact areas identified in the option 2 investigation were discussed:

- Flanagan Road alignment
- Hingaia stream pinch point
- Chorus Exchange Centre
- Easement crossing

- In preparation for the cut-over application, Project team to provide Watercare with:
  - Sketches showing the preferred realignment option.
  - Cut-over period/dates
- Project team to put Watercare in touch with property team to discuss the acquisition details.
- Project team to confirm with AT on the requirements for New Flanagan Road

#### Meeting 08/12/2020

- Discussion around the NIMT bridge construction works near the existing DN1200 Waikato Watermain.
- The DN1200 watermain is to be relocated due to the SH1 realignment impact, however the construction of the NIMT overpass is in the critical path so needs to be completed before the watermain relocation.
- Watercare noted that in general the proposal looks acceptable, but is subject to confirmation of the following items: survey of the watermain

- Project team to speak to Waka Kotahi on scheduling the pothole survey.
- Project team to keep the Watercare Works-Over team informed of any updates to works happening around the assets at the NIMT overpass and during the design development.

location, ground conditions, and methodology for constructing the bridge piles

### First Gas

Meeting 15/05/20 and 03/07/20

- Discussed the proposed SUP running along the western side of SH1. Parts of the SUP is expected to encroach the First Gas easement.
  - Options are being developed for the SUP: SUP adjacent to SH1 followed by embankment or embankment adjacent to SH1 followed by SUP
- Project team will discuss this clearance with an electrical specialist and refer to AS/NZS 4853 for further information.
  - Project team to send First Gas plans of shared use path in Stage 1B design for high level review.
  - First Gas to provide the details of the contact person for SGA works, the GIS shape file, material and pipe diameter, anode bed detail, transformer locations and the existing easement lines to Project team

### Counties Power

Meeting 18/03/20

- Project team talked through the high-level design of the project.
  - SUP will run along the western side of SH1 from Papakura to Drury Interchange.
  - Overhead lines north of Slippery Creek Bridge will be impacted as the road is being raised by approximately 3.0m. Undergrounding the section under SH1 was the best option.
  - The overhead lines running from Drury Interchange to Quarry Road are significant as every building has a designated transformer. The preferred relocation option is to divert the poles rather than underground.
- Project team to update Counties Power with more details on the design as it is developed.
  - Project team to continue engagement with Counties Power in order to determine the best outcome for the Project and Counties Power.

Meeting 13/05/20

- High-level design discussed and confirmed assets North of Otuwairoa (Slippery Creek) Bridge.
- South of Otuwairoa (Slippery Creek) Bridge, transformer and HV/LV cables are supplying the industrial area on the eastern side.
- Future widening of Bremner Road bridge will follow similar design approach to Park Estate Road. Overhead cables have been undergrounded. The transformer and Ring Main Unit will need to be relocated/raised along with the road and bridge.
- HV cable alignment currently in northbound onramp of Drury Interchange needs to be moved closer to Victoria Street.
- HV and fibre cables run together along SH22 as overhead cables. LV cable crossing motorway is for lighting.
- Fibre assets in the area. If this is impacted, prefer to relocate fibre along the new Quarry Road Bridge.
- Both HV overhead and underground assets located around Tegal Road.

- Counties Power to send Project team as built information of all their assets
- Project team surveyors to organise site visit with Counties Power to locate all existing services

Meeting 27/05/20

- The transformer next to Bremner Road Bridge on the western side of SH1 will be impacted by the raised road levels. There is a RM Unit at the new intersection to the west of Ngakoroa Stream.
- If just a small section of the overhead lines at Drury Interchange are impacted, the poles can be relocated and can remain overhead.
- If there is a large section impacted, Counties Power will look into undergrounding the cables.

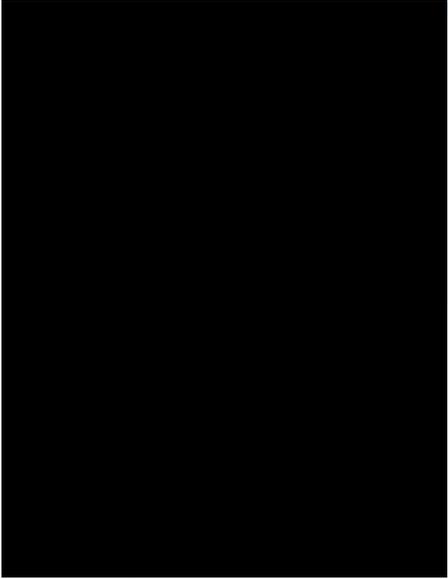
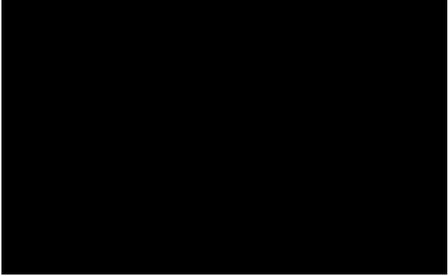
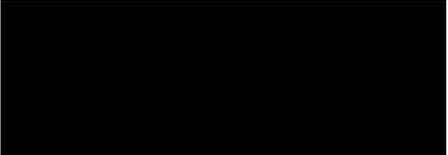
- Counties Power to send Project team as built information of their assets along Bremner Road.
- Project team to update Counties Power with more details on the impacts to their cables / overheads as the design develops.

**Spark New Zealand Ltd**

Meeting 26/03/20

- Drury Interchange:

- Spark to talk to property team about the impacted tower and relocation options.

	<ul style="list-style-type: none"> <li>■ Overview of the three options at Drury Interchange: (online, eastern and western) – eastern most favourable in recent workshop. Eastern option has a significant impact on the Chorus building and the Spark tower will need to be relocated.</li> <li>■ Spark has assets in the Chorus building.</li> <li>■ The new Spark tower will need to be built prior to the existing one is removed (tower remains live).</li> </ul>	<ul style="list-style-type: none"> <li>■ Project team to set up a workshop between Chorus and Spark to discuss relocation options.</li> <li>■ Project team and Spark to continue to share information.</li> </ul>
	<p>Meeting 22/09/2020</p> <ul style="list-style-type: none"> <li>■ Discussion around Spark Cell Tower relocation</li> <li>■ Indicative plan shared showing the design extent and new tower location</li> <li>■ No concern identified in this meeting as everything discussed are in-line with the previous discussions.</li> </ul>	<ul style="list-style-type: none"> <li>■ Spark to confirm on the agreements required in-place for this relocation.</li> <li>■ Spark to confirm on the new Spark Cell Tower location.</li> </ul>
<p><b>Natural Gas Corporation of New Zealand Ltd</b></p>		
	<p>Meeting 15/05/20</p> <ul style="list-style-type: none"> <li>■ Discussed the proposed options being developed for the SUP running along the western side of SH1.</li> </ul>	<ul style="list-style-type: none"> <li>■ First Gas to send Project team the details of the contact person for SGA works.</li> <li>■ First Gas to provide existing easement line around gas main to Project team.</li> <li>■ Project team to send First Gas plans of SUP for high level review.</li> </ul>
<p><b>Veolia</b></p>		
	<p>Meeting 02/09/2019</p> <ul style="list-style-type: none"> <li>■ Project team gave a brief of what Stage 1B entailed which is the remaining Stage 1 works up to and including the Drury Interchange.</li> </ul>	<ul style="list-style-type: none"> <li>■ Veolia to provide as-built information.</li> </ul>
<p><b>Central Comms Limited</b></p>		



Meeting 05/09/2019

- Project team gave a brief of what Stage 1B entailed which is the remaining Stage 1 works up to and including the Drury Interchange.
- Central Comms Ltd indicated that no works are planned between Papakura and Bombay in the project vicinity. However, Central Comms Ltd would like to install a spare duct (size and no. TBC) along the motorway corridor if possible.

- Further engagement to continue between the Project team and Central Comms Ltd as the design develops.

Vodafone



Meeting 29/07/2019

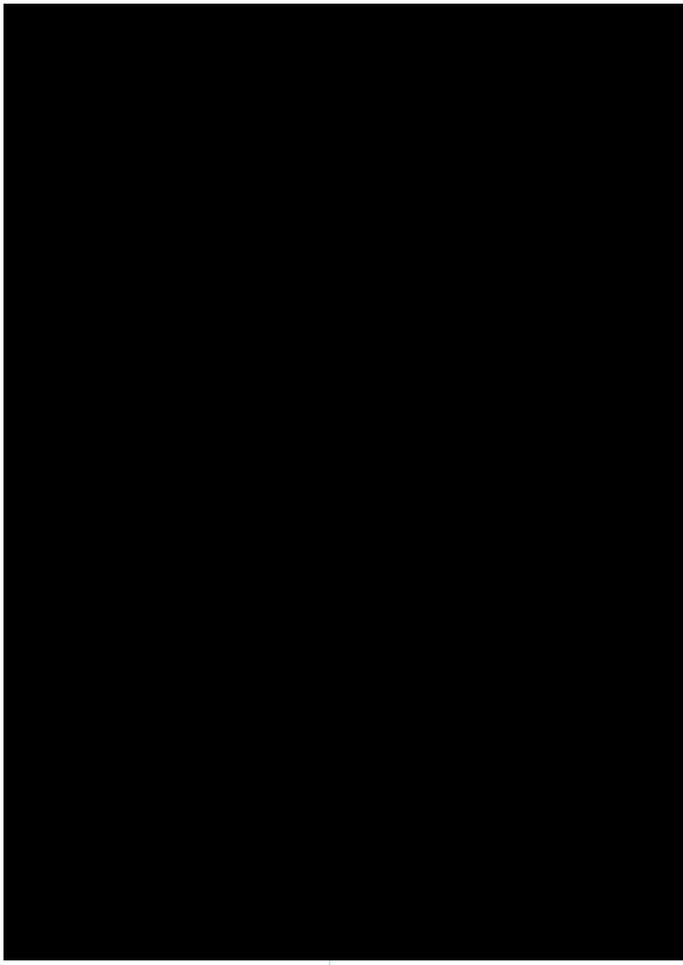
- Project team gave a brief of what Stage 1B entailed which is the remaining Stage 1 works up to and including the Drury Interchange.
- Vodafone indicated that they do not have ducts within Stage 1B project extent.

- Further engagement to continue between the Project team and Vodafone as the design develops.

**Table 4** below summarises the meeting minutes with Auckland Transport.

**Table 4 Auckland Transport**

Road (subject of discussion)	Property owner (representative)	Issues raised	Project response
[REDACTED]	[REDACTED]	<p>Virtual meeting 08/05/20</p> <ul style="list-style-type: none"> <li>■ Introduce SH1 Papakura to Bombay project and staging to these attendees</li> <li>■ Discuss what has been agreed to date for the shared path</li> <li>■ Introduce what we need input on for next stage (Papakura to Drury shared path and local connections)</li> <li>■ Present strategic context (future planned housing development and planned cycle facilities)</li> <li>■ Present current preferred design and layout</li> <li>■ Feedback and inputs session</li> </ul>	<ul style="list-style-type: none"> <li>■ Engagement with AT is ongoing.</li> </ul>
		<p>Meeting 07/09/20</p> <ul style="list-style-type: none"> <li>■ Discussed closure of Bremner Road during construction. AT note benefits of closure, noting the potential for public opposition and potential adverse effects.</li> <li>■ Discussed complexity of Jesmond Bridge construction and need for a departure in terms of freeboard.</li> <li>■ Pitt Road extension across motorway to be reviewed, however, it is difficult to future proof.</li> <li>■ Further discussions to be had around the transport modelling of Drury Interchange.</li> </ul>	<ul style="list-style-type: none"> <li>■ Waka Kotahi to send updated design for Papakura interchange so Auckland Transport can see the currently proposed scope. The Project team sent Auckland Transport the Project plans and proposed conditions for comment on 11/05/2021.</li> <li>■ Waka Kotahi organised a meeting with Auckland Transport stormwater specialists once flood modelling was finalised.</li> </ul>

	<p>Virtual meeting 24/9/21</p> <ul style="list-style-type: none"> <li>Discussed overlapping projects in this location particularly around new bridge to replace Jesmond Bridge and upcoming AT NOR for an arterial road in this location</li> </ul>	<ul style="list-style-type: none"> <li>Agreed to explore options to ensure P2B bridge is fully future proofed for later widening</li> </ul>
	<p>Meeting 17/04/20</p> <ul style="list-style-type: none"> <li>Overview of the high-level concept works being proposed by Waka Kotahi around the Drury Interchange, including along Bremner Road, Creek Street, Victoria Street, SH1 and SH22.</li> <li>Presented a concept long section of Bremner Road showing that the Waka Kotahi works would likely extend from Creek Street on the east of SH1 to the new signal-controlled intersection on Bremner Road and would require the replacement of both the motorway bridge and Jesmond Bridge.</li> </ul>	<ul style="list-style-type: none"> <li>Road design, traffic control and design speed advice raised to be considered in the design.</li> <li>Project team to continue engagement on the design of the roads discussed.</li> </ul>
	<p>Meeting 20/01/21</p> <ul style="list-style-type: none"> <li>Provided an overview of the project and impact on Flanagan Road.</li> <li>AT queried need for access and what the best use of the land was.</li> </ul>	<p>Other design elements agreed were:</p> <ul style="list-style-type: none"> <li>Design speed of 30km/h appropriate</li> <li>Cul-de-sac head likely to be required, however form of this could be reconsidered dependent upon likely users. (i.e. if only single property is expected to utilise road.</li> </ul>

**Table 5** below summarises the meeting minutes with Auckland Council.

**Table 5 Auckland Council**

Property	Key Stakeholder (representative)	Issues raised	Project response
[REDACTED]		<p>Meeting 21/10/19</p> <ul style="list-style-type: none"> <li>■ Meeting to introduce P2B project and its potential impact on Council properties in the project area.</li> <li>■ Discussed maintenance issues at 26R Pescara Point (outside this project scope).</li> <li>■ Advised that motorway bridges at Slippery Creek will be raised by project, which may impact on Council stormwater reserve at 589R Great South Road (now part of Stage 1B2).</li> <li>■ Project may also impact small area at 160 Pitt Road – not of concern.</li> <li>■ Drury Sports Centre advised as being very busy so it would be helpful if the project could avoid impacting the site.</li> <li>■ Council property team would need to report to local boards and governing body for approval to sell any land and propose mitigation options. NZTA to liaise with AC property team.</li> <li>■ Existing boundary encroachment at reserve at 59R/63R Chichester Drive discussed (stage 1A). Noise wall may be installed. Council happy for NZTA to move fence if there is encroachment.</li> </ul>	<ul style="list-style-type: none"> <li>■ Project team and Waka Kotahi to continue ongoing engagement with Auckland Council throughout the Stage 1B1 and wider P2B project.</li> </ul>
		<p>Meeting 20/05/20</p> <ul style="list-style-type: none"> <li>■ Overview of project to date including NZUP</li> <li>■ Proposed project going forward including timeline</li> <li>■ Proposed packaging</li> <li>■ Interaction with SGA projects</li> <li>■ Discussion on Council engagement in future</li> </ul>	<ul style="list-style-type: none"> <li>■ Project team and Waka Kotahi to continue ongoing engagement with Auckland Council throughout the Stage 1B1 and wider P2B project.</li> </ul>

#### Meeting 07/10/20

- Explained scope and introduction of the P2B Stage 1B1 project
- Discussed the technical reports Project team is preparing
- Confirmed that as the definition of the Designation does not include provision for walking and cycling, only motorway purposes, Waka Kotahi will be applying for an alteration to a Designation and a new separate NOR for the SUP.
- The AEE will consist of three sections – the alteration, the new designation and the regional resource consents. The condition set will also be split into three sections.
- Designed the structure of the reports to reflect the fact that the FTA panel will have very limited time to review the application.
- The design team are producing a visual aid to accompany the briefing back to help understand the alignment and the works.
- No major concerns from an effects point of view. However, there are large structures e.g. Drury Interchange.
- Multiple landowners will be impacted; however the takes of land are not significant.
- Discussed approximate lodgement dates.

- Auckland Council will decide which specialist is most suited to review the reports. Auckland Council will use the same specialists that were involved with Stage 1A.
- Project team and Waka Kotahi will prepare briefing packs and discuss these with the specialists. Project team to confirm timeframes for the specialist briefing packs.
- Project team and Waka Kotahi to provide land take maps in the information packs. Auckland Council can sign non-disclosures if required.
- Project team will start briefings and transfer of documents as soon as possible.
- Project team to confirm the process with the EPA regarding the requirement for CIAs.

#### Virtual meeting 28/10/20

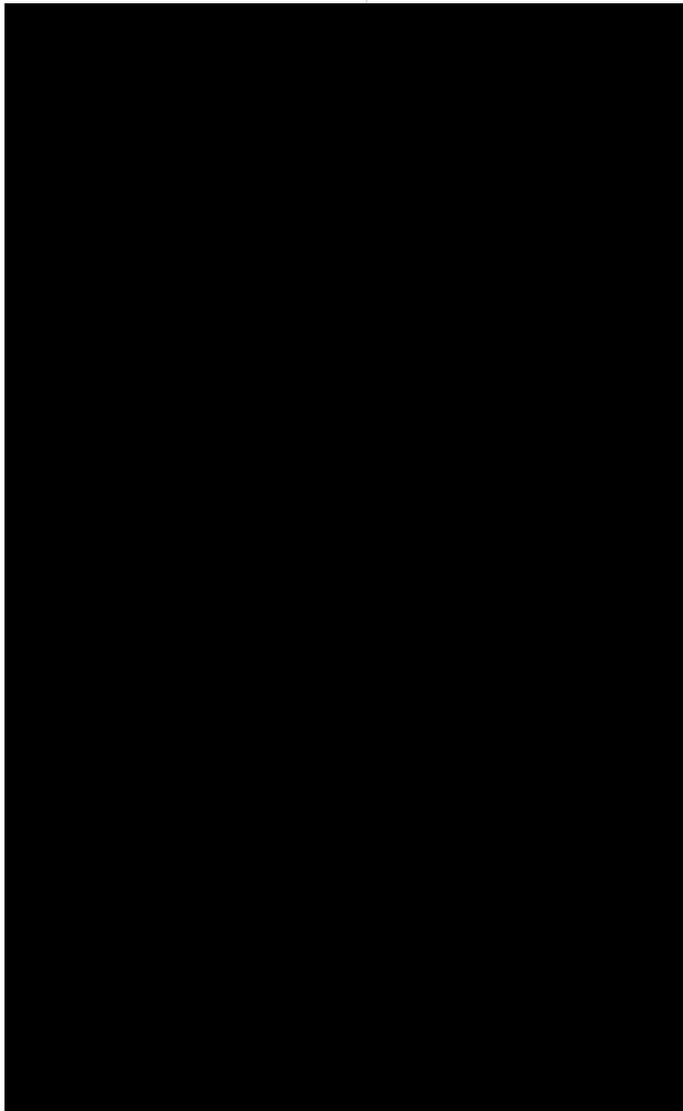
- Plans presented and discussed (and subsequently forwarded to Wendy via email) showing expected project impact on Council reserves at 10R Karaka Road and Drury Sports Complex.

- Project team and Waka Kotahi to continue ongoing engagement with Auckland Council throughout the Stage 1B1 and wider P2B project.

#### Meeting 02/11/20

Discussed hydraulic modelling at the Stevenson's development and the interaction with the stormwater designed as part of Stage 1B1.

- Auckland Council to follow up with Stevenson's on the wetland land use/swap change.



Feedback 08/01/21

- Project team provided the AEE (separate sections), the technical reports and proposed conditions to Auckland Council for feedback throughout November and December 2020.
- Auckland Council provided feedback in January 2021.

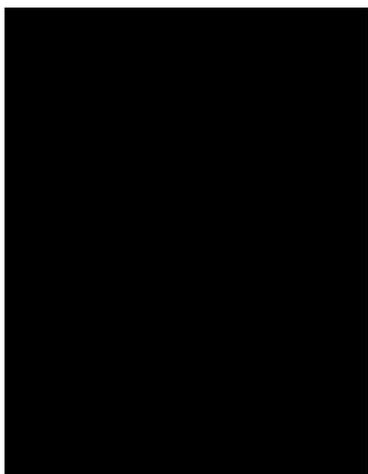
- Project team hydraulic model has been supplied to Auckland Council.

- Project team and Waka Kotahi to take feedback on board prior to lodgement.
- The Project team sent Auckland Council the Project plans and proposed conditions for comment on and 11/05/2021.

Meeting 14/12/20

- Discussed noise walls affecting Council reserves at Jack Farrell Park and Chichester reserve with Auckland Council Parks. Residents at Jack Farrell have been vocal about the need for noise protection. Noise walls would be located as close to boundary as possible – approx. 600mm off so located on motorway land.
- Presented current design plans and location of proposed noise walls at Chichester Reserve and Jack Farrell Park. Auckland Council is generally in favour of walls.
- Auckland Council have initial reserve development plans for both parks (playgrounds etc), however timing is uncertain but not likely before noise walls.
- Some trees would be lost along the boundary to erect noise walls. Planting is desirable to protect walls from vandalism. Manukau Beautification Charitable Trust takes care of graffiti on reserves.
- Boundary encroachment identified at Chichester Reserve as previously discussed with Allan Walton and pegged by a surveyor.
- Project impacts on reserves at Drury interchange (Karaka Reserve and Drury Sports Complex) discussed.

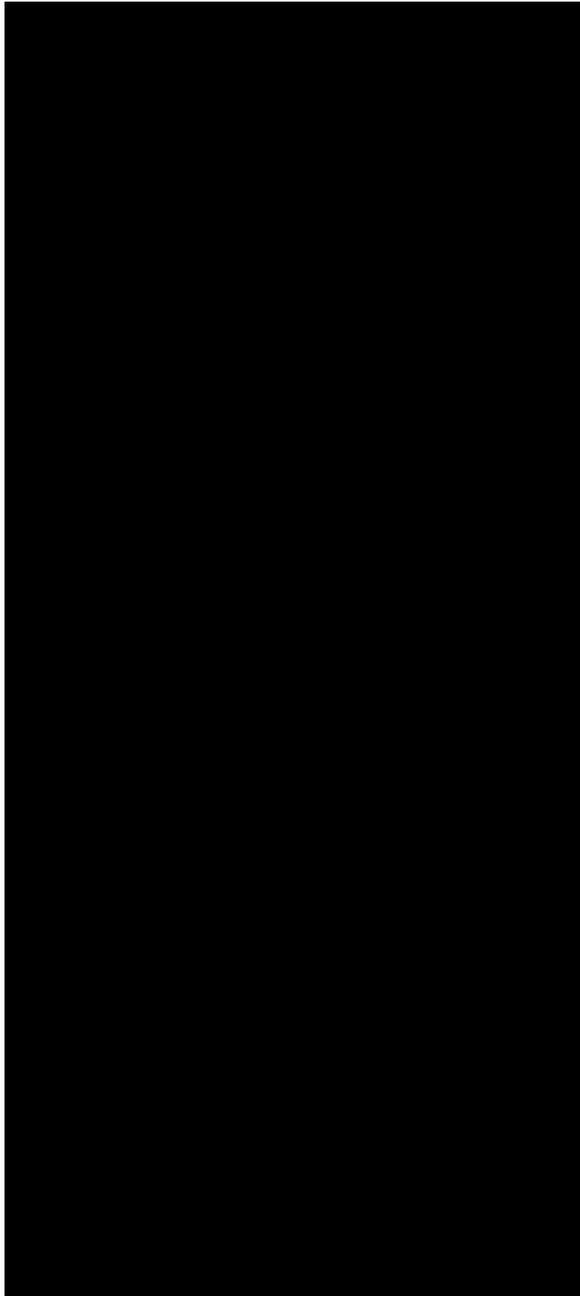
- Waka Kotahi to provide information about boundary encroachment.
- Issues raised regarding noise walls and tree removal to be considered in the design.
- Planting along noise walls to be considered in the design.



**Table 6** below summarises the meeting minutes with other key stakeholders.

**Table 6 Key stakeholders**

Property	Key Stakeholder (representative)	Issues raised	Project response
[REDACTED]	[REDACTED]	<p>Meetings 16/03/20, 05/06/20, 10/07/20, 07/10/20, 05/02/21, 23/03/21 (workshop), 15/04/21, 21/05/21, 26/05/21</p> <ul style="list-style-type: none"> <li>■ Project team members presented information on the Project, including programme, design and different options at Drury Interchange. The Project requires the replacement of the NIMT bridges.</li> <li>■ KiwiRail presented information on the Papakura to Pukekohe project, including programme and contract scope.</li> <li>■ Opportunities to align the project’s designs and programmes were discussed. The location of the SUP, ground investigations and sharing information was discussed.</li> <li>■ In the NIMT bridges detailed design philosophy statement workshop, the following was discussed: <ul style="list-style-type: none"> <li>– Available land is a key constraint. Risk around land acquisition and potential for not getting property was raised. Available land will inform constructability.</li> <li>– Updated KiwiRail specifications, key departures, materials used, bridge options, design details and Block of Lines scheduling was discussed.</li> </ul> </li> <li>■ The Project (NIMT) interface with the Papakura to Pukekohe project, including the impacts along SH22, were discussed in further detail as the designs progressed.</li> </ul>	<ul style="list-style-type: none"> <li>■ The Project team to provide KiwiRail with Drury Interchange options and to set up a meeting with KiwiRail once the preferred option is chosen.</li> <li>■ The Project team to share bridge specimen design to enable KiwiRail to confirm integration with the four-track concept alignment.</li> <li>■ Continued engagement with KiwiRail throughout the design of the Project in order for the two projects to align.</li> <li>■ Design Philosophy Statements for Bridge Design and Geotechnical design submitted to KiwiRail for formal review and feedback and circulated.</li> <li>■ The Project team provided further information to KiwiRail regarding track alignment/geometry, clearance criteria and comment responses.</li> </ul>
		<p>Meetings 18/06/19, 10/09/19, 25/02/20, 07/07/20, 10/11/20, 09/03/21</p> <ul style="list-style-type: none"> <li>■ Project team members presented information on the project, including programme, design and planning updates.</li> <li>■ Stakeholder and community engagement updates.</li> </ul>	<ul style="list-style-type: none"> <li>■ The Project team to continue engagement with the Franklin Local Board.</li> <li>■ Lessons learnt from previous motorway projects will be used to ensure the project</li> </ul>



- Board stressed the construction fatigue experienced by Franklin residents due to ongoing motorway works and was concerned that the project should be completed as soon as possible with as little disruption to motorway users as possible.
- Introduced Stage 1A contractor once appointed, who shared construction staging methodology.

will progress as quickly as possible with disruption minimised as far as possible.

Meetings 12/06/19, 11/09/19, 01/04/20, 15/07/20, 18/11/20, 26/03/21

- Project team members presented information on the project, including programme, design and planning updates.
- Stakeholder and community engagement updates.
- Sharp turn on Bremner Road and stop sign that trucks ignore was discussed (local roads).
- Capacity concerns on Beach Road were discussed.
- Introduced Stage 1A contractor once appointed, who shared construction staging methodology.

- The Project team to continue engagement with the Papakura Local Board.

Meetings 20/07/20, 23/11/20, 27/04/21

- Project team members presented information on the project, including programme, design and planning updates, and community engagement.
- Board asked the project team to also meet with and update the Pokeno Community Board.
- Board suggested that local schools be contacted to distribute information to school parents regarding the project.
- Introduced Stage 1A contractor once appointed, who shared construction staging methodology..

- The Project team to continue engagement with the Onewhero-Tuakau Community Board.
- The Project team now meets the Pokeno Community Committee regularly.
- Schools across South Auckland and North Waikato sent project information ahead of the start of construction, and inviting them to subscribe to receive project updates.

Meetings 07/09/20, 03/05/21

- The Project team to continue engagement with the Pokeno Community Committee.

- Project team members presented information on the project, including programme, design and planning updates, and community engagement.
- Community fatigue at ongoing motorway construction works highlighted, and concern to see construction completed quickly.
- Introduced Stage 1A contractor once appointed, who shared construction staging methodology.

#### Meetings 02/06/20, 4/02/2021

- Shared and discussed early design concepts for SUP between Papakura and Drury interchanges.
- Presented Papakura interchange layout.
- Presented Drury interchange layout.
- Clear preference expressed for grade separated crossings to be incorporated into the design at interchanges, and for the shared pathway alongside the motorway to be located between the noise wall and the boundary, not between the motorway and the noise wall.

- The Project team to continue engagement with Bike Auckland, particularly on the SUP design.

#### Meeting 10/08/20

- Provide general project information and update.
- Share emerging preferred option for Drury interchange redesign
- Receive feedback on interchange plan.
- The SCI extended congestion was noted, stated that they were worried about further congestion and large (5 year) timeframe and queried about any contingency plans.
- Already in tender, selecting from three contractors, told them we don't want a repeat of SCI. Only tendering Stage 1A so a big incentive for contractor to perform well and win future construction stages.

- Waka Kotahi to provide Jonathan Bhana-Thomson with 6m design clearance for motorway over Great South Road. Looking to span the whole 6 lanes and signals.
- Set up regular meetings with key stakeholders and emergency services. The Project team to continue engagement with freight industry representatives.
- Waka Kotahi provided plans to participants confidentially to allow more time for feedback. No further feedback received.

- Queried consultation with stakeholders, e.g. 24/7 access for stakeholders at Park Estate bridge and BP access. Taking account of these in evaluation of tender.
- Auckland Transport's new strategic freight plans. Tender panel is already set. If the NRC has any particular requirements, these can be included in the tender.
- Good to see Drury interchange lifted and freight bypass on ramp. Congestion is bad already around Drury interchange.
- Contractor methodology is key for awarding the contract. Contractor to provide constructability input into Drury interchange design.
- Question was asked when Drury South Crossing will be able to tie into the new spine road and go to Ramarama so as to avoid Great South Road.
- Questions about accessibility at Drury Interchange, as access along Great South Road is very important, need to keep communication channels open.

#### Virtual Meeting 15/12/20

- Provided an introduction to the project, scope, construction and consenting timelines. Design at Drury interchange presented and discussed.
- St Johns are looking at an Ambulance site in Pukekohe and this project (and Mill Road) are important to their advance planning.
- During construction their main requirement is for information that affects their ability to respond to emergency calls - e.g. road closures.
- St Johns to meet with Police and Fire later that week at a District Leadership meeting so would share information on the project with them.

- Project information provided for St Johns to share with Police and FENZ later that week.

Meeting 10/10/19, Hui+site visit 1/11/19, Phone call 05/03/20, Meeting 03/06/21

- Waka Kotahi invited DOC to a site visit with iwi on 1/11/19.

- The property is owned by the Crown and was a stewardship area under DOC administration. The possibility of a bore on the 27 Bremner entrance strip was discussed.
- Discussed the impact of Stage 1B1 on the property. P2B would have a permanent land requirement. The SUP is located entirely outside of the existing designation.
- DOC would be looking for mitigation of effects on the site, including protection and revegetation, weed control, agreed management plan etc.
- Iwi aspirations for the site were discussed..
- Updates on the Project and estimated timelines were provided.

- Waka Kotahi shared archaeologist report and GPR results.
- DOC to share any DOC info on the site and check if neighbours have an easement for water supply.
- Come up with ways the governance relationship could be structured and meet again to discuss and agree upon a framework.
- Governance relationship established and ongoing with Waka Kotahi and value add ideas discussed.
- The Project team to continue engagement with DOC.
- The Project team sent DOC the Project plans and proposed conditions for comment on 11/05/2021.

#### Meeting 08/10/20

- HNZPT want to know all heritage effects, not just archaeology (includes built, Maori and landscape), to review the CVA and CIAs and a list of the Southern IIG members / attendees.
- Potential work to redoubt at Bremner Road. HNZPT prefer works are avoided in this location and will work with Waka Kotahi to come to an acceptable solution.
- Archaeological authority timelines: five days for lodgement, 20 for processing but can be extended to 40 days. Note appeal period follows (12 weeks total is likely).
- Following a similar approach to Warkworth to Wellsford project (i.e. Historic Heritage Management Plan).

- Waka Kotahi to work with HNZPT to work out which iwi to work with for archaeological authority applications. Suggestion is to contact Makere Rika-Heke to discuss whose voices should be reflected in discussions.
- HNZPT need a process to keep abreast of scope of the projects in South Auckland and their overlaps so that details and bigger picture aren't lost.
- The Project team to continue engagement with HNZPT.
- The Project team sent HNZPT the Project plans for comment on 11/05/2021.

Throughout 2019, 2020 and 2021, eight e-newsletters about Stage 1B1 were sent out to the subscriber list. A summary of the e-newsletters is contained in **Table 7** below. Copies of the public engagement summary poster and the e-newsletters are attached below **Table 8**.

**Table 7 E-newsletters**

Date	Content provided
7 June 2019	<p>The following details the P2B project were included in the e-newsletter:</p> <ul style="list-style-type: none"> <li>■ Launch of the design and consenting phase.</li> <li>■ Summarising the purpose of the P2B project.</li> <li>■ Detailing the P2B project stages, specifically what is to be included in Stages 1 and 2.</li> <li>■ Provided general timeframes about the construction timing and sequencing, such as 2020.</li> <li>■ Contact information was also provided.</li> </ul> <p>The e-newsletter can be found here: <a href="https://nzta-sh1papakuratobombay.createsend1.com/t/ViewEmail/t/D156FFB7DAB13A842540EF23F30FEDED">https://nzta-sh1papakuratobombay.createsend1.com/t/ViewEmail/t/D156FFB7DAB13A842540EF23F30FEDED</a></p>
29 November 2019	<p>Further details about the P2B project was provided, which included the following:</p> <ul style="list-style-type: none"> <li>■ How the P2B project is responding to growth in Drury and Ramarama.</li> <li>■ How the P2B project will affect the environment and conducting ecological surveys to better understand the area.</li> <li>■ Waka Kotahi has met with affected landowners for land acquisition purposes.</li> <li>■ Waka Kotahi is co-ordinating with network utility providers to minimise disruptions.</li> <li>■ Stating that Mana Whenua is a project partner and how this is demonstrated through place naming.</li> <li>■ Highlighting the importance of safety during site investigations and construction, as well as the safety outcomes as a result of the new alignment in comparison to the existing motorway.</li> <li>■ Introducing some members of the P2B project team from Aurecon.</li> <li>■ Providing a general timeline for the next steps in the P2B project programme.</li> </ul> <p>The e-newsletter can be found here: <a href="https://nzta-sh1papakuratobombay.createsend1.com/t/ViewEmail/t/C8841873BB463F9A2540EF23F30FEDED">https://nzta-sh1papakuratobombay.createsend1.com/t/ViewEmail/t/C8841873BB463F9A2540EF23F30FEDED</a></p>
30 March 2020	<p>An explanation was provided about why public engagement had paused during COVID-19 Alert Level 4.</p> <p>The NZ Upgrade Programme was explained, along with the investment impacts on the P2B project.</p> <p>Further details about the P2B project was provided, which included the following:</p> <ul style="list-style-type: none"> <li>■ Project staging and timeframes.</li> </ul>

- Project works updates, including ground investigations and working with Mana Whenua.

The e-newsletter can be found here: <https://nzta-sh1papakuratobombay.createsend1.com/t/ViewEmail/t/E4E961FA7252D7E72540EF23F30FEDED>

31 August  
2020

Further details about the P2B project was provided, which included the following:

- General updates on how the design, consenting and ground investigations are progressing.
- Details how the P2B project will improve the whole transport network in southern Auckland.
- Summary of the ground investigations being undertaken for Stage 1B.
- Details about community information events for Stage 1B.

The e-newsletter can be found here: <https://nzta-sh1papakuratobombay.createsend1.com/t/ViewEmail/t/70AF8C51DBD281192540EF23F30FEDED>

25 November  
2020

Further details about the P2B project was provided, which included the following:

- Continued consultation with affected landowners.
- Procurement for construction underway.
- Details about the bridges to be affected by the P2B project, including Bremner Road Bridge, Jesmond Bridge and the bridges at Drury Interchange for Stage 1B1.
- Introducing some members of the P2B project team from Aurecon.
- Detailed the upcoming community information events.
- Provided some traffic facts in relation to the P2B project.

The e-newsletter can be found here: <https://nzta-sh1papakuratodrurysouth.createsend1.com/t/ViewEmail/t/9AE2AB853DC0D1FD2540EF23F30FEDED>

18 December  
2020

Christmas greetings were given, along with a rough estimate of when construction will begin for Stage 1A and when consents for Stage 1B1 will be lodged.

The e-newsletter can be found here: <https://nzta-sh1papakuratodrurysouth.createsend1.com/t/ViewEmail/t/F95BE94F013C67582540EF23F30FEDED>

30 March  
2021

A project update was provided, which included the following:

- Announcement of Fulton Hogan as construction contractor for Stage 1A.
- Key features of the first stage of construction.
- Details about additional works to follow in the next stage.
- Details about traffic impacts.

The e-newsletter can be found here: <http://createsend.com/t-t-B7FBAD46BF1DFBA12540EF23F30FEDED>

4 June 2021

A brief project update was provided concerning:

- The Government announcement that day on the NZ Upgrade Programme, confirming full delivery of Stage 1 but advising that Stage 2 of the project will not be progressed as part of the programme.
- Waka Kotahi to work through the implications but will continue to work with potentially affected landowners.
- A link was provided to a fact sheet covering the changes announced in south Auckland.

The e-newsletter can be found here: <https://createsend.com/t/t-0AEEA93929E0CB6A2540EF23F30FEDED>

In November and December 2020, six community engagement events were held in South Auckland to update the local community on progress, next steps and listen to feedback. A summary of the engagement at these events is contained in **Table 8** below and the poster is attached below.

**Table 8 Public engagement**

Date	Time	Address	Issues raised	Changes made in response
Saturday 28 November 2020	7am – 12pm	Pukekohe Farmers Market (7 Massey Avenue car park, Pukekohe)	<p>The following key issues/themes were raised at all events:</p> <ul style="list-style-type: none"> <li>■ Desire to see faster progress than previous projects on SH1.</li> <li>■ The importance of meeting project delivery timeframes.</li> <li>■ Desire for disruption to residents and road users to be minimised.</li> <li>■ Positive response to route protection.</li> <li>■ Support for infrastructure being future proofed for growth.</li> <li>■ Support for the treatment of stormwater from SH1.</li> <li>■ Positive response to using swales and wetlands for treatment and flood mitigation.</li> <li>■ Support for the walking and cycling path and improved local connections.</li> <li>■ Concern about how people on foot and people on wheels interact on a SUP.</li> </ul>	<ul style="list-style-type: none"> <li>■ Waka Kotahi to keep the features that the community supports when continuing the design of Stage 1B1 and the rest of the P2B project.</li> <li>■ The SUP will be wide enough to accommodate pedestrians and people on wheels. Clear signage and painted lines will help guide people on proper etiquette on SUPs.</li> </ul>
Saturday 28 November 2020	9am – 12pm	Drury Lotto and Superette (234 Great South Road, Drury)		
Sunday 29 November 2020	8am – 12pm	Pokeno Market (44 Great South Road, Pokeno)		
Monday 30 December 2020	4pm – 7pm	BP Connect (Auckland Southern Motorway, Drury)		
Saturday 5 December 2020	9am – 1pm	Bruce Pullman Park (Outside the netball centre)		
Monday 7 December 2020	4pm – 7pm	BP Bombay (Mill Road, Bombay)		