

North Detailed Business Case and Notices of Requirement Manawhenua Engagement Summary Report

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Responsibility	Name
Author	Helen Allison
Reviewer	Kathleen Bunting, Josy Peita
Approver	Kathleen Bunting

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1 Introduction

Manawhenua are recognised as Treaty Partners by Auckland Transport and Waka Kotahi (the NZ Transport Agency) and as such Te Tupu Ngātahi recognises the responsibilities and commitments in engagement with Manawhenua. Auckland Transport and Waka Kotahi's partnerships provide the North Projects with a framework for working with Māori. These frameworks set out a vision to build a strong relationship with Māori, moving towards a second generation of partnership focusing on co-management and co-governance.

Manawhenua have therefore been involved in the development of the business cases, as partners in decision making. Consideration of Manawhenua views has been integral when identifying priorities for investment options.

This document provides a summary of the engagement undertaken with Manawhenua, through the Indicative Business Case phase (IBC) through to Detailed Business Case phase (DBC) and preparation of Notices of Requirement (NoRs).

This report sets out the different Manawhenua iwi and hapū groups with which engagement has taken place, along with feedback provided by Manawhenua and actions Te Tupu Ngātahi has taken in response to feedback received.

2 Manawhenua Engagement Approach

The following section summarises the iwi and hapū who together comprise our North Manawhenua partners. This section also sets out the types of engagement which have been undertaken with our North Manawhenua partners, including meetings, workshops, regular monthly hui, hui on specific matters, and site visits.

Manawhenua have had ongoing monthly hui with the project teams from all North Te Tupu Ngātahi projects from the start of the IBC phase in 2018, and through the DBC phase beginning in December 2019 and ongoing through the NoR process. The purpose of these hui are to update Manawhenua on the progress being made, and to present technical information and findings to Manawhenua as partners, as well as seeking and responding to feedback from Manawhenua. We engaged prior to, during and following wider community engagement.

Work on the North Projects was paused in 2020 due to the impacts of the COVID-19 pandemic. When work recommenced in 2021, ongoing monthly North hui resumed, along with hui on specific matters, as required.

Manawhenua also attended multi-criteria analysis (MCA) option assessment workshops for the projects. The purpose of these workshops was to gather feedback on specific options under investigation by the project team. For the New Rapid Transit Corridor (RTC), Manawhenua also participated in a series of workshops on the Dairy Flat Land Use Integration process with other partners (Auckland Council, WK and AT) from late 2021 to mid-2022.

More information on the feedback received, and how Te Tupu Ngātahi has responded to this, is provided at Section 3 of this report.

2.1 North Manawhenua Groups

Ten Manawhenua groups have been involved in the development of the North network, through long-list design, option evaluation, IBC and DBC phases. The same groups continue to be engaged with through the NoR phase. These groups, and their representatives, are set out in Table 1, below.

Table 1: North Manawhenua Groups

Manawhenua Group	Representative
Te Ākitai Waiohū	Adrian Pettit
Ngāti Whanaunga	Gavin Anderson, Martin Te Moni
Te Runanga o Ngāti Whātua	Anthony Hawke, Anthony Thompson (previously Tame Te Rangi)
Ngāti Maru	Geoff Cook
Te Patu Kirikiri	Paulette Reidy
Ngāti Whātua o Kaipara	Savanna Steele (previously Shona Oliver)
Ngāti Manuhiri	Te-Ao Rosier, Delma O'Kane (previously Peiter Tunder & Fiona McKenzie)
Te Kawerau ā Maki	Edward Ashby, Robin Gordan - Taua
Ngāti Tamaterā	Eddie Manukau, Michelle Wilson
Ngai Tai ki Tāmaki	Zaelene Maxwell - Butler (previously Gabriel Kirkwood)
Ngāti Paoa Iwi Trust	Glen Tupuhi, Harley Wade
Ngāti Paoa Trust Board	Danella & Dave Roebeck
A number of iwi advised in late 2021 that they did not wish to participate in North Projects consultation, including: <ul style="list-style-type: none"> Ngāti Tamaoho Ngāti Whātua o Ōrākei Ngāti Te Ata Waiohū 	

Of the Manawhenua listed above, the level of engagement with project teams has varied. All North Manawhenua are invited to the regular monthly hui and are copied into email correspondence with the project team and via the Alliance Manawhenua Engagement Representative, Josy Peita. However not all Manawhenua regularly attend hui.

Te Kawerau ā Maki confirmed they wished to be engaged with separately, outside of the monthly North hui. Several one-on-one meetings were held with Te Kawerau ā Maki over the course of the Projects. Whilst Ngāti Whātua o Kaipara representative Shona Oliver contributed regularly, Savannah Steele, is yet to attend a hui.

Ngāti Manuhiri and Te Kawerau ā Maki have also been commissioned to prepare a joint Cultural Impact Assessment (CIA) for the North Projects for the NoR phase.

2.2 Manawhenua Site Visits

In June 2020, a Manawhenua site visit of the North and North West project areas took place. In the North, only the strategic project sites were visited (for the rapid transit corridor (RTC) and SH1 upgrades), as work on local projects had not yet begun.

All North Manawhenua were invited to this site visit. Manawhenua attendees were:

- Geoff Cook (Ngāti Maru)
- Peiter Tunder (Ngāti Manuhiri)
- Shona Oliver (Ngāti Whatua o Kaipara).

Feedback received at this 2020 Strategic Projects site visit is documented in Table 3 at Section 3.2.3, below.

A second Manawhenua site visit took place in July 2022 covering the full North network including strategic and local projects. This involved an initial overview of the proposed network, with network maps provided. The existing routes were then driven by the group together with Te Tupu Ngātahi representatives, with discussion, comments and questions occurring afterwards.

All North Manawhenua were invited to this site visit. Manawhenua attendees were:

- Gavin Anderson (Ngāti Whanaunga)
- Geoff Cook (Ngāti Maru)
- Paulette Reidy (Te Patu Kirikiri)
- Delma O’Kane (Ngāti Manuhiri).

Feedback received at this site visit is documented in Table 4 at Section 3.2.3, below.

2.3 Hui

The following table sets out the North hui which occurred through the IBC phase in 2018-2019, during the DBC phase from late 2019 onwards, and the NoR phase from end 2022 onwards. These included business case workshops and pre-workshop options evaluation scoring sessions, as well as workshops on particular matters / projects as required.

Regular monthly hui also took place – the purpose of these hui was to provide updates to Manawhenua on what the North team was working on, to seek feedback from Manawhenua, and to provide responses to queries raised by Manawhenua at previous hui.

Table 2: Manawhenua hui

Date & Phase	Topic	Manawhenua Group Attendees
IBC phase		
17 May 2018	Workshop 1: Problems, benefits, objectives and long-list identification	Ngāti Whanaunga, Ngāti Maru, Ngāti Wai, Te Kawerau ā Maki, Nga Maunga Whakahī o Kaipara, Te Ākitai Waiohua
11 June 2018	Specialist pre-scoring prior to Workshop 2	Ngāti Whanaunga, Ngāti Maru, Nga Maunga Whakahī o Kaipara, Te Ākitai Waiohua, Ngāti Manuhiri, Ngāti Wai, Te Patukirikiri
21 June 2018	Workshop 2: Long-list assessment and development of short-list	Ngāti Whanaunga, Ngāti Maru, Nga Maunga Whakahī o Kaipara, Te Ākitai Waiohua, Ngāti Manuhiri, Ngāti Wai, Nga Maunga Whakahī o Kaipara, Ngāti Te Ata Waiohua
4 July 2018	Update on short-list development, with open discussion	Nga Maunga Whakahī o Kaipara, Ngāti Whanaunga, Te Patukirikiri, Te Rununga o Ngati Whatua, Ngāti Maru, Ngāti Wai, Ngāti Manuhiri, Ngāti Te Ata Waiohua
3 September 2018	Pre-scoring workshop (short-list)	Nga Maunga Whakahī o Kaipara, Te Kawerau a Maki, Ngāti Manuhiri, Ngāti Maru,
13 September 2018	Follow up pre-scoring workshop	Ngāti Manuhiri, Nga Maunga Whakahī o Kaipara, Ngāti Whanaunga, Ngāti Te Ata Waiohua, Te Kawerau ā Maki, Te Ākitai Waiohua
26 & 27 September 2018	Workshop 3 (Day 1 & 2): Short-list to recommended network	Ngāti Manuhiri
5 October 2018	Short-list scoring	Ngāti Manuhiri, Ngāti Te Ata Waiohua, Te Kawerau ā Maki, Te Ākitai Waiohua, Ngai Tai ki Tāmaki,
DBC and NOR phases (these overlapped in terms of timing)		
Monthly - Various dates from late 2019 and ongoing DBC and NoR	Northern Manawhenua Monthly Hui Regular monthly hui occurred during the DBC/NoR phases, which provided updates and sought feedback from Manawhenua	All North Manawhenua invited, attendance varies per month

Date & Phase	Topic	Manawhenua Group Attendees
16 July 2021 DBC	North Strategic – Additional RTC Options MCA Workshop	Ngāti Maru, Te Patu Kirikiri, Te Ākitai Waiohū, Ngāti Whanaunga
1 September 2021 DBC	DBC North Projects hui	Ngāti Manuhiri, Ngai Tai Ki Tamaki, Te Ākitai Waiohū, Ngāti Whanaunga
17 September 2021 DBC	DBC North Projects hui	Ngāti Maru, Ngāti Manuhiri, Ngai Tai Ki Tamaki, Te Ākitai Waiohū, Ngāti Whanaunga, Te Patu Kirikiri, Ngāti Whātua o Kaipara, Te Runanga o Ngāti Whātua, Ngāti Tamaterā
12 November 2021 DBC	Dairy Flat Land Use Integration Workshop Series	Ngāti Maru, Te Ākitai Waiohū, Ngāti Whanaunga
17 December 2021 DBC	Dairy Flat Land Use Integration Workshop Series	Ngāti Maru, Te Ākitai Waiohū, Ngāti Whanaunga
18 January 2022	Hui on the Wēiti – cultural values	Ngāti Maru, Ngāti Manuhiri, Ngai Tai Ki Tamaki, Ngāti Paoa Trust Board)
2 February 2022 DBC	Hui with Ngāti Manuhiri on sites/places of cultural value	Ngāti Manuhiri
10 February 2022 DBC	Dairy Flat Land Use Integration Workshop Series	Ngāti Maru, Ngai Tai ki Tāmaki, Ngāti Manuhiri, Te Ākitai Waiohū
8 February 2022 DBC	Silverdale to Highgate Active Mode Connections workshop (Curley Avenue)	Te Akitai Waiohū, Ngai Tai ki Tāmaki
25 February 2022 DBC	Dairy Flat Land Use Integration Workshop Series	Ngāti Maru
11 March 2022 DBC	Dairy Flat Land Use Integration Workshop Series	Ngāti Maru, Ngai Tai ki Tāmaki,

Date & Phase	Topic	Manawhenua Group Attendees
15 March 2022 DBC	Presentation and discussion of projects of interest to Te Kawerau ā Maki	Te Kawerau a Maki
26 April 2022 DBC	North Manawhenua Workshop	Ngāti Maru, Te Patu kirikiri, Ngāti Whanaunga

Some further Hui occurred, on an as-needed basis, to discuss specific matters. These included:

- A hui in January 2022 to discuss the values of the Wēiti River system and area
- A hui in May 2022 with Te Kawerau ā Maki
- A hui in February 2022 with Ngāti Manuhiri to discuss confidential culturally significant areas within the North Projects area.

Feedback received at these hui is documented at Section 3.

3 What we heard from Ngā Manawhenua

3.1 IBC Phase Feedback

The IBC phase ran from the inception of Te Tupu Ngātahi in 2018, through to mid-2019. Key feedback received through the IBC phase is summarised below.

3.1.1 Feedback Received at Regular Hui

General issues raised in the hui during the IBC phase included:

- That protections need to be in place to protect the environment for future generations in the traditional Manawhenua iwi regions, including for:
 - Waterways
 - Air quality
 - Whenua
 - Food access for wildlife
 - Access to natural food sources for people
 - Access to natural stores of plants and trees for cultural practices
 - Access to open space is important, especially for those in compact housing
 - Access to schools, community facilities, affordable housing is important, and is a key factor for Manawhenua in determining where to live.
- Crossings of the Wēiti River – the general position of Manawhenua was that they do not support further proliferation of crossings of the Wēiti, as these degrade the Awa.

Key Project-specific Manawhenua issues included:

- Curley Avenue Active Mode Connections Project (which was recommended from IBC phase) – the general position of Manawhenua was that they do not support additional crossings of the Wēiti River.

- RTC - Concerns regarding effects on the Significant Ecological Area (SEA) and QEII covenanted area around the Wēiti when possible, alternatives are available.

Key North-specific opportunities identified included:

- Restoring and/or improving SEAs
- Improving waterways
- Creating and/or promoting greener lifestyles
- Mitigation planting and artwork.

3.1.2 Feedback Received in IBC Phase Cultural Values Assessments

CVAs received from Ngāti Manuhiri and Ngāti Maru during the Indicative Business Case (IBC) phase were considered in IBC decisions and the issues raised have been carried through to the DBC phase. The CVA from Ngāti Maru is confidential to the project team, but informed decision making.

As recorded in the IBC document (2019), the key areas of interest within the study area for Ngāti Manuhiri are:

- Land – loss, impacts and loss of natural landscape values
- Impacts of development and earthworks on cultural landscape values
- Development on flood plains and vegetation clearance
- Guardianship over fresh water and recognition of connections with the water
- Loss of ground recharge and additional risk of flooding from impervious development
- Loss of fish passage and protection of aquatic habitats
- Impacts of discharge from sediment and erosion
- Dust, emissions and light pollution
- Loss of nocturnal flight paths and loss of green space/views and aesthetics
- Loss of biodiversity and animal and plant species
- Loss of wāhi tapu and taonga and access to these places
- The way the landscapes urbanise and how this reflects the cultural values and inclusion of Māori people economically and socially.

3.2 DBC/NoR Phase Feedback

Ngā Manawhenua were involved as partners in decision making during the DBC/NoR phases and provided views on options and the scope and design of projects.

3.2.1 Cultural Values and General Feedback

At the hui and workshops outlined in Section 2, we heard from Manawhenua that they were generally supportive of the proposed long-term transport network. Manawhenua highlighted to the project team a number of considerations, including:

- Interactions with intertidal areas are particularly sensitive
- Futureproofing for climate change is essential, including longevity of assets in relation to flooding and stormwater
- Wēiti River has significant cultural value
- Generally support use of ridgelines and existing transport corridor upgrades

- Wetland and freshwater impacts are a significant concern
- Would like consideration of Māori population in the area and access to transport (e.g. access to marae, schools, affordable housing).
- Ideally impacts to highpoints / knolls / puke should be avoided, and if earthworks do occur the readability of the landform should be maintained.

A joint Cultural Impact Assessment (CIA) is under preparation by Te Kawerau a Maki and Ngāti Manuhiri for the NoR phase and will be appended to the Assessment of Effects on the Environment (AEE).

3.2.2 Feedback Received at Special Hui

3.2.2.1 Hui on North Projects

Following Ngā Manawhenua caucusing in August 2021 around the engagement process, two hui on the North Projects were held in September 2021.

At the first hui on 1 September 2021, the Project Team provided an overview of the strategic and local projects, and a summary of the key decisions made previously in 2020.

General feedback included suggestions to improve the engagement process, including:

- Regular hui and workshops
- Timely issue of information packages to Ngā Manawhenua
- Active participation in the decision -making process
- Procurement of specialist consultants for and on behalf of Ngā Manawhenua
- A more effective demonstrative means of showcasing the value-add that Ngā Manawhenua engagement brings to the Alliance model.

Specific feedback was also provided in relation to the RTC project options as follows:

- Ngā Manawhenua did not have a preference in relation to RTC SH1 crossover options SH-03A (Option E) and SH-04 (Option G) but requested further information on the structures required to achieve each option.
- For the Dairy Flat section of the RTC, alignment on the ridgeline was stated as the preferred (RT-04 – Option D), with further information required on future-proofing for storms and flooding, and where bridges will be located.
- Regarding the RTC alignment through the Postman Road Industrial Structure Plan area, Ngā Manawhenua acknowledged there would be impacts on wetlands for both options and requested more information on this. Ngā Manawhenua acknowledged that the main impacts are likely to be from the industrial uses themselves, rather than from the RTC.

The second hui on 17th September 2021 included a general discussion on engagement and feedback, and on Ngā Manawhenua specialist resources. An overview of the Postman Road Industrial Structure Plan was provided, and the Dairy Flat segment of the RTC alignment discussed.

General feedback/discussion included:

- Engagement approach – Enough time needs to be provided for Ngā Manawhenua to ask questions, consider information and provide feedback. TTN-SGA should provide information ahead of hui so that it can be reviewed and considered prior to discussions at hui.

- Discussion around how anticipated sea level rise has been factored into design.
- Feedback that the intertidal zone is important to Ngā Manawhenua.
- Discussion on mapping of Māori population and land use, including access to marae, and how this will be considered.
- Discussion on how feedback from Ngā Manawhenua is considered in decision making.

Specific feedback included:

- Within the Dairy Flat segment of the RTC:
 - floodplain crossings should be minimised.
 - ridgeline alignment should be followed, based on the history of routes and the more limited environmental impacts stemming from following ridgelines
 - the need for and use of structures across wetlands should be minimised.

3.2.2.2 Hui on Wēiti Values

A hui on the values of the Wēiti was held on 18th January 2022. This hui included general discussion, and also covered the RT corridor, SH1 cycleway, Kathy's Thicket SEA / QEII covenant area, Pine Valley Road upgrade, and the previously proposed Curley Avenue Active Mode Connection (no longer in scope, other than the Silverdale to Highgate Active Mode Connection).

General feedback included:

- The need for TTN-SGA to trust Manawhenua as partners in the Alliance in terms of waahi tapu – the reason something is waahi tapu does not need to be disclosed, explained or justified
- A general principle that works in areas identified as waahi tapu are fatally flawed
- A preference to avoid any work in the vicinity of the Wēiti
- A suggestion that some Manawhenua may like to discuss details of cultural significance in private, via individual korero
- Involve Manawhenua in options assessment, and do not make decisions without Manawhenua.

Specific feedback included:

- The area around Curley Avenue has been shown to have significant ecological constraints, and the area is waahi tapu and should be left alone – TTN-SGA should not pursue projects in this area
- Part of the Wēiti to the south west of the Curley Avenue area is badly degraded, and improvement of water quality would be supported, but no other works
- Agreement to discard options running through greenfield areas for the Curley Avenue Active Mode Connections project
- In discussing the impacts on Kathy's Thicket SEA/QEII covenant area (in the vicinity of the RTC project just south of Milldale), it was noted that options which 'hit' this may be acceptable if it is shown that the area on the edge of the SEA is not high value

In discussing the stormwater discharge from the motorway which will run into the Wēiti, it was noted by the Project Team that relevant strict standards in relation to stormwater treatment would apply at the time of detailed design and construction. In relation to the Pine Valley Road Upgrade, it was noted

there was a logical way to weave between constraints along the corridor and that this process should be done in partnership with Manawhenua.

3.2.2.3 Hui with Te Kawerau ā Maki

A hui was held in May 2022 with Te Kawerau ā Maki to discuss the southern tie-in to the North RT corridor. It was confirmed that the project team had selected an emerging preferred option (the western RT tie-in option with no SH1 crossover and cycleway on east). The next steps included option development for the DBC, and notices of requirement. It was noted that a new ecologist would soon engage with Manawhenua.

Te Kawerau ā Maki requested that the discussion in the hui remained confidential. The feedback received was considered by the Project Team in the options assessment and NOR preparation.

3.2.2.4 Hui with Ngāti Manuhiri

A confidential hui took place in February 2022, with Ngāti Manuhiri sharing confidential culturally significant areas of the Wēiti and the Ōkura region with the project team. The feedback received was considered by the Project Team in the options assessment and NOR preparation.

3.2.2.5 Dairy Flat Land Use Integration Workshop Hui Series

In late 2021 through to mid-2022, a series of hui took place regarding land use integration of the Dairy Flat Town Centre with the RTC Alignment. Manawhenua feedback from these hui included:

- The high traffic volumes expected on Dairy Flat Highway could result in a severance issue for the town centre and the RTC.
- Reverse sensitivity issues were flagged in regard to the Dairy Flat Town Centre and North Shore Airport, if the town centre was close to the RTC. Council noted that this is a key reason that land surrounding the airport will have industrial uses, and the town centre would be south of there.
- Manawhenua noted that some geology in the area was more suitable to support intensive development of the town centre than others.
- Manawhenua reiterated that under Te Ao Māori, assessment criteria need to take a more holistic view and consider matters such as connectivity, wellbeing, and not just environmental impacts.
- Manawhenua noted that fatal flaws in their eyes should be a determining factor in decisions.
- Manawhenua requested that cultural sites form a distinct category of their own in the heritage assessment.

3.2.3 Feedback Received at Site Visits

As noted above, a Manawhenua site visit for the North Strategic projects took place in June 2020. Key feedback received is documented in Table 3, below.

Table 3: Manawhenua Feedback - 2020 Strategic Projects Site Visit

Manawhenua Group	Feedback	Action/Response
Ngāti Maru (Geoff Cook)	Understands the need to protect the routes ahead of development	Noted

Manawhenua Group	Feedback	Action/Response
	<p>The sooner a designation is lodged, the better; however, in the aftermath of COVID-19 lockdowns, the urgency may not be as great as previously</p>	<p>Noted</p>
	<p>Query about the viaduct for the RTN through a constrained section near Bawden Road, and whether a viaduct would remove the need to shift East Coast Road</p>	<p>Engineering team considered this but due to the high cost associated with this solution and the desire for future flexibility, considered it prudent to route protect for an at grade option, which is a more conservative footprint. The route protection does not preclude implementation of this solution in the future.</p>
	<p>Signalled ongoing interest in the MCA process and later benefit cost assessment for projects which weigh up cost/benefit</p>	<p>Noted</p>
	<p>Expressed a preference for using existing corridors where possible and building on existing infrastructure, motorway crossings, etc.</p>	<p>Noted. The RTC options follow SH1 for the southern section but (as selected at IBC) a new route through Dairy Flat is preferred to support growth and enable a future urban environment that supports a strong shift to public transport</p>
<p>Ngāti Manuhiri (Peiter Tunder)</p>	<p>There are multiple options identified as was discussed. From a resource efficiency point and trying to minimise the impacts on the environment, it would be good to utilise existing road networks as much as possible, rather than create new routes from scratch (this is not always the best or most practical option, but as a principle it is a good starting point).</p>	<p>Noted. The RTC options follow SH1 for the southern section but (as selected at IBC) a new route through Dairy Flat is preferred to support growth and enable a future urban environment that supports a strong shift to public transport</p>
	<p>As has often been raised, a focus on protecting SEAs, awa and wetlands needs to be front of mind, both with route selection and with project design and implementation. Many of the rural waterways are fairly degraded, unfenced and with little riparian vegetation (and even less native vegetation). If AT could be a leader to incorporate waterway, wetland, and ngahere (forest) restoration into the transport upgrade projects – that would go a long way to setting a benchmark for the right way to undertake development work. Much of the current rural land will be converted into urban residential,</p>	<p>Avoiding SEAs, wetlands, streams (where practicable) was a focus of the optioneering process and design and designation boundary setting. The AEE will look at opportunities for restoration.</p>

Manawhenua Group	Feedback	Action/Response
	commercial and industrial development – this change makes the focus on restoration efforts that much more important to try to retain and enhance nature in the environment.	
	With regard to the northern RTC route - try to maximise the use of the motorway system as much as possible. The pinch point with East Coast Road was a good example where options to squeeze the RTC into the motorway or to possibly create a viaduct system to bridge the pinch point seemed like a good idea. Having the RTC right beside the congested motorway helps to sell the idea that it is much quicker to use public transport than to sit in slow moving traffic in your single person car.	Noted. The RTC options follow SH1 for the southern section. Engineering team considered this but due to the high cost associated with this solution and the desire for future flexibility, considered it prudent to route protect for an at grade option which is a more conservative footprint. The route protection does not preclude implementation of this solution in the future.
	On the same track of thinking, putting a greater value on creating walking and cycling routes rather than creating wider/faster flowing roads should be prioritised if you have to choose between the two. If we make the roading network too good and easy to use, it provides little incentive for people to get out of their cars.	Noted. All corridors include high quality, separated walking and cycling
	It was good to identify the Māori name Ōkahukura instead of Lucas Creek. As a principle the more that Māori names can be used, the better, as this educates communities and normalises the use of Māori names (they have much more interesting stories behind the names as well to understand our cultural history).	Request was made for Manawhenua naming suggestions for new corridors. At the time of lodgement, no names had been provided.
Ngāti Whātua o Kaipara (Shona Oliver)	Echoed the above feedback from Ngāti Manuhiri	Noted
	Commented on the standard and safety of rural roads, several included in the local projects. Noted that these roads serve as key connections between the North and the North West and that roads on the periphery of the study area will likely experience increased traffic and demand.	Road upgrades as part of the local projects will include a drop in speed and separation of active modes. Safety is a key focus for all projects.
	Expressed a preference for using existing corridors where possible and building on existing infrastructure, motorway crossings, etc.	Noted. Most of the projects comprise upgrades to existing corridors

A second Manawhenua site visit took place in July 2022, which included all proposed North projects, with the group driving along existing routes in the study area. Key feedback received and discussions which took place are documented in Table 4, below.

Table 4: Manawhenua feedback – 2022 North projects site visit

Manawhenua Group	Feedback / Questions	Action / Response
Ngāti Whanaunga (Gavin Anderson)	Has the motorway widening been approved by Central Government?	No, the project is part of the North projects for which NoRs will be lodged.
Ngāti Maru (Geoff Cook)	Regarding the proposed corridor next to the proposed school on Upper Orewa Road, what type of school is this?	Primary to senior school
	What is the timing of the development around Pine Valley Road area?	Likely to develop around the 2048 stage of growth.
	How many members of North Shore airport are there?	Quite an active membership base, with aspirations to extend the facility between 300-400m across Postman Road.
	Do Transpower have any plans regarding the lines near Bawden Road, such as undergrounding these?	Transpower have not advised us of any plans.
	Is it possible to deviate from Dairy Flat Highway rural section? (i.e. avoid upgrading main road)	The project team looked at this option at a high level; it is difficult from a grade point of view and constrained by prevalence of SEA areas.

3.2.4 Project-Specific Feedback

Through the DBC/NOR phase, regular monthly hui occurred. Manawhenua provided feedback on various projects as the scope and options for projects was worked through, and as designs were further refined.

Manawhenua option preferences are set out in Section 3.3. More detailed feedback is outlined below.

For local projects where options were not designed, no option preference was sought from Manawhenua but project designs were shared for comment. No specific comment was provided on these during hui; although Manawhenua noted at hui in 2023 that they deferred feedback to Te Kawerau a Maki and Ngāti Manuhiri via the CIA process.

3.2.4.1 RTC

General Manawhenua feedback received on the RTC at hui during the DBC phase included:

- At Milldale and in the approaches to it, a preference was stated to keep the alignment close to the motorway corridor. This was to avoid the significant area of SEA with the QEII covenant.
- Action/response: This was a key focus of the refinement of the design for this area.
- Through the Dairy Flat Future urban area - general support was voiced for RT-04 (Option D) on the ridgeline throughout the optioneering process. Ngāti Maru noted this approach aligns with the history of routes, and results in less environmental effects. Manawhenua noted the waterways in the Dairy Flat/Silverdale West area are not in great condition, and the RT-04 (Option D) alignment may provide an opportunity for waterway improvements.
- Action/response: The Project Team acknowledged this feedback and noted the Manawhenua preference to follow the ridgeline aligns with the Project Team recommendation. At a high level, this option already minimises floodplain and wetland crossings, but this design direction was carried through to the development of the option and the consenting phase.
- Manawhenua queried resilience and structures over floodplains. A general preference was stated to minimise floodplain crossings and structures across wetlands.
- Action/response: The Project Team acknowledged this feedback and noted the Manawhenua preference to follow the ridgeline aligns with the Project Team recommendation. At a high level, this option already minimises floodplain and wetland crossings, but this design direction was carried through to the development of the option and the consenting phase.
- Emphasis placed on the importance of the north-west wildlife link.
- Action/response: Noted. This link has been a consideration in the MCA process through the ecology scoring.
- Manawhenua noted the impacts of heavy winter rainfall along the alignment, and suggested winter site visits be undertaken.
- Action/response: A July 2022 site visit was arranged as noted above.
- In the final round of optioneering for the Pine Valley / Silverdale West RTC segment, general support was voiced for option RT-09B (Option I) subject to confirming whether any known cultural heritage areas were located near the route, further investigation of the floodplain / wetland near the route, and the Project Team confirming with Ngāti Manuhiri, Te Kawerau a Maki and Ngai Tai ki Tāmaki that they also prefer RT-09B.
- Action/response: A further hui was held seeking input from Ngāti Manuhiri, Te Kawerau ā Maki and Ngāi Tai ki Tāmaki to which it was stated Ngāti Manuhiri and Ngāi Tai ki Tāmaki will respond to the project team individually regarding their preferred option. Te Kawerau ā Maki did not attend. No further responses were received from Manawhenua regarding 9B.

A series of hui workshops were held in late 2021 regarding land use integration of the Dairy Flat Town Centre with the RTC Alignment. This feedback is documented at Section 3.2.2.5, above.

3.2.4.2 Pine Valley East Station

Manawhenua feedback received on the new Pine Valley East RTC Station at hui during the DBC phase included:

- Ngāti Maru voiced support for the Park and Ride component of this project, given likely users to the west of the station.
- Action/response: Noted. Park and Ride is provided for in all options considered for the station.
- The presence of a wetland was flagged by Ngāti Maru in the triangular residual land parcel near the existing roundabout connecting Pine Valley Road and Old Pine Valley Road.
- Action/response: The project team agreed this needed further investigation with ecologists to confirm whether it constituted a wetland. (Through the NOR phase of the Project, this was confirmed to be an artificial wetland and not a natural wetland and this was report back at a subsequent hui)
- In the final round of optioneering in 2023, Manawhenua noted a preference for Option D (station over New Pine Valley Road, previously known as Option 4) was preferable.
- Action/response: This was noted and aligned with the Project team recommendation.

3.2.4.3 State Highway 1 Improvements

The SH1 Improvements comprise a number of projects, including:

- New Interchange at Wilks Road
- Upgraded Interchange at Ō Mahurangi Penlink (Redvale) Interchange
- Upgraded Interchange at Silverdale
- Upgrades to SH1 between Albany and Silverdale
- New walking and cycling path (AMC) along SH1 (Albany to Grand Drive)
- Upgraded Interchange at Wainui to incorporate active mode crossing.

General Manawhenua feedback received on the SH1 improvements at hui during the DBC phase included:

- Remaining greenways of value should be protected from environmental degradation; however, it is recognised that options must be practical regarding time and cost and that social issues are also important.
- Action/response: Noted. The Projects comprise an upgrade to the existing motorway corridor. All these issues are considered in the options assessment and option development process.
- It is important to consider ecological impacts beyond the scope of the project/study area – with an emphasis on coastal areas. Concerns were raised around projected sea level rise, the SEAs, key environmental connections, and any impacts on the intertidal zone.
- Action/response: Noted. Effects on coastal areas, sea level rise and SEAs are considered in the MCA process.

Feedback which is specific to each of the North Projects is set out below.

Wilks Road Interchange

Manawhenua feedback received regarding the Wilks Road Interchange component of the SH1 Improvements included:

- Early feedback from Manawhenua was that no strong preference was present, as the area is not considered to be ecologically significant; therefore, safety and social implications should be considered.
- Action/response: Noted. These issues are all considered in the MCA process.
- When assessing the impacts around weaving between Wilks Road and Ō Mahurangi - Penlink on/off ramps, the predicted growth for areas further North (e.g. Warkworth) should be considered. Additionally, the significant variance in traffic volumes already experienced by SH1 during peak holiday times should be taken into account.
- Action/response: The traffic models consider the build out of the full future urban growth and growth of the existing urban areas. Different peak times have also been considered in the analysis including traffic volumes into and out of the motorway service centre.
- In the final round of optioneering (late 2022), feedback provided by Te Ākitai Waiohūa was that Option 4B (Option D) is their preferred option, which they noted is reflected in the MCA scoring. Option 4B (Option D) uses maximum grades between the Wilks Road Interchange and East Coast Road, allowing for a lower SH1 overpass. This aligned with project team preferences. Ngāti Maru and Ngāti Manuhiri advised in November 2022 they had no comments or option preference.
- Action/response: This option aligned with the project team recommendation.

Ō Mahurangi Penlink (Redvale) Interchange

- No feedback recorded

Silverdale Interchange

- No feedback recorded

Upgrades to SH1 between Albany and Silverdale

- Manawhenua wished to understand why some areas of native bush were SEA, but others on the opposite side of the existing corridor were not.
- Action/response: The project team noted that this decision was made during the Unitary Plan process, but that the ecological scoring in the MCA considers some of these non-SEA areas to be high value.

New walking and cycling path along SH1

- Manawhenua noted a new path along the east side of the existing SH1 would be a more pleasant cycling/walking experience, however one along the west side would have more space and service new future growth which will occur to the west (noting the east is already urbanised/urbanising).
- Action/response: Noted. These issues were considered in the MCA. The selected option for this project comprises a new path on the east as far as Bawden Road, where the path switches to the west.
- For the Silverdale Interchange to Wainui segment, Manawhenua noted a preference for Option B (on the east of SH1), as the SEA on the west affected by Option A is seen as highly valuable from a cultural perspective. In addition, Option B on the east also potentially avoids the need for a Curley Ave active mode connection.

- Action/response: This was considered in the option selection. The preferred option incorporates Option B.

Upgraded Interchange at Wainui to incorporate active modes

- No feedback recorded.

3.2.4.4 New Connection between Milldale and Grand Drive

Manawhenua feedback received on the new connection between Milldale and Grand Drive at hui during the DBC phase included:

- A preference for limiting earthworks as much as possible, which increases the opportunity to integrate with indigenous forest in the area.
- Action/response: Due to steep topography, large earthworks are unavoidable for this project. An area of indigenous vegetation (non-SEA and in FUZ so not protected) was avoided by the preferred option.
- An opportunity was noted to remove radiata pine in this area and increase native forest coverage, thereby creating a native carbon sink.
- Action/response: Noted. The preferred option requires removal of some of this radiata pine. As per the proposed conditions to support the NoRs, Manawhenua will be invited to input into the Urban Design and Landscape Management Plan to be prepared closer to construction, including planting requirements.

3.2.4.5 Upgrade to Dairy Flat Highway (rural section)

- Some Ngā Manawhenua groups were supportive of an alternative pathway or active mode corridor through SEA areas, whilst others opposed this due in part to Kauri dieback.
- Action/response: The project team looked at a potential alternative active mode route at a high level; it is difficult from a grade point of view and constrained by prevalence of SEA areas.
- Ngāti Whanaunga, Te Ākitai Waiohua and Ngāti Tamaterā – noted a strong preference to avoid SEAs and protect kauri.
- Action/response: Noted. The optioneering process and subsequent option development looked at the location of Kauri and SEAs, with a strong preference to avoid where practicable. In order to achieve the safety improvements and active mode improvements sought, it is necessary to widen into some SEA areas, noting SEAs are located on both sides of the corridor. Most widening is proposed to the north/east to avoid Kauri and the highest value SEAs which are on the west/south, but some effects are still anticipated and will be addressed in the AEE. There will be further opportunity to avoid/minimise effects in the future detailed design and regional consenting phase.

3.2.4.6 Bawden Road Upgrade and Extension

Manawhenua feedback received from Ngāti Maru, Te Patukirikiri and Ngāti Whanaunga on the Project at hui during the DBC phase included:

- In the last phase of optioneering, a general preference was noted for Option A (Widen existing Bawden Road along its full length, previously known as Option 1.)

- Action/response: This preference aligned with the preferred option.
- A preference to avoid or provide an increased buffer to the floodplain / wetland at the southern end of the route.
- Action/response: As the road needs to connect to Dairy Flat Highway, it is not possible to completely avoid floodplains associated with Dairy Stream. A new bridge is proposed to manage flood hazard risk. Based on the updated wetland mapping prepared during the AEE phase, the alignment avoids natural wetlands at the southern end.

3.3 Manawhenua Options Preferences Tables (DBC phase)

3.3.1 Local Projects

Table 5: Manawhenua Options Preferences - Local Projects

Project Name	Options (preferences noted in columns to right)	Ngāti Maru (Geoff Cook)	Ngāi Tai ki Tāmaki (Gabriel Kirkwood)	Te Ākitai Waiohū (Adrian Pettit)	Te Patukirikiri (Paulette Reidy)	Ngāti Whanaunga (Gavin Anderson)	Ngāti Manuhiri (Te Ao Rosieur)	Ngāti Tamaterā (Michelle Wilson)	Te Rūnanga O Ngāti Whātua (Anthony Thompson)	Te Kawerau ā Maki (Edward Ashby)	Ngāti Whatua o Kaipara (Savanna Steele)	Project Emerging Preferred
Silverdale to Highgate Active Mode Connections (previously named: 'Curley Avenue') (Part of NoR 4)	Option 4B (Option G) - follows the SH1 motorway as a separate facility from Highgate Parkway to Hibiscus-Coast Highway via the south-bound motorway off-ramp with a more direct route through Highgate Parkway	✓ (stated in 8/02/22 hui)	✓ (stated in 8/02/22 hui)	✓ (stated in 8/02/22 hui)			✓ (stated in phone conversation on 22/02/22)			✓ (stated in 15/02/22 hui)		Option 4B (Option G) - follows the SH1 motorway as a separate facility from Highgate Parkway to Hibiscus-Coast Highway via the south-bound motorway off-ramp with a more direct route through Highgate Parkway
Wainui Road Upgrade (NoR10)	Option 1 (Option A) - retains the existing centre line, while widening both sides the corridor between Upper Ōrewa Road and the roundabout at the top of the SH1 southbound off-ramp.	✓ (stated in 17/02/22 hui)	✓ (stated in 17/02/22 hui)	✓ (stated in 17/02/22 hui)		✓ (stated in 17/02/22 hui)	✓ (stated in phone conversation on 22/02/22)					Option 1 (Option A) - retains the existing centre line, while widening both sides the corridor between Upper Ōrewa Road and the roundabout at the top of the SH1 southbound off-ramp.
Upper Ōrewa Road Upgrade and Extension (NoR 6)	Option 2 (Option B) - a new transport corridor extending in a westerly direction from the new Ara Hills development, before extending southwards towards the Russell Road/Upper Ōrewa Road intersection. The option also makes partial use of a paper road north of Russell Road. The proposal is a new road through greenfield FUZ land and was aligned to largely avoid identified floodplains and areas of mapped (non-SEA) indigenous vegetation.	✓ (stated in 17/02/22 hui)	✓ (stated in 17/02/22 hui)	✓ (stated in 17/02/22 hui)		✓ (stated in 17/02/22 hui)	✓ (stated in phone conversation on 22/02/22)					Option 2 (Option B) - a new transport corridor extending in a westerly direction from the new Ara Hills development, before extending southwards towards the Russell Road/Upper Ōrewa Road intersection. The option also makes partial use of a paper road north of Russell Road. The proposal is a new road through greenfield FUZ land and was aligned to largely avoid identified floodplains and areas of mapped (non-SEA) indigenous vegetation.
East Coast Road Upgrade (active modes only) (NoR 13)	Option 1 (Option A) - provides a shared path on one side of the road in segment 2. This option provides a dedicated shared path along the entire corridor, providing connectivity between the FUZ land east of the SH1 corridor and the Silverdale area.	✓ (stated in 17/02/22 hui)	✓ (stated in 17/02/22 hui)	✓ (stated in 17/02/22 hui)		✓ (stated in 17/02/22 hui)	✓ (stated in phone conversation on 22/02/22)					Option 1 (Option A) - provides a shared path on one side of the road in segment 2. This option provides a dedicated shared path along the entire corridor, providing connectivity between the FUZ land east of the SH1 corridor and the Silverdale area.
	Option 2 (Option B) - the active mode upgrade of the rural section of Dairy Flat									✓ (stated in 15/03/22 hui)		Option 4 (Option D) – active mode and safety improvements

Project Name	Options (preferences noted in columns to right)	Ngāti Maru (Geoff Cook)	Ngāi Tai ki Tāmaki (Gabriel Kirkwood)	Te Ākitai Waiohua (Adrian Pettit)	Te Patukirikiri (Paulette Reidy)	Ngāti Whanaunga (Gavin Anderson)	Ngāti Manuhiri (Te Ao Rosieur)	Ngāti Tamaterā (Michelle Wilson)	Te Rūnanga O Ngāti Whātua (Anthony Thompson)	Te Kawerau ā Maki (Edward Ashby)	Ngāti Whatua o Kaipara (Savanna Steele)	Project Emerging Preferred
Dairy Flat Highway Upgrade between FUZ and Albany village (active modes only) (NoR 9)	Highway between Durey Road in the north and Albany Village in the south - with a new cycling path on the eastern side of the highway south of Potter Road. Section from Durey Road to Potter Road has shared path on the west.											upgrade of the Rural section of Dairy Flat Highway between Durey Road in the north and Albany Village in the south - with a new cycling path on eastern side of the highway south of Potter Road. Section from Durey Road to Potter Road has shared path on the west.
	Option 3 (Option C) - the active mode and safety improvements upgrade of the rural section of Dairy Flat Highway between Durey Road in the north and Albany Village in the south - with a new cycling path on the western side of the highway.					✓ (stated in 4/08/22 hui)						
	Option 4 (Option D) - active mode and safety improvements upgrade of the Rural section of Dairy Flat Highway between Durey Road in the north and Albany Village in the south - with a new cycling path on eastern side of the highway south of Potter Road. Section from Durey Road to Potter Road has shared path on the west.											
	Requests to look at alternative alignment	✓ (stated in 17/02/22 hui)								-		
Bawden Road (NoR 12)	Option 1 (Option A) - Widen existing Bawden Road along its full length.	✓ (stated in 2/06/22 hui)	✓ (stated in 2/06/22 hui)	✓ (stated in 22/03 hui)	✓ (stated in 22/03 hui)	✓ (stated in 2/06/22 hui)	✓ (stated in 2/06/22 hui)					Option 1 (Option A) - Widen existing Bawden Road along its full length.
	Option 2 (Option B) - Widen existing Bawden Road at eastern end, connecting to new road following the eastern side of the Huruhuru (Dairy Stream), intersecting with Dairy Flat Highway just east of Green Road.	-	-	✓ Providing environmental effects mitigation to same level as Option 1 (stated in 22/03 hui)		-	-					

3.3.2 Rapid Transit Corridor (NoR 1) and Pine Valley Station (NoR 3)

Note: Only one option was developed for Section 6 of the RTC and for Milldale Station (NoR 2), given the constraints along this portion of the corridor. Therefore, no option preference was sought from or stated by Nga Manawhenua.

Table 6: Manawhenua Options Preferences - RTC and Pine Valley Station

Project Name	Options (preferences noted in columns to right)	Ngāti Maru (Geoff Cook)	Ngāi Tai ki Tāmaki (Gabriel Kirkwood)	Te Ākitai Waiohūa (Adrian Pettit)	Te Patukirikiri (Paulette Reidy)	Ngāti Whanaunga (Gavin Anderson)	Ngāti Manuhiri (Te Ao Rosieur)	Ngāti Tamaterā (Michelle Wilson)	Te Rūnanga O Ngāti Whātua (Anthony Thompson)	Te Kawerau ā Maki (Edward Ashby)	Ngāti Whatua o Kaipara (Savanna Steele)	Project Emerging Preferred
RTC Section 1 Oteha Valley Road to Awanohi	SH-12 (Option D) - RTC on west of SH1 (on northbound berm) with cycleway on the east (and assuming RTC tie-in on west to Albany bus station).	-		✓ (stated in 5/05/22 Hui)	No real feedback to provide – no preference stated. (5/05/22 hui)	✓ (stated in 5/05 hui)	✓ (stated in phone conversation after 5/05/22 hui)			✓ (stated in 5/05/22 Hui)		SH-12 (Option D) RTC on west of SH1 (on northbound berm) with cycleway on the east (and assuming RTC tie-in on west to Albany bus station).
RTC Section 2 Awanohi to Bawden - SH1 crossover segment	SH-04 (Option G) - SH1 widening to the west of the carriageway, south of Awanohi Rd Underpass to south of Bawden Rd bridge; and RT that crosses to the west of SH1 approximately 1km south of Awanohi Rd Underpass. The cycleway alignment continues along the eastern side of SH1 and crosses SH1 south of Bawden Rd bridge to merge back with the RTN.	No preference stated between SH04 (Option G) and SH-12 (Option J) . (5/05/22 hui)		(was previous preference prior to SH-12 being developed)	No real feedback to provide – no preference stated. (5/05/22 hui)	-	-			(was previous preference on 15/03/22, prior to SH-12 (Option J) being developed)		SH-12 (Option J) RT on western side of SH1 from approx. 1km south of Awanohi Road to just south of Bawden Road, where the RT extends westwards into the FUZ. Cycleway on eastern side of SH1 and crosses SH1 from east to west on a bridge near Bawden Road to join the RT corridor. SH1 widening on both sides, as RT uses the northbound berm and additional southbound motorway lanes are shifted over to east to minimise impacts on East Coast Road.
	SH-12 (Option J) - RT on western side of SH1 from approx. 1km south of Awanohi Road to just south of Bawden Road, where the RT extends westwards into the FUZ. Cycleway on eastern side of SH1 and crosses SH1 from east to west on a bridge near Bawden Road to join the RT corridor. SH1 widening on both sides, as RT uses the northbound berm and additional southbound motorway lanes are shifted over to east to minimise impacts on East Coast Road.	No preference stated between SH04 (Option G) and SH-12 (Option J). (5/05/22 hui)		✓	No real feedback to provide – no preference stated. (5/05/22 hui)	✓ (stated in 5/05/22 hui)	✓ (stated in phone conversation after 5/05/22 hui)			✓ (stated in 5/05/22 Hui)		
RTC Section 3 Dairy Flat Integration (Rapid Transit corridor through Dairy Flat FUZ and integration with future town centre)	RT-04 (Option D) - RT with cycleway alignment joining the SH1 cross-over south of Bawden Road Bridge, then following the ridgeline through the centre of the Dairy Flat FUZ.	✓ (stated in 23/02/2022 hui and 30/11/2022 hui)	✓ (stated in 23/02/2022 hui)	✓ (stated in 23/02/2022 hui and 30/11/2022 hui)		✓ (stated in 30/11/2022 hui)	✓ (stated in 23/02/2022 hui and 30/11/2022 hui)			✓ (stated in 15/03/22 hui)		RT-04 (Option D) - RT with cycleway alignment joining the SH1 cross-over south of Bawden Road Bridge, then following the ridgeline through the centre of the Dairy Flat FUZ.
RTC Section 4 Postman Road	RT-04 (Option B) - RT with cycleway alignment through the centre of the Industrial Area (through an area identified in the Structure Plan as heavy industrial). Very similar to RT-06 – other than a slight diversion at the southern end of the segment to connect to Option RT-04 (Option D) in Segment 3. Generally aligns	No preference stated										RT-04 (Option B) - RT with cycleway alignment through the centre of the Industrial Area (through an area identified in the Structure Plan as heavy industrial). Very similar to RT-06 – other than a slight diversion at the southern end

Project Name	Options (preferences noted in columns to right)	Ngāti Maru (Geoff Cook)	Ngāi Tai ki Tāmaki (Gabriel Kirkwood)	Te Ākitai Waiohua (Adrian Pettit)	Te Patukirikiri (Paulette Reidy)	Ngāti Whanaunga (Gavin Anderson)	Ngāti Manuhiri (Te Ao Rosieur)	Ngāti Tamaterā (Michelle Wilson)	Te Rūnanga O Ngāti Whātua (Anthony Thompson)	Te Kawerau ā Maki (Edward Ashby)	Ngāti Whatua o Kaipara (Savanna Steele)	Project Emerging Preferred
	with indicative alignment assumed in Structure Plan. RT-01 (Option A) - RT with cycleway alignment adjacent to the eastern side of Dairy Flat Highway (through an area identified in the Structure Plan as light industrial). Located to west of indicative alignment assumed in Structure Plan.											of the segment to connect to Option RT-04 in Segment 3. Generally aligns with indicative alignment assumed in Structure Plan.
RTC Section 5 Pine Valley / Silverdale west section	RT-01 (Option A) - RT with cycleway alignment adjacent to the eastern side of Dairy Flat Highway (through an area identified in the Structure Plan as light industrial). Assumes one RTC station near Pine Valley Road	-	✓ (22/03 hui)	✓ (22/03 hui)	-	-	✓ (22/03 hui)					RT-09B (Option F) RT alignment crosses under Dairy Flat Hwy / Wilks Road intersection. The RT alignment then passes between the OLFP / flood plain and the historic cemetery site before passing over Pine Valley Road.
	RT-07 (Option D) - RT alignment crosses under Wilks Road and heads north-west towards Dairy Flat Hwy. An RT underpass is proposed at Dairy Flat Hwy before the alignment crosses the OLFP / flood plain and then over Pine Valley Road. Cycleway splits from RT at Dairy Flat Highway, travelling up eastern side of the highway to Silverdale interchange. Assumes one RTC station south of Pine Valley Road		-		✓ Provided environmental effects mitigated to same level as RT-01 (Option A) this option may be preferred (22/03 hui)	-	-	-				Cycleway splits from RT at Dairy Flat Highway, travelling up eastern side of the highway to Silverdale interchange. Assumes opportunity for two RTC stations.
	RT-09B (Option F) - RT alignment crosses under Dairy Flat Hwy / Wilks Road intersection. The RT alignment then passes between the OLFP / flood plain and the historic cemetery site before passing over Pine Valley Road. Cycleway splits from RT at Dairy Flat Highway, travelling up eastern side of the highway to Silverdale interchange. Assumes opportunity for two RTC stations.	✓ (stated in 26/04/22 hui)				✓ (stated in 26/04/22 hui)	✓ (stated in 26/04/22 hui)					
Pine Valley East Station (NOR 3)	Option 1A (Option A1) - Station and park-n-ride west of new Pine Valley Road variant 1A	✓ (stated in 20/11/22 Hui)		✓ (stated in 20/11/22 Hui)		✓ (stated in 20/11/22 Hui)	✓ (stated in 20/11/22 Hui)					Option 4 (Option D) - Station over New Pine Valley Road with Park-n-ride and bus layover to north-east
	Option 1B (Option A2) - Station and park-n-ride west of new Pine Valley Road variant 1B						✓ (stated in 20/11/22 Hui)					

Project Name	Options (preferences noted in columns to right)	Ngāti Maru (Geoff Cook)	Ngāi Tai ki Tāmaki (Gabriel Kirkwood)	Te Ākitai Waiohūa (Adrian Pettit)	Te Patukirikiri (Paulette Reidy)	Ngāti Whanaunga (Gavin Anderson)	Ngāti Manuhiri (Te Ao Rosieur)	Ngāti Tamaterā (Michelle Wilson)	Te Rūnanga O Ngāti Whātua (Anthony Thompson)	Te Kawerau ā Maki (Edward Ashby)	Ngāti Whatua o Kaipara (Savanna Steele)	Project Emerging Preferred
	Option 4 (Option D) - Station over New Pine Valley Road with Park-n-ride and bus layover to north-east			✓ (stated in 02/02/23 hui)		✓ (stated in 02/02/23 hui)		✓ (stated in 02/02/23 hui)				

3.3.3 SH1 Improvements Projects (NoR 4)

Table 7: Manawhenua Preferences - SH1 Improvements

Project Name	Options (preferences noted in columns to right)	Ngāti Maru (Geoff Cook)	Ngāi Tai ki Tāmaki (Gabriel Kirkwood)	Te Ākitai Waiohūa (Adrian Pettit)	Te Patukirikiri (Paulette Reidy)	Ngāti Whanaunga (Gavin Anderson)	Ngāti Manuhiri (Te Ao Rosieur)	Ngāti Tamaterā (Michelle Wilson)	Te Rūnanga O Ngāti Whātua (Anthony Thompson)	Te Kawerau ā Maki (Edward Ashby)	Ngāti Whatua o Kaipara (Savanna Steele)	Project Emerging Preferred
Wilks Road Interchange	Option 2 (SH-05, Option B) - Wilks Road interchange – North. (Assumes removal of existing Wilks Road overbridge)											Option 4 (SH-04B, Option D) - Variant of Option 1 (Option A): but with max gradients on Wilks to East Coast Road connection plus addition of a roundabout at East Coast Road and a minor realignment of Jackson Way. Allows for lower bridge over SH1 and less earthworks
	Option 1 (SH-04, Option A) - Wilks Road interchange – South. (at location of existing Wilks Road bridge)	✓ (But recognises the north option is better from a social / safety point of view) (stated in 27/08/2020 hui)		✓ (But recognises the north option is better from a social / safety point of view) (stated in 27/08/2020 hui)			✓ (But recognises the north option is better from a social / safety point of view) (stated in 27/08/2020 hui)					
	Option 4 (SH-04B, Option D) - Variant of Option 1 (Option A): but with max gradients on Wilks to East Coast Road connection plus addition of a roundabout at East Coast Road and a minor realignment of Jackson Way. Allows for lower bridge over SH1 and less earthworks			✓ (generally agrees with this option – stated in 29/11/22 Hui)			No comments	No comments				
New Walking and Cycling path along SH1: Albany to Bawden – refer to RTC as designs were combined with RTC options												
New Walking and Cycling path along SH1: Bawden to Silverdale	East of SH1 - Strategic cycleway on the eastern side of the proposed SH1 widening.											West of SH1 - Strategic cycleway on the western side of the proposed SH1 widening.
	West of SH1 - Strategic cycleway on the western side of the proposed SH1 widening.										✓ (stated in 14/07/20 Hui)	
New Walking and Cycling path along SH1: Silverdale to Wainui	East of SH1 - Strategic cycleway on the eastern side of the existing SH1.			✓ (stated in 14/07/20 Hui)							✓ (stated in 14/07/20 Hui)	

Project Name	Options (preferences noted in columns to right)	Ngāti Maru (Geoff Cook)	Ngāi Tai ki Tāmaki (Gabriel Kirkwood)	Te Ākitai Waiohua (Adrian Pettit)	Te Patukirikiri (Paulette Reidy)	Ngāti Whanaunga (Gavin Anderson)	Ngāti Manuhiri (Te Ao Rosieur)	Ngāti Tamaterā (Michelle Wilson)	Te Rūnanga O Ngāti Whātua (Anthony Thompson)	Te Kawerau ā Maki (Edward Ashby)	Ngāti Whatua o Kaipara (Savanna Steele)	Project Emerging Preferred
	West of SH1 - Strategic cycleway on the western side of the existing SH1.											East of SH1 - Strategic cycleway on the eastern side of the existing SH1.
New Walking and Cycling path along SH1: Wainui to Grand Drive	No preference stated											East of SH1 - Strategic cycleway on the eastern side of the existing SH1.