

# City Rail Link: Consultation Report

Date: August 2012

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## 1 Introduction

This report supports the Assessment of Environmental Effects (AEE) for the Notice of Requirement (NoR) for the City Rail Link (CRL). It outlines the CRL's consultation principles, objectives and outcomes sought, and describes the consultation undertaken on the CRL to date by Auckland Transport (AT) as the entity responsible for delivery of the Project and by the Auckland Council through its Auckland Plan and Long Term Plan processes.

It also outlines further engagement as the CRL progresses through the NoR process.

## 2 Background

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

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

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

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

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

The CRL is one of Auckland Council's priority transport projects. AT is responsible for the delivery of the CRL.

### 3 Consultation Principles, Objectives and Outcomes Sought

To guide consultation and communications undertaken for the CRL, AT has developed the following key consultation principles, objectives and outcomes:

#### 3.1 CRL Consultation Principles

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

#### 3.2 Objectives

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

#### 3.3 Outcomes Sought

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

- Stakeholders will be kept informed of the CRL and its purpose and have opportunities to have their say.
- Feedback will be received from key stakeholders and the wider public and be considered as part of decision making and the mitigation of any adverse environmental effects.
- Communication and consultation undertaken and the feedback received will be documented to show how feedback has been considered and influenced any decision making.

## 4 Consultation Process

With local and central government agreeing on the need to protect a route via a designation, and AT mandated to achieve it, a CRL Project Team was established in 2011.

A Consultation and Communications Plan was prepared to guide the engagement process for the CRL from the period in early 2012 through to the securing of a designation for the CRL. The anticipated engagement timeline for the CRL is provided as Appendix A.

### 4.1 Stakeholders and Consultation Methods

AT has identified a range of stakeholders for the CRL and a range of consultation and information techniques have been considered suitable for the Project consultation processes.

Methods of consultation vary and can be selected to best suit the stage of the Project, the people being consulted and the outcomes sought from the particular consultation exercise.

Key Project stakeholders include:

<b>Stakeholders</b>
Landowners of directly affected properties within the designation footprint
Occupiers of directly affected properties within the designation footprint
Owners of properties in proximity to the designation footprint
Iwi
Government and statutory agencies
Emergency Services
Utility Companies
Elected community representatives
Business associations
The wider community

Depending on the stage of the Project and the stakeholders being consulted the following range of consultation methods have been considered and employed:

<b>Consultation and information methods</b>
Stakeholder meetings
Meetings for affected landowners
Individual landowner meetings
Letters and emails
Phone calls
Presentations and briefings
Public open days
Displays
Media releases

Website
Factsheets and information pamphlets
Seminars on Project effects

**4.2 Communication Channels**

A Communications Manager was appointed in late 2011 who is responsible for the consultation and engagement process for the Project. This provided a structured approach to the process, a single point of contact for all stakeholders in dealings with the Project Team and assisted with effective information flows.

A specific CRL website ([www.cityraillink.co.nz](http://www.cityraillink.co.nz)) was established by AT in early 2012. This provided a map showing the preferred route and station locations, CRL factsheet, a range of Frequently Asked Questions and contact details.

The website is regularly updated with the most recent Project maps, plans, fact sheets and copies of powerpoint presentations provided at seminars and presentations.

To make it easy for people to contact the Project Team a dedicated email was established ([crlproject@aucklandtransport.govt.nz](mailto:crlproject@aucklandtransport.govt.nz)) with a direct connection to the Communications Manager who is responsible for delegating any queries within the Project Team if they are not immediately answerable.

In addition a Project telephone number was provided (09 355 3553) which is the main AT contact number. Staff at the AT centre who answer this number were briefed on the CRL and provided factsheet information and Frequently Asked Question sheets. They were advised to direct a caller to the Project Communications Team if they were unable to answer queries in the first instance. The Project phone was connected to a hunt group within the Project office that put the caller through to the least busy line.

The Auckland Council contact centre was also briefed requesting that any queries regarding the CRL be referred to AT.

## 5 Consultation Undertaken

The following sections set out the consultation undertaken to date by AT in 2011 and 2012 on the CRL. Consultation on the CRL will be on-going.

Prior to serving the NoR on Auckland Council for the CRL designation, consultation has been focused on Mana Whenua<sup>1</sup>, directly affected landowners, stakeholder groups and government agencies.

Following serving of the NoR, the focus will move to providing Project information to wider interest groups with seminars scheduled to further inform and discuss the actual and potential effects of the CRL, the NoR process and the benefits from the Project. Public open days and displays are also planned following the notification of the NoR.

### 5.1 Briefings and Discussions

#### 5.1.1 Briefings

AT presented a number of briefings to stakeholder groups on the CRL in 2011 and 2012. These briefings included an overview of the CRL, how it will deliver on the Auckland Plan, the benefits the CRL will have on travel times and an anticipated timeline of CRL delivery including construction and opening. These stakeholder groups were:

- Employers and Manufacturers Association
- Auckland Chamber of Commerce
- New Zealand Planning Institute
- Heart of the City
- Electorate MPs - Nikki Kaye and John Banks
- Automobile Association
- Campaign for Better Transport
- New Zealand Council for Infrastructure Development
- Eden Terrace Business Association
- Karangahape Road Business Association
- Media

The feedback received at these meetings was generally supportive of the CRL and attendees appreciated its potential positive contribution to Auckland and the opportunities for investment and development.

#### 5.1.2 Regular meetings / discussions

AT has held regular meetings in 2011 and 2012 and these are continuing with:

- New Zealand Transport Agency (NZTA)
- New Zealand Railways Corporation (KiwiRail)

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

- Ministry of Transport
- Treasury
- New Zealand Historic Places Trust
- Waterfront Development Agency / Waterfront Auckland
- Utility companies with significant levels of infrastructure affected or in the vicinity of the CRL.

These meetings focussed on informing these stakeholders of the CRL so they could identify key areas of interest and concerns, which the Project Team could then better understand and address.

## **5.2 Government and Statutory Agencies**

### **5.2.1 Central Government**

The CRL team is having regular meetings with central government, including representatives from the Ministry of Transport, Treasury and NZTA. These meetings commenced in early 2011 and have continued through 2012.

### **5.2.2 New Zealand Railways Corporation (KiwiRail)**

In 2009 an agreement was developed between KiwiRail (KRG) and the Auckland Regional Transport Authority (ARTA) with regards to progressing an inner city rail link project for which KRG was the requiring authority. This joint initiative continued until November 2010 when AT was established with responsibility for the Auckland transport system, which includes the functions previously managed by ARTA.

Discussions began between AT and KiwiRail about the prior work. Key contacts were made and future engagement identified for progressing the Project.

Regular meetings between the organisations have included AT providing Project updates, discussions on operational and planning issues (Kiwirail holds the designation for the North Auckland Line) and on the interface between AT operation and KiwiRail who operate freight on the existing rail network.

Meetings have been attended by various representatives of the two organisations including Chief Executives, the General Managers Infrastructure and Engineering, and Project Management Office and Project Director of KiwiRail, the AT Corporate Manager Special Projects, AT CRL NoR Planning and Project Managers and Programme Manager for Strategic Projects at AT. KiwiRail continue to be consulted on the Project.

### **5.2.3 New Zealand Historic Places Trust (NZHPT) engagement**

Formal engagement with NZHPT began early in 2012. On 23 February 2012 the first meeting with AT's CRL NoR Project Manager, Principal Planner and Maori Relationships Manager was held with representatives of NZHPT at the NZHPT offices.

The NZHPT Northern General Manager together with its archaeologist, RMA planner and others attended the first meeting on 23 February 2012. The purpose of these meetings was for the CRL NoR team to meet the NZHPT team who would be engaging with the Project, provide an overview of the CRL and to ask NZHPT how they would like to be engaged.

NZHPT appreciated the early engagement and requested that there be regular opportunities to input into aspects of the CRL work. NZHPT were particularly interested in ensuring that a comprehensive assessment of heritage and archaeology was made and that the local iwi were consulted.

Since then a further four meetings have been held with NZHPT, in March, April and July. The meetings were an opportunity for NZHPT to receive any updated information about the CRL and to provide a response to AT on specific issues.

On 16 March 2012 representatives from NZHPT and the AT CRL NoR team walked the preferred route of the CRL. This walk enabled AT to provide an opportunity for NZHPT to look at potentially affected buildings and sites of historic significance and archaeological interest that may be affected during construction phases. NZHPT reported back to AT at the April meeting that they were positive about the engagement opportunity and experience of being in the physical spaces above where the tunnel will be. NZHPT were interested in the potential for public engagement and the interpretation of stories and histories along the route. NZHPT were interested in discussing the opportunities for adaptive re-use for any properties that may be directly impacted. This engagement will continue throughout the Project.

#### 5.2.4 New Zealand Transport Agency

AT commenced discussions with representatives from NZTA regarding the Project in mid-2011. Since then AT and NZTA have met regularly and will continue to do so throughout the Project. Initial meetings provided an opportunity to discuss the CRL work including the indicative tunnel alignment and the technical information that has informed the CRL, including site investigations and traffic management.

### 5.3 Elected Community Representatives

#### 5.3.1 Local boards

In September 2011, briefings on the CRL were given to the two local boards in whose area the CRL is located, Albert-Eden once and twice to Waitemata, providing an overview of the Project and preferred route.

In addition, briefings on the details of the CRL were offered to all 21 Auckland Council local boards. This offer was accepted by:

Albert-Eden (2)	Otara-Papatoetoe
Franklin	Papakura
Great Barrier	Puketapapa
Hibiscus and Bays	Rodney
Howick	Upper Harbour
Kaipatiki	Waiheke
Mangere-Otahuhu	Waitakere Ranges
Maungakiekie Tamaki	Waitemata
Orakei	Whau

A copy of the presentation to the local boards is attached as Appendix B.

Informal feedback obtained was that many boards were supportive of the CRL and concerns generally centred around the cost, funding mechanisms, impact for the particular Local Board and potential impact on rates.

All local boards commented on the Auckland Plan and the Regional Land Transport Plan during the consultation phases of these documents. This, together with the specific CRL presentations by the Project Team, provided the local boards with an opportunity to be informed on the Project.

#### 5.4 Mana Whenua engagement

Engagement with Maori is an important principle of the Project recognising that Tikanga Māori encompasses a complex system of customs and values to conserve, manage and protect natural and physical resources.

Using AT's existing Mana Whenua database a total of 15 iwi were identified with AT's Maori Relationships Manager. AT's Chief Executive David Warburton wrote to the general manager and or chief executive of each iwi group in March 2012 advising them of the CRL and asking if they were interested in being involved in the Project. The form of the letter is attached as Appendix C.

The same day, an email with the letter attached was also sent to the RMA or environment representative of each iwi. A follow up email was sent three weeks later. The iwi who responded that they would like to be involved with on-going communications and consultation on the CRL were:

Ngai Tai ki Tamaki	Ngati Whatua o Orakei
Ngati Maru	Te Akitai
Ngati Paoa	Te Kawerau a Maki
Ngati Te Ata	

AT holds regular monthly hui with iwi to discuss a range of major projects. The Project was added to the agenda for 26 April 2012 and iwi who identified their iwi as interested were invited to attend. The hui was to provide an overview of the CRL from AT's Chief Executive, the CRL Project Director and the CRL NoR Project Manager. At that hui, another iwi - Ngati Tamoho - attended and advised they wished to be involved in the Project.

All iwi, including Ngati Tamaoho, were invited to a three hour hikoi along the CRL route in May 2012 where the CRL was explained in detail, including the indicative location of tunnels and technical constraints.

Those who attended were: Ngai Tai ki Tamaki, Ngati Te Ata, Ngati Whatua o Orakei, Te Akitai and Ngati Tamaoho.

All eight iwi were invited to a further meeting in May 2012 with an outcome objective that AT better understand how iwi wish to be engaged with going forward on the CRL, and to establish a process and scope for a Maori Values Assessment. Those who had representatives attend were:

Ngai Tai ki Tamaki	Ngati Whatua o Orakei
Ngati Paoa	Te Akitai
Ngati Tamaoho	Te Kawerau a Maki
Ngati Te Ata	

Agreement was reached at this meeting that each individual iwi would provide their own Maori Values Assessment (MVA). It was agreed that as a first step to the preparation of a Maori Values Assessment, that iwi representatives and the Project Team would work collaboratively through a workshop process to discuss further aspects of the CRL. The first workshop was held on 9 July 2012 to recap on previous information provided on the CRL, AT's project structure and delivery programme, and to discuss the:

- NoR process
- NoR AEE and the Environmental Management Framework (EMF) and process
- MVA scope and how these assessments would be incorporated into an overarching document
- Urban Design Framework (UDF) process and incorporation of Mana Whenua Cultural Design Principles.

Hui and workshops will continue throughout the Project lifecycle.

A key aspect to the Mana Whenua engagement process has been to confirm appropriate and meaningful urban design principles that would influence the Project and be considered within the UDF which supports the NoR and will be referenced through subsequent Project phases. AT commissioned urban designer and architect Rau Hoskins, who specialises in kaupapa Maori design, to liaise with Mana Whenua during and beyond the hui, regarding iwi values and protocols, wahi tapu and significant sites, ancestral names and relevant iwi narrative to develop draft principles to ensure that these could be embraced within the UDF to support the NoR. These principles were discussed and agreed by iwi in July 2012. These principles have been included in the UDF.

Further engagement with Mana Whenua is planned for throughout the various phases of the Project including in relation to the completion of the MVA to enable the completion of a cultural values assessment to support the NoR.

A record of meetings held with Mana Whenua is attached as Appendix D.

## 5.5 Landowners surface and sub-surface

AT undertook consultation with directly affected owners and proximity landowners once it had a confirmed designation footprint for the NoR and could then identify the potentially affected parties. Consultation with directly affected landowners within the designation footprint began on 2 July 2012. Priority was given to consultation with directly affected owners prior to the initiation of any formal process. AT considered that by waiting until it had identified a route for the CRL before consulting with directly affected landowners, AT would be able to provide more certainty that a property would be within the designation footprint and would be in a better position to address particular issues before formal notification.

AT started its consultation engagement with directly affected property owners through a phased approach. The key outcome sought from the consultation undertaken was that both directly affected and in proximity property owners and occupiers have an understanding of the CRL, the current CRL phase, and that AT receive feedback from these parties to consider in the AEE associated with the NoR and its future Project decision making.

Letters were sent to all directly affected landowners on or about 2 July 2012 advising that their property was included within the footprint of the CRL (either surface or sub surface). They were

provided with information, contact details, call centre number and website address. The letter also gave notice of a series of information sessions later in July. The form of the letters posted or hand delivered in July 2012 to directly affected landowners are attached as Appendix E.

Ten information sessions were held at Beca House, 21 Pitt Street Auckland Central and at Mahatma Ghandi Centre, 145 New North Road, Eden Terrace. About 240 people attended. As a result of these meetings, as well as emails to a Project specific email address and calls to AT's call centre, a number of individual meetings have been held with directly affected landowners and will continue to be held as the Project progresses. Copies of the landowner presentations were posted to the Project website and a combined subsurface and surface landowner presentation is attached as Appendix F.

Early in July 2012, prior to the group information sessions, a meeting was held with owners of an apartment complex at 21 Tawari Street. Owners here were concerned that this new building had only recently been occupied. These apartment owners were provided with a letter that provided further details on the planning process being undertaken, the impact of the CRL on their particular property and a copy of the CRL plan that relates to how their property is impacted by the current engineering design.

At the landowner meetings AT offered to meet individually with directly affected landowners if they wished. Many accepted this offer and an intensive period of direct consultation commenced from Tuesday 17 July. Each meeting was attended by at least three members of the Project Team with a range of experience and expertise. The Project Team attendees always comprised a planner, engineer and property expert.

Whilst the tenor of the overall feedback was generally supportive of the overall Project, there was a desire for certainty about the timing of acquisition and construction.

Each meeting discussed the engineering of the Project at both the macro scale and the details surrounding each property. The RMA processes were explained and discussed followed by discussions on the acquisition and compensation processes including the Public Works Act. Timeframes for these processes were also discussed. The majority of landowner attendees advised they felt better informed at the end of discussions and more able to make decisions on the future of their residential or commercial interests.

Key issues raised at the landowner group and individual meetings include:

- The Project has created uncertainty for me and/or my business or tenants, and in certain instances more 'certainty' than the broad alignment landowners were previously aware of from the work undertaken by KiwiRail and ARTA in 2009/2010;
- The desire for a replacement property of similar standard and affordability in this general location;
- The Project may reduce the land supply and increase demand in the area;
- How the compensation process works and its principles of fairness;
- Maintaining property access during construction;
- Concern for existing tenants and their compensation;
- Concern existing leases are expiring and anticipated difficulty in renewing existing tenancies or finding new tenants as a result of the Project;
- Concern about the amount of time required to find a replacement property suitable for specialist businesses;
- Concerns about impact on heritage buildings.

## 5.6 Tenants / Occupiers of directly affected properties

Tenants of properties within the designation footprint were informed of the CRL via a letter which was either posted, where addresses were held for the tenants, or hand delivered. This letter advised how they could get further information on the CRL from the phone number provided, website or through attendance at upcoming information events.

The form of the letter is attached as Appendix G.

## 5.7 In proximity landowners

Letters were also sent in early July 2012 to landowners whose properties are not within the designation footprint but who either bordered it or may be affected by being located in proximity (i.e. from construction effects). These letters advised that seminars would be held to discuss the actual and potential effects that may affect them (such as property and business access, noise and vibration during construction and operation, potential settlement of structures etc), so the owners can gain an understanding of what is proposed and AT can gain an understanding of how they feel they may be affected and any other concerns or general feedback.

These owners were advised that many of their concerns would be addressed in more detail later in the CRL project lifecycle during the resource consent application process in the latter part of 2013.

The form of the letter sent out is attached in Appendix H.

The effects seminars will likely be held at the following venues prior to public notification:

- The Edge, Aotea Square, Auckland City
- Beca House 21, Pitt Street, Auckland Central
- Mahatma Gandhi Centre, 145 New North Road, Eden Terrace.

## 5.8 Utility Operators

### 5.8.1 Auckland Council / Watercare

Members of the CRL Project Team have met with Auckland Council to discuss how the CRL will interface with key stormwater drains in the central city (Albert Street) and Eden Terrace (Nikau Street). A stormwater pipe runs up Albert Street underneath the Aotea Centre, continuing west to Karangahape Road. AT are considering options for how this pipe might be relocated and are investigating diversion solutions.

CRL Project Team members have also met with Watercare to discuss the Orakei Main Sewer at the intersection of Albert and Wellesley Streets and the rail alignment in the vicinity of the proposed Newton Station. In particular, the relationship to the existing Khyber Pass Reservoir has been discussed, and as a result of concerns the alignment and station access have been moved to the west to increase the separation from the existing reservoir. Construction methodology will enable mined side platform tunnels to reduce the impact on existing reticulation.

Discussions with Watercare will be on-going.

### **5.8.2 Emergency Services**

In April 2012, AT met with the New Zealand Fire Service (NZFA) at the Pitt Street Fire Station to explain the Project. Representatives from NZFA have also attended one of the landowner information sessions. NZFA will be consulted on fire engineering and property matters as the Project progresses.

### **5.8.3 Bus Operators**

CRL Project Team members met with bus operators in July 2012 to discuss the Project and its potential implications on bus routes.

## **5.9 Other communication**

The website has been regularly updated with CRL information since it was established in early 2012. This includes:

- copies of presentations made to Local Boards and Auckland Council committees
- factsheets on the CRL (refer to Appendix I)
- information for landowners on NOR processes
- copies of the presentations made at landowner information sessions in mid July 2012
- frequently asked questions (Appendix J)
- information provided to the media, including media releases (Appendix K and L)
- maps, images and graphics (including larger more detailed CRL maps).

The website invited people to contact the Project through its email address, by phone or mail.

Many public inquiries received directly by the AT CRL Project Team via phone or email or through the AT Call Centre were responded to.

A video about the Project has also been produced and posted to the web and You Tube.

## **5.10 Communication response summary**

Calls and e-mails received by AT from affected landowners and occupiers about the CRL started to be received and logged by the Project Team in early July 2012, after letters had been delivered and media briefings had been made. By 31 July, AT had received and logged 23 phone queries, 42 email queries, 2 letters and 45 queries which arose out of the group meetings.

Major news outlets reported on the information provided at the media briefings held on 3 July 2012.

## 6 Auckland Council Consultation

In addition to the consultation by AT, the CRL has been a key project in various Auckland Council strategic plans released publicly since November 2010 when the Auckland Council was formed. Consultation on the CRL has occurred through the Auckland Plan, City Centre Master Plan (CCMP), Long Term Plan (LTP) and Regional Land Transport Programme (RLTP) processes. These plans have focussed on the strategic context for Auckland and the need for the CRL to provide greater capacity and resilience in the public transport system to cope with a growing Auckland.

With regard to this consultation, overall the CRL has received more support than opposition.

The Auckland Plan was released as a discussion document in March 2011 for public consultation with additional public consultation processes occurring until it was adopted by Council in May 2012. The CCMP was released for public consultation as a discussion document in July 2011 and as a plan in September 2011. Both the Auckland Plan and the CCMP make reference to the CRL being a key project for delivery. Public feedback received on the CCMP discussion document in July 2011 revealed many stakeholders saw the CRL as a critical project, a catalyst for investment, and the transformation of the city. Public feedback was that if Britomart station was not a “dead end” public transport usage would increase greatly, and it would be much easier to get around the city without using a car.

The combined consultation process of the Auckland Plan and the CCMP in October 2011 showed 71% of submitters felt the CRL and the development of extra stations should be ‘done now’ and a further 18% felt it should be ‘done soon’ (i.e. within 3-10 years). The initiative was highly supported, and submitters made comments such as “100% support”, “excited to see how this bold move develops” and “it’s a no-brainer”.

In particular, submitters to the Auckland Plan saw the CRL as a vital catalyst for the development of the city centre and the envisaged modal shift away from a reliance on private vehicles.

Some submitters were doubtful whether the Auckland Council would be able to fund the initiative in the time frames proposed in the Auckland Plan, some felt the potential cost of the CRL could not be justified, and others suggested a number of ways to raise the necessary funding.

The CRL was also consulted on through inclusion in the LTP and the RLTP, for which public meetings and hearings were held in 2012. The CRL was also included among other infrastructure projects discussed in the mayor’s alternative funding paper which was consulted on in early 2012.

The Draft 2012-2015 RLTP was issued for public comment in February 2012. A total of 930 written submissions were received (180 of them on the CRL). The consultation process for the RLTP was undertaken in tandem with the LTP.

The CRL attracted a large number of comments, both positive and negative. Submissions on the RLTP were evenly split between support and opposition to (46% supported and a further 6% partially supported) the CRL. Individual submitters tended to be more opposed to the CRL, whereas organisations tended to be more supportive (for example, Campaign for Better Transport, Kiwi Income Property Trust, IPENZ Transportation Group, Civic Trust Auckland, seven Local Boards).

Supporters felt the CRL was an essential component in improving the region’s public transport system, and noted its connections with the Auckland Plan. They also noted its ability to improve the efficiency of the rail system, and remove the Britomart capacity constraint.

Opponents were concerned about the cost and potential debt burden of the CRL, especially given the apparent lack of Government funding, and whether cheaper alternatives were available (or had been investigated). There was also concern that the level of funds required could “crowd out” other necessary projects. The CRL was also seen as part of a general theme of a CBD-centric focus to the RLTP, which was of concern to a number of submitters. Rural areas in particular perceived that they receive little benefit from expensive city centre projects.

In the LTP, 655 submissions were received on the CRL; 48% against and 30% in favour.

Examples of the comments received in favour and opposed to the CRL are included as Appendix M, as are some of the key reasons provided for submitters support / opposition.

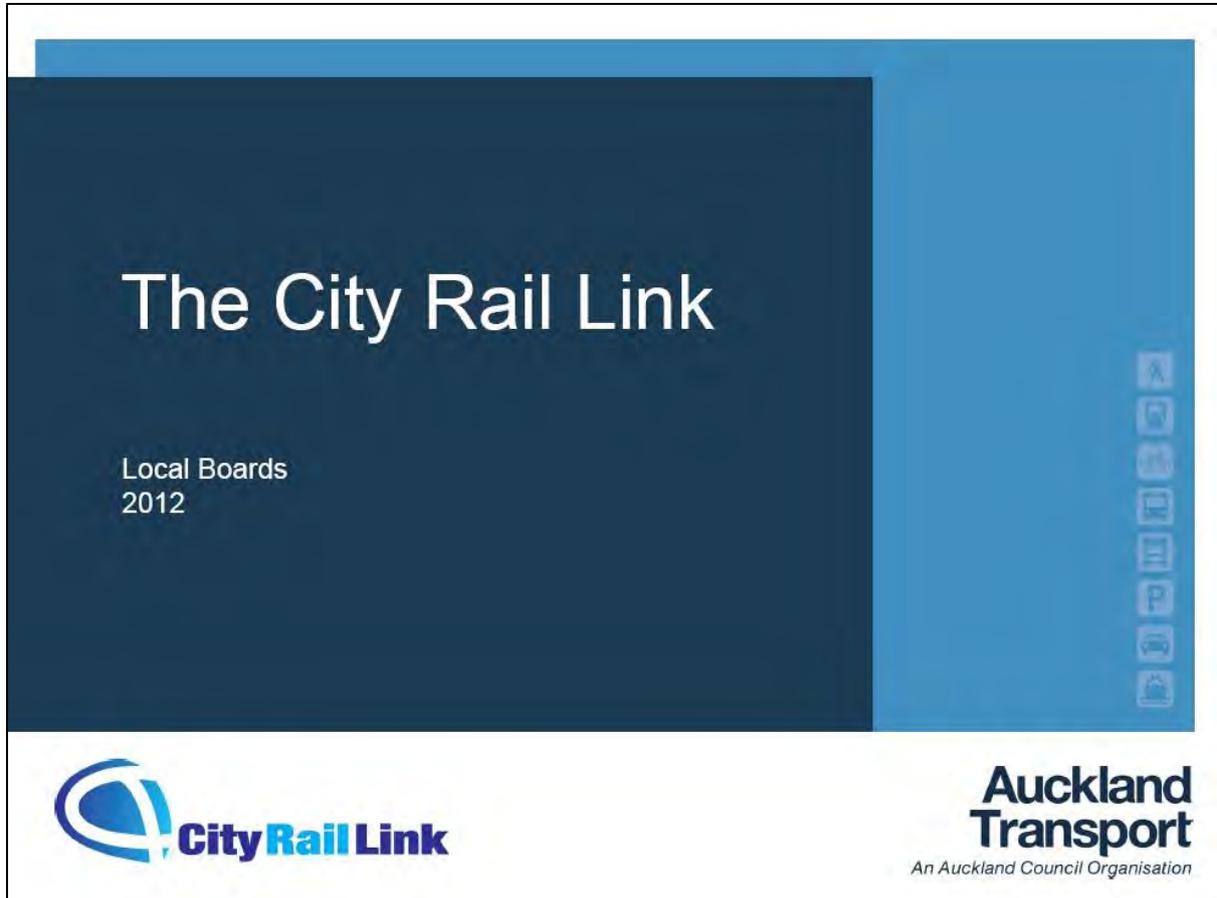
## Appendix A: Anticipated timeline for engagement on the City Rail Link

	Early Jul12	Mid-late Jul12	Aug12	Sept12	Oct12	Nov12	2013	2014
Letters to directly affected landowners, occupiers of directly affected properties and proximity landowners								
Media announcement about footprint and NoR process								
Website updated with NoR process information								
AT / Auckland Council (AC) call centres prepared for inquiries								
Meetings and briefings with key stakeholders								
Iwi workshops (from April 2012)								
Landowner (requested) meetings								
Website updated with landowner presentations								
Information at mockup of Auckland's new electric trains								
Engagement at individual landowner level								
AT serve NoR on Auckland Council								
Website updated with effects presentations								
On-going consultation with affected parties								
Effects seminars with directly affected and proximity owners and occupiers								

	Early Jul12	Mid-late Jul12	Aug12	Sept12	Oct12	Nov12	2013	2014
Website updated with Project information								
AC notifies NoR (indicative)								
Displays at AC and transport venues								
Open days								
Extra meetings and seminars as identified								
Submission period closes for NoR								
Anticipated hearings for NoR								
Resource consent applications								



## Appendix B: Presentation to Local Boards



## Key Areas

- Background
- City Rail Link
- Drivers
- Benefits
- Timeline and summary

## Background

### A Vision for Auckland

#### A globally competitive city



- A thriving economic centre
- A lifestyle that attracts and retains top talent
- Transport solutions that allow for and shape growth

## Auckland Plan- world's most liveable city

Background

### Outcomes

A well connected and accessible Auckland

A beautiful and green Auckland

An Auckland of prosperity and opportunity

A safe and healthy Auckland

Transport Strategic Direction : *Create Better Connections within Auckland, across New Zealand and to the world*

### Transport Targets

Increase the proportion of people living within walking distance of frequent public transport stops from **14% to 32%** by 2040

Auckland's transport sector needs to reduce current levels of greenhouse gas emissions by **40%** by 2031

Reduce congestion levels on strategic freight network to or below the average of 2006-2009 levels (average daily speed of **45km/hr** and average delay of **30 seconds per kilometre** by 2021

Reduce crash fatalities and serious injuries from **506** (2010) to no more than **470** in 2020

Increase proportion of trips made by public transport into the city centre during morning peak from **47%** of all vehicular trips in 2011 to **70%** by 2040

Increase non-car trips in the peak period from **23%** (200,000) to **37%** (420,000) of all trips by 2040

**Auckland Transport**  
An Auckland Council Organisation

## City Rail Link

### Overview



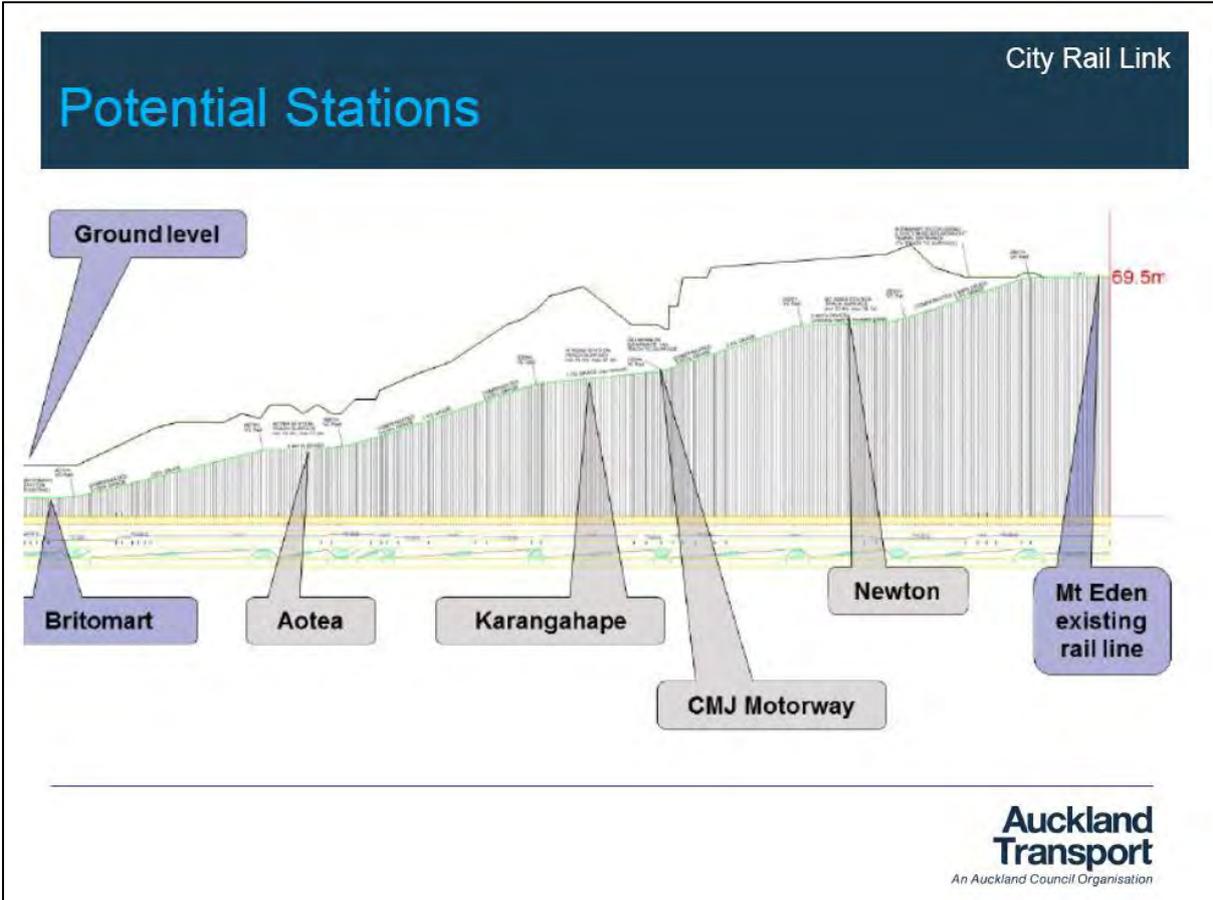
Britomart terminus to Mt Eden

3.5km-mainly underground

Provides for three city centre stations

Supports Auckland Plan target of 69% of trips to the city centre being on public transport

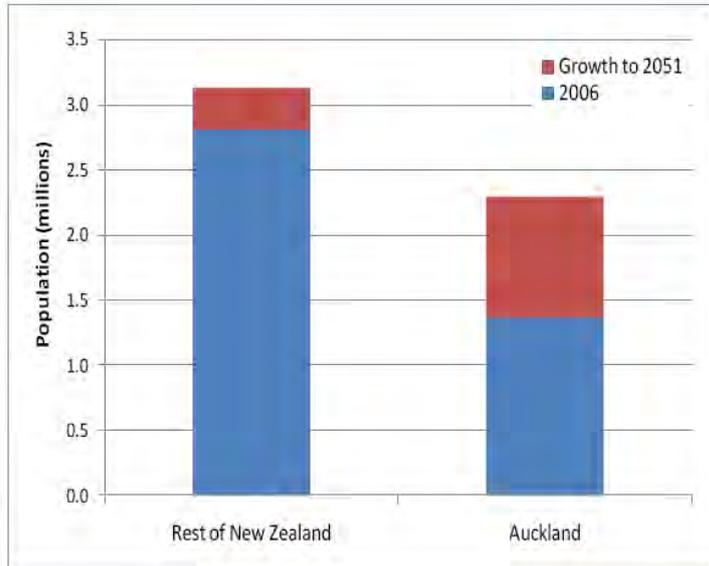
**Auckland Transport**  
An Auckland Council Organisation



# Auckland's Population Growth

Drivers

- NZ in top four in OECD for growth- 2 and a half times OECD average
- Two thirds of NZ's growth in next three decades is forecast to be in Auckland
- Auckland's population 2.3m by 2050
- Investment relative to growth



**Auckland Transport**  
An Auckland Council Organisation

# City Centre Capacity

Drivers

- Passenger rail capacity expected to be reached in 2016 after electrification
- CRL will double capacity by removing Britomart terminus constraint
- Bus capacity reached this decade



Symonds Street

Fanshawe Street

Bogota



**Auckland Transport**  
An Auckland Council Organisation

Drivers

## The Efficiency of Public Transport

	Capacity per Hour	Capacity Ratio
A single lane of motorway	2,400 people	1
Bus lanes	7,500 people	x3
Dedicated busway / light rail	12,000 people	x5
Dedicated light rail	12,000 people	
Auckland's rail corridors	20,000 – 25,000 people	x10



- New roads can be more expensive, environmentally challenging and impact more on communities
- Public transport has the ability to move more people more efficiently, freeing up congested roads for freight, commercial and other vital economic/social trips that cannot use public transport.

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An Auckland Council Organisation

Benefits

## Travel Times

### TRAVEL TIMES TO CITY RAIL LINK STATIONS

From	To Intended Location	Travel by Train / Bus (minutes)			% Improvement in Travel Times
		Before CRL	After CRL	Reduction in Travel Time	
New Lynn	Aotea Station	51	23	28	55%
Morningside	Aotea Station	39	14	25	64%
Onehunga	K' Road Station	47	27	20	43%
ManukauCentre	K' Road Station	61	42	19	31%
Newmarket	Aotea Station	27	10	17	63%
Panmure	Newton Station	40	27	13	33%

**Auckland Transport**  
An Auckland Council Organisation

Benefits

## Local benefits- Waitematā

Example local benefits slide – this slide was customised for each Local Board

- Metro style frequencies within the city centre
- Faster more frequent and more reliable services to wider city destinations
- More rail use relieves city bus congestion and buses complement rather than duplicate rail
- Improved access broadens potential employment options
- Improved rail, bus, ferry integration
- Opportunities for city development and growth

## Timeline

### Recent history:

- 2010-Kiwirail ARTA study completed
- 2011-Central government review of study
- Late 2011-Project team established

### Current situation:

- Preparatory work to lodge Notice of Requirement
- Response to government review of study

### Indicative Timeline:

- Construction 5.5 years
- Target opening 2020/21



## Summary

The City Rail Link will:

- Build on past, current and proposed transport investment and release the capacity constraint at Britomart
- Be critical to improve accessibility and lift economic performance
- Enable and shape growth in the city centre and help make Auckland a destination of choice
- Provide a sustainable transport solution to help shape an efficient city centre and help futureproof us against rising transport costs
- Contribute positively to a vibrant and safe city and provide opportunity for changes in land use and value, particularly around stations

Auckland Transport is working to protect a route for the City Rail Link and project information is available on AT's website and through [www.cityraillink.co.nz](http://www.cityraillink.co.nz)



# Thank you

# Questions?



## Appendix C: Letter to Mana Whenua



**Auckland  
Transport**  
*An Auckland Council Organisation*

5 Hamilton Valley Rd  
Henderson, Auckland 0612  
Ph: 09 302 1230  
Mobile: 09 1140  
New Zealand  
[www.aucklandtransport.govt.nz](http://www.aucklandtransport.govt.nz)

5 March 2012

Tena koe

This is a letter to initiate contact with you regarding your interests in the City Rail Link (CRL) project being led by Auckland Transport.

The CRL is proposed to extend the passenger rail system beyond Britomart travelling underground through the centre of Auckland city and connecting to the existing western line near Mt Eden station.

You may hear about the CRL at the consultation hui that Auckland Council is holding this month on the Long Term Plan and the Regional Land Transport Programme. The first phase of the CRL is to confirm and protect a route to enable future construction. Auckland Transport recognises that tangata whenua may be interested in the project and would like to know if you:

- a) have kaitiakitanga responsibilities within the project route
- b) wish to provide input into the project

If so, Auckland Transport would like to engage with you to understand and consider your views as we develop information for planning processes and identify development opportunities.

To ensure that communication channels are clearly defined it would be appreciated if you could confirm:

- 1. a) and/or b) above
- 2. the name and details of your representative, who will be the project team's point of contact.

We would appreciate your response in writing with this information by the end of March 2012 via letter or email to our project communications manager Carol Greensmith at the address on this letter or by email [carol.greensmith@aucklandtransport.govt.nz](mailto:carol.greensmith@aucklandtransport.govt.nz).

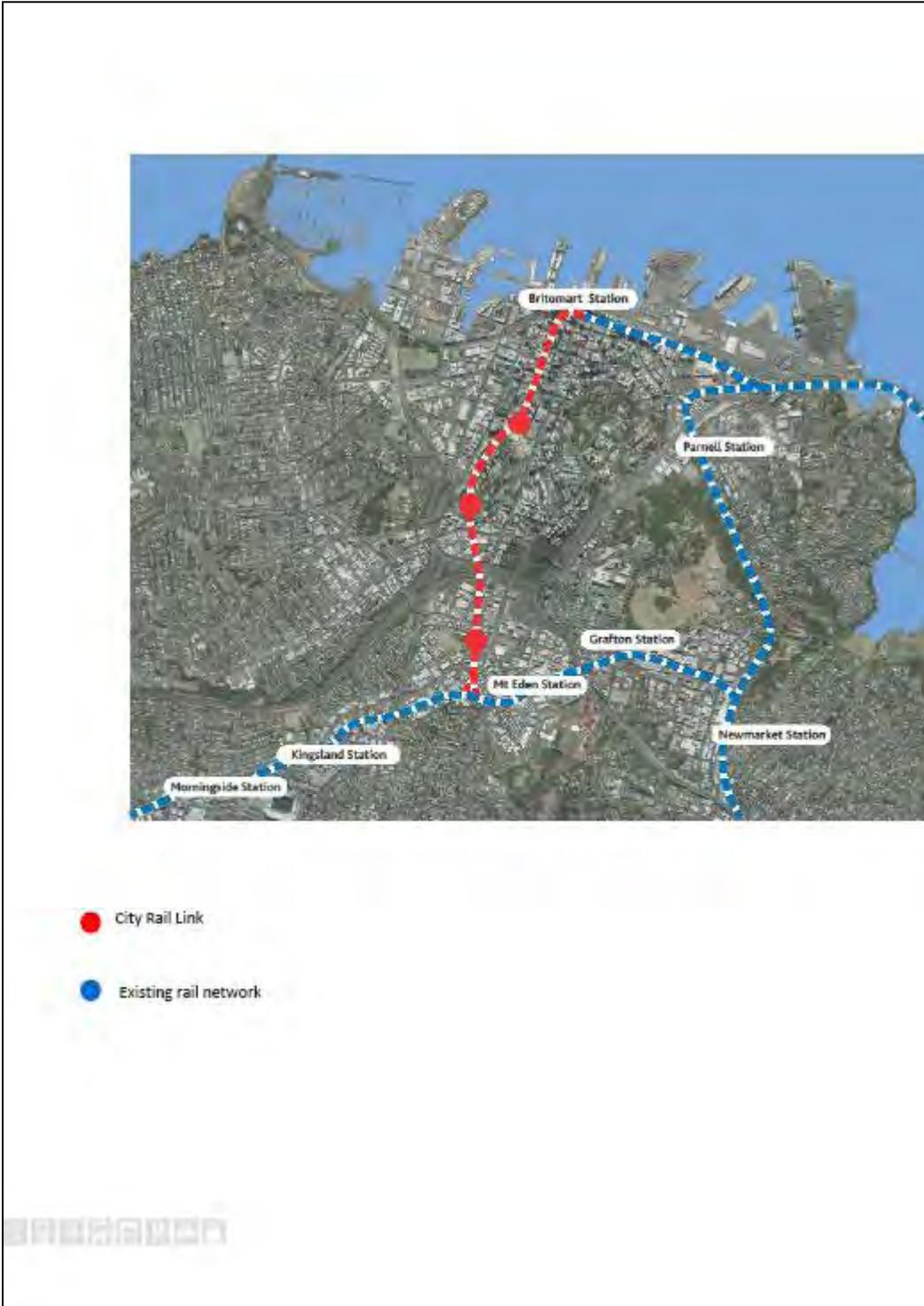
If you wish to be involved, we look forward to meeting with you at a project briefing in the upcoming months and as the project develops.

Information on the project can be found at [www.cityraillink.co.nz](http://www.cityraillink.co.nz). A copy of the indicative route map is overleaf.

Na maua noa

	
David Warburton	Claire Stewart
Chief Executive	CRL Project Director





## Appendix D: Register of Mana Whenua Engagement

Iwi Name	Response	Attended Apr-26	Attended Hikoi	Attended May-23	Attended Jul-9 Workshop
<b>Te Waiohū Group</b>					
Ngāti Tamaoho	No	y	y	y	
Ngāti Te Ata	Yes	y	y	y	
Ngāi Tai ki Tamaki	Yes	y	y	y	y
Te Akitai	Yes	y	y	y	y
Te Kawerau a Maki	Yes	n	n	y	y
Waikato Tainui	No				
<b>Ngāti Whatua Group</b>					
Ngāti Whatua o Kaipara	No				
Ngāti Whatua o Orakei	Yes	y	y	y	y
Ngāti Whatua Runanga	No				
<b>Marutuahu</b>					
Ngāti Paoa	Yes	n	n	y	
Ngāti Maru	Yes	n	n	n	
Ngāti Whanaunga	No				
<b>Ngāti Wai</b>					
Ngāti Manuhiri	No				
Ngāti Rehua	No				
Ngāti Wai	No				
<b>Hauraki MTB</b>	No				

## Appendix E1: Letters to directly affected landowners (subsurface owners)

1 July 2012

Dear Property Owner

Property address -

I am writing to you regarding the City Rail Link project (CRL) and its future effect on the address above which we understand to be your property.

The CRL will extend the rail system underground past Britomart and through the city centre for about 3kms before it rises to the surface to join the western rail line at Mt Eden. The City Rail Link provides for three new underground city centre stations and a station at Eden Terrace.

Your property has been identified as being affected by this proposal as the rail tunnels will run in rock some distance below your property.

In New Zealand, you own your land to the centre of the earth and this means we will need to purchase an area below the surface of your property for the tunnels.

We want to establish contact with you now at the beginning of a long process to explain the project and its future effects and understand your concerns.

You are invited to attend one of the identical information sessions we are holding for affected sub surface property owners where we will explain the planning and property processes and timeline. Details are in the table below.

All sessions will present the same information.

City Rail Link information sessions for sub surface property owners

Date	Time	Venue
17 July	7.30am-9am	Mahatma Gandhi Centre 145 New North Road
	12-1.30pm	Mahatma Gandhi Centre 145 New North Road
19 July	4pm-5.30pm	Beca House, 21 Pitt Street
	6-7.30pm	Beca House 21 Pitt Street
21 July	1-2.30pm	Mahatma Gandhi Centre 145 New North Road

After the sessions, information will be found on the project website [www.cityrailink.co.nz](http://www.cityrailink.co.nz)



**Auckland Transport**  
An Auckland Council Organisation

© Auckland Transport  
Auckland 1010  
Private Bag 25  
Auckland 1142  
New Zealand  
09 308 3000  
09 308 3000



Within the next month, we intend to initiate planning processes with Auckland Council to protect the route.

Your current property use is not affected and there is no need to make any changes. If the route protection is confirmed, you will be able to develop your property (i.e.; foundations, basement) from 7 to 10 metres below natural ground level. Deeper than this and you will need to talk to us and get our agreement. We envisage purchase of underground property happening after designation in 2014.

We will continue communicating with you throughout this process.

Information relating your rights can be found on the Land information New Zealand website [www.linz.govt.nz](http://www.linz.govt.nz). Information on route designation and planning processes is available at <http://www.mfe.govt.nz/publications/rma/everyday/designations/>

Please contact Auckland Transport on [criproject@aucklandtransport.govt.nz](mailto:criproject@aucklandtransport.govt.nz) or 3553553 with any inquiries.

You may wish to provide your preferred contact details so we can stay in touch as the CRL progresses. I look forward to seeing you at the information sessions.

Yours faithfully

A handwritten signature in blue ink, appearing to read "Claire Stewart".

Claire Stewart

CRL Project Director





Your current property use is not affected and there is no need to make any changes. If you are considering alterations or development, we would like to discuss this with you.

We will continue communicating with you throughout this process. If route protection is confirmed, we will begin negotiations to purchase property. We envisage this being in 2014.

Information relating to your rights can be found on the Land information New Zealand website [www.linz.govt.nz](http://www.linz.govt.nz). Information on designation and planning processes is available at <http://www.mfe.govt.nz/publications/rma/everyday/designations/>

Please contact Auckland Transport on [crlproject@aucklandtransport.govt.nz](mailto:crlproject@aucklandtransport.govt.nz) or 09 3553553 with any inquiries.

You may wish to provide your preferred contact details so we can stay in touch as the project progresses. I look forward to seeing you at the information sessions.

Yours faithfully

A handwritten signature in blue ink, appearing to read "Claire Stewart".

Claire Stewart

CRL Project Director

## Appendix F: Presentation to directly affected landowners (combined subsurface and surface presentation)



## Presentation overview

### The City Rail link team:

- Claire Stewart- project director
- Stephen Rainbow- key relationships manager
- Deborah Godinet- planning manager
- Clive Fuhr-property acquisitions manager
- Steve Hawkins- engineering delivery manager
- Carol Greensmith – communications manager

### Overview of:

- Project
- Route selection
- Planning process
- Property acquisition
- Managing tunnelling impacts

## A vision for Auckland

### A globally competitive city



- A thriving economic centre
- A lifestyle that attracts and retains top talent
- Transport solutions that allow for and shape growth
- New Zealand is fifth in OECD for growth and most is in Auckland

## Contributing to plans for Auckland

The CRL is the foremost public transportation project in the first decade of Auckland Council's 30 year Auckland Plan

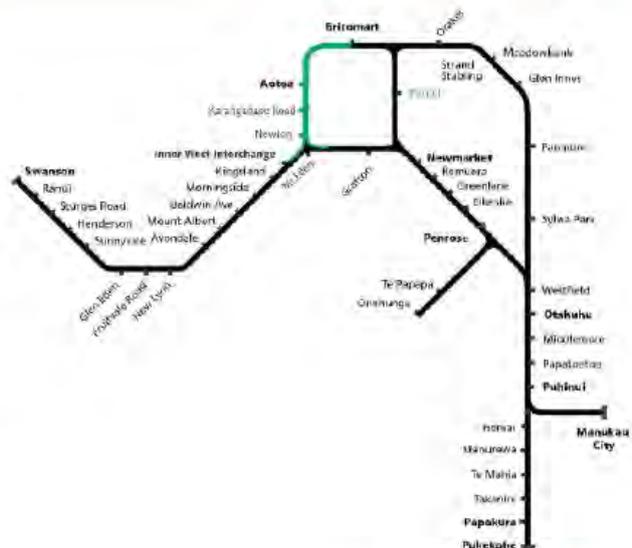
The CRL will create a quantum shift in the efficiency and frequency of rail services

The CRL is one of Auckland's key initiatives to reach its goals of:

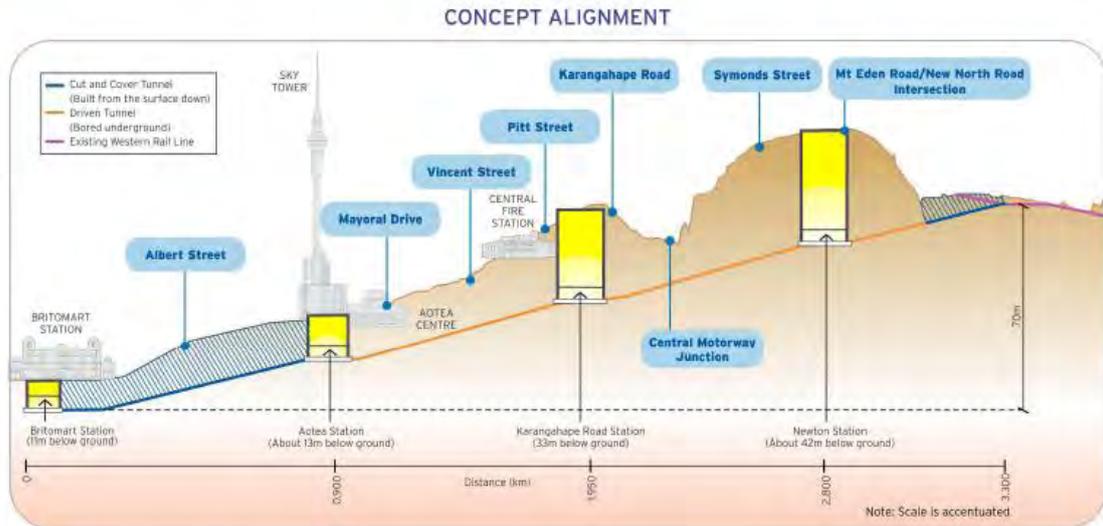


## Network benefits

- Links the existing network
- Unlocks Auckland wide network capacity-not a CBD loop
- Allows more direct city centre access
- Enables cross city travel without changing trains
- Allows for future North Shore line to connect at Aotea



# City stations



# Alignment



- Britomart to Eden Terrace
- 3.5km- mainly underground
- Provides for three city centre stations and an interchange
- Rail can move 10 times more people per hour than a motorway lane and five times more than light rail/busway



## Timeline

### May 2011

- Government and Auckland Council agree that it makes strategic sense to protect a route

### 2011/12

- Auckland Transport undertakes the engineering, technical, planning and legal work required to progress protection of the route

### 2012

- Auckland Council (AC) adopts LTP including CRL funding
- AC approves three year funding for land acquisitions
- Land footprint identified
- Route protection initiated



Auckland Transport  
Whakamārama Kōwhiri



## Route selection

- There have been a number of routes considered since the City Rail Link was first suggested
- Identified route based on extensive consideration and evaluation of alternative sites, routes and construction methods
- Factors included technical assessments regarding:
  - feasibility
  - geology
  - gradients
  - network function
  - construction methods
  - environmental impacts
  - engineering risk
  - heritage
  - constraints
  - property
- Land identified is considered necessary based on alignment, station locations and effects assessment
- In recent months the route has been refined to include an inner west interchange to optimise train operations and passenger services



## NoR process



## Construction

Cut and cover along Albert Street and at Eden Terrace  
Impacts to be addressed include:

- Noise and dust
- Altered access and traffic patterns
- Vibration

Tunnelling from Aotea Station to Newton will be with a Tunnel Boring Machine (TBM) - tunnel depths under private property range from 20 to 33 metres

TBM technology reduces impacts such as vibration and ground movement



## Basis of purchase- surface



- Starts once the designation is confirmed (from 2013/14)
- Acquisition will be based on the compensation provisions of the Public Works Act
- Fair market value (ignoring the effect of the public work)
- Assessed by independent valuers
- Owners reasonable valuation/legal costs reimbursed
- Also provision for:
  - reasonable relocation costs
  - disturbance payments
- Commercial tenants may have compensation entitlement



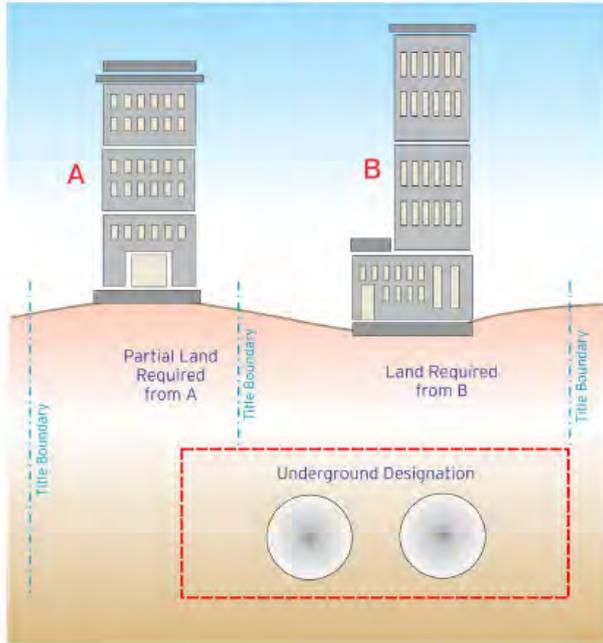
## Basis of purchase- subterranean

- Starts once the designation is confirmed (from 2013/14)
- Acquisition will be based on the compensation provisions of the Public Works Act
- Compensation based on before and after assessment
- Compensation generally relates to degree to which the subterranean purchase impacts on surface use
- Assessed by independent valuers
- Owners reasonable valuation and legal costs reimbursed



# Subterranean requirements

## What land is required

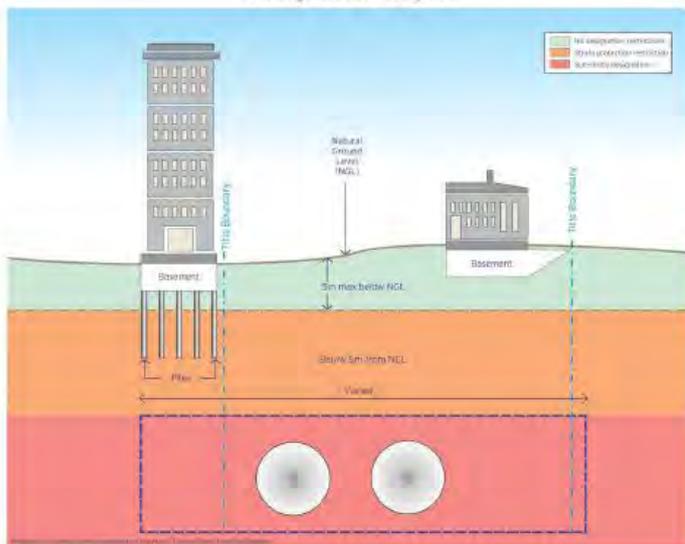


The tunnels may pass wholly or partly below individual properties



# Development impacts

## Designation Layers



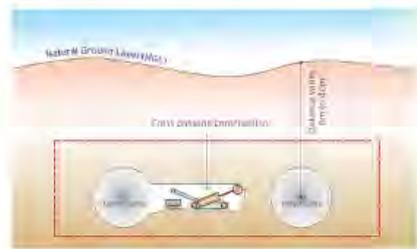
There are three layers of designation:

1. **Green** where the CRL has no impact
2. **Orange** where you will need to discuss your plans with Auckland Transport and obtain approval
3. **Red** which Auckland Transport will purchase and own where no development is allowed



## Vibration

- Temporary and varying effects related to construction
- Reduces with distance and the type of material being worked in
- Conservative effects assessment has been made for the NoR related to the indicative construction methodology and construction durations
- Preliminary indications from expert reports are that there is no risk of vibration induced building damage and any effects would likely be aesthetic



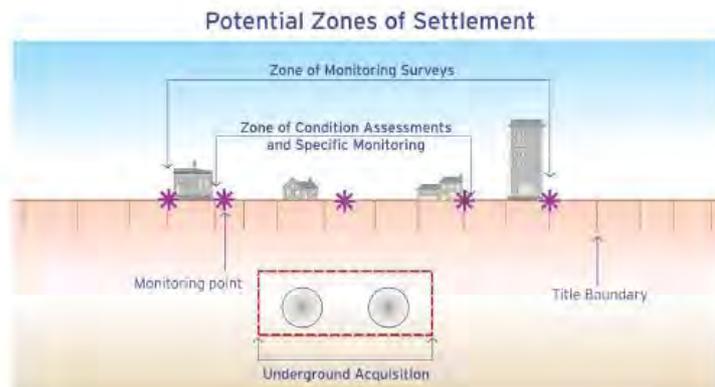
## Settlement

- In Auckland, land rises and falls seasonally as groundwater levels vary- often seen as deep cracks in the lawn or doors that stick
- The types of buildings encountered along the CRL route are many and varied
- Preliminary assessments show vast majority will have negligible damage, cosmetic in nature and non-structural
- Monitoring will be used to confirm assessments of the likelihood of any damage
- Settlement and monitoring will be key elements of the resource consent and construction process
- Auckland Transport will repair any settlement damage caused by the CRL



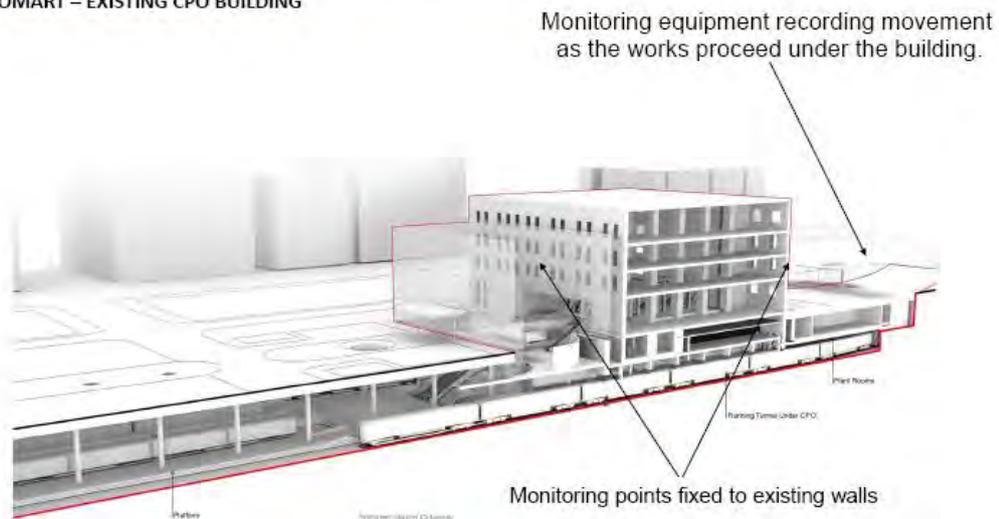
## Settlement monitoring

- An array of laser measured monitoring points is established before construction commences -some condition surveys undertaken
- Monitoring points selected on existing buildings around sites of all work areas
- Regular readings taken prior, during and after construction completed
- 'Traffic light' system of continuous monitoring to avoid exceeding pre-defined limits



## Typical monitoring regime

BRITOMART – EXISTING CPO BUILDING



## Next steps

2012/13	2013/14	2015/16-20	2020/21
Discussions with affected landowners	Hearings of application	Construction (assuming funding)	CRL opens
Seminars on project effects	Resource consent applications		
Public open days			
NoR publically notified by Auckland Council	Individual property purchase starts		
Submission process			



## Summary

- Auckland Transport is in the initial stages of planning to protect a route for the City Rail Link
- The process allows for public submissions hearings and appeals
- Once a designation is confirmed property negotiations will start
- Purchase is on the basis of fair market value determined by registered valuers ignoring the public work and reasonable costs are paid
- The purchase of sub surface land for the tunnels does not affect current surface ownership and there is no restriction on development for at least 5 metres below natural ground level
- Comprehensive monitoring will ensure construction effects are well understood and managed
- 09 355 3553 or [crlproject@aucklandtransport.govt.nz](mailto:crlproject@aucklandtransport.govt.nz)
- [www.cityraillink.co.nz](http://www.cityraillink.co.nz)



---

**Thank you**

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## Appendix G: Letters to Tenants / Occupiers of directly affected properties



## Appendix H: Letters to affected landowners (Proximity Owners)



**Auckland  
Transport**  
an Auckland Council Organisation

6 Havelock Valley Rd  
Meadowbank, Auckland 1013  
Private Bag 10 150  
Auckland 1142  
New Zealand  
[www.aucklandtransport.govt.nz](http://www.aucklandtransport.govt.nz)  
Tel 09 355 3553  
Fax 09 355 3550

9 July 2012

Dear Property Owner

**Property address**

I am writing to you regarding the City Rail Link (CRL). Auckland Transport has identified a land footprint and this is to advise that your property is not required. The CRL is a 3.5km, mainly underground, rail line through Britomart and the city centre to join the western rail line at Mt Eden.

However, your property is adjacent to the route and while not required for the CRL, may be subject to future construction impacts such as access changes, traffic management, noise and vibration.

Our current focus is to work with property owners within the land footprint prior to initiating planning processes to designate the land.

We want to establish early contact with you to confirm that your property is not required and that you are aware it may be subject to future construction impacts. Construction is not currently funded.

In August and September this year, we will be holding seminars to explain project effects and you are welcome to attend. These will be advertised and be on the project website [www.cityrailink.co.nz](http://www.cityrailink.co.nz)

Please contact Auckland Transport on or [crlproject@aucklandtransport.govt.nz](mailto:crlproject@aucklandtransport.govt.nz) or 09 3553553 with inquiries.

Yours faithfully



Claire Stewart  
CRL Project Director

## Appendix I1: CRL Factsheet (February 2012)



# Factsheet

FEBRUARY 2012

City Rail Link

Unlocking the opportunity for Auckland to build a modern rapid transit system

The City Rail Link (CRL) is a project that will shape the city's future, unlocking the opportunity for Auckland to build a modern rapid transit system to support economic and population growth. It is an evolutionary project to help Auckland become a globally competitive city.

The CRL will extend the passenger rail system underground past Britomart to connect with the western line at Mt Eden via twin 3.5km tunnels and up to 45 metres below central city streets.

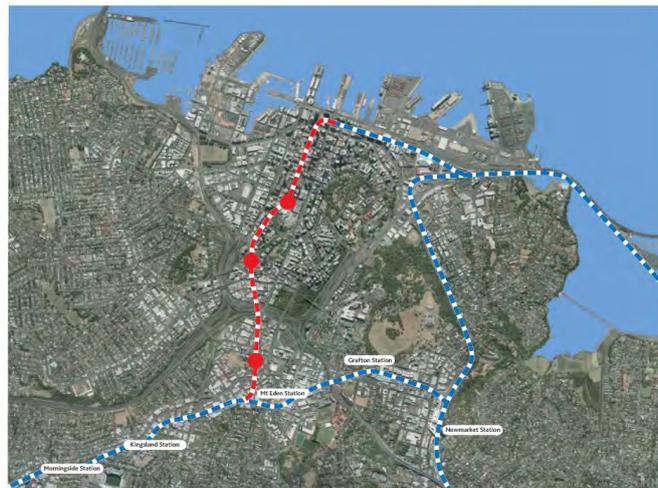
At this stage, there is potential for up to three new stations (see map) – near the Aotea Centre, Karangahape Rd and Newton.

Britomart will no longer be a dead-end terminus. Changing it to a through station will create a rapid transit system radiating from downtown Auckland that will boost central city activity and quality of life.

It is estimated the CRL will take five and a half years to build at a cost of \$2.4 billion. The route and station locations will avoid private property and city heritage buildings as much as possible.

The draft Auckland Plan provides for the project to be completed by

- Proposed City Rail Link
- Existing Rail Network



2020/21. While discussions on funding and other essential steps (such as design and procurement method) are continuing, both central government and Auckland Council have agreed that

it is sensible to protect a route now to enable future construction. Auckland Transport is working toward confirming the route for planning protection.

Find out more: (09) 447 4194  
or visit [www.aucklandtransport.govt.nz](http://www.aucklandtransport.govt.nz)



## Growing our economy

Auckland is New Zealand's commercial capital; home to over 60% of the country's top 200 companies and contributes more to GDP (36%) than its population share (33%). Its productivity is 30-50% higher than other regions and the city centre is 150% more productive than any other in NZ.

The most productive activities are business and financial services and their productivity increases when employment density increases and there is access to more skilled labour. Making the city centre more accessible with the CRL will drive economic performance and create changes in land use and value, development opportunities, particularly around stations, and intensification.

A stronger, thriving Auckland means a stronger, wealthier New Zealand. Making the central business district more accessible will help attract a greater concentration of higher-paying city centre jobs. This will fuel increased innovation and wealth creation, leading to increased government revenue from taxes on income, company profits and goods and services.



## Improving journeys

Transport is a critical shaper and enabler of Auckland's future. The CRL will allow train services to Britomart to double from their current peak capacity enabling increased development, business and social activity within the central city and the immediate precincts of Auckland's satellite railway stations.

At present, trains coming into the city can go only as far as Britomart and then have to return the same way. Trains coming from the west have to go east to Newmarket before they can get to the city centre. This limits rail services and adds time to journeys. Britomart was designed to be extended and the time has now arrived to progress this intention.

With the CRL, a journey from New Lynn to the Aotea Station will take less than half the time and from Manukau to Karangahape Road, the journey will be a third shorter.

Auckland's population of 1.4 million is expected to reach 2.3 million by 2050. Keeping Auckland moving in the face of this growth is a major challenge. City centre bus services will reach capacity in the next few years.

The CRL will provide a rapid transit system option that is unaffected by road congestion.

More accessible and reliable train services will reduce buses on city streets making it easier for people from areas like the North Shore to get into the city via the busway and more frequent connections beyond the city.

With electrification, passenger trains in Auckland are projected to carry about 20 to 25 million people a year. With the CRL in place, that's expected to double. The CRL will help maximise the benefits of existing and proposed transport investment including electrification and new trains.



Find out more: (09) 447 4194  
or visit [www.aucklandtransport.govt.nz](http://www.aucklandtransport.govt.nz)

**Auckland Transport**  
An Auckland Council Organisation

## Appendix I2: CRL Infosheet (July 2012)



# City Rail Link Project

JULY 2012

The City Rail Link will give Aucklanders more trains, more often with faster, more reliable and direct services to more destinations.

It will remove the rail capacity constraint at Britomart by extending passenger rail under Albert, Vincent and Pitt Streets, then beneath Karangahape Road and the Central Motorway Junction to Symonds Street before rising to join the western line near the Mt Eden station.

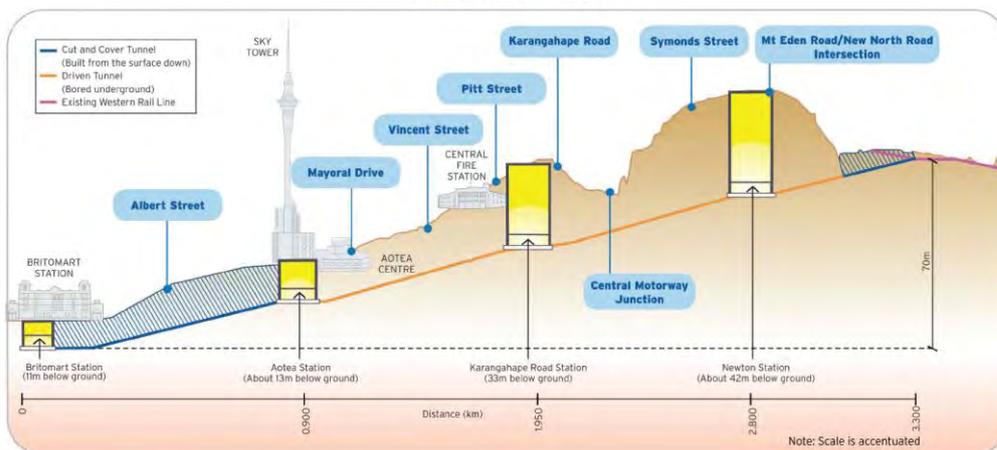
The City Rail Link will allow for three additional city centre underground stations in the vicinity of the Aotea Centre, Karangahape Road and Newton and an inner west Interchange between Dominion and New North Roads.

Britomart will become a through station which was originally envisaged when it was built in 2003. This will allow faster, more frequent and more reliable services across the whole passenger rail network.

Travel times to City Rail Link stations

From	To Intended Location	Travel by Train / Bus (minutes)			% Improvement in Travel Times
		Before CRL	After CRL	Reduction in Travel Time	
New Lynn	Aotea Station	51	23	28	55%
Morningside	Aotea Station	39	14	25	64%
Onehunga	K' Road Station	47	27	20	43%
Manukau Centre	K' Road Station	61	42	19	31%
Newmarket	Aotea Station	27	10	17	63%
Panmure	Newton Station	40	27	13	33%

### CONCEPT ALIGNMENT



Find out more: (09) 355 3553 or email [crlproject@aucklandtransport.govt.nz](mailto:crlproject@aucklandtransport.govt.nz) [www.cityrailink.co.nz](http://www.cityrailink.co.nz)





**Growth**

Improved accessibility is the key to Auckland's economic growth and that of New Zealand. The CRL will future-proof transport demands for an Auckland that will be home to two thirds of New Zealand's growth over the next three decades, with our population exceeding two million.

Auckland accounts for 34% of jobs in NZ and most are in metropolitan Auckland. Transport is critical in shaping urban form and leading economic development. Cities with efficient transport systems have higher productivity than more dispersed places.

**Access**

Improved travel times will give greater employment opportunities. Significant economic gains can be made from transport investment that improves access into high employment densities. The number of people within 30 minutes travel time of a city station will double.

The City Rail Link builds on previous public transport investment including Britomart and rail electrification and extends and improves a rapid transport option unaffected by congestion.

**CRL Project Objectives**

1. Improve transport access into and around the city centre for a rapidly growing Auckland
2. Improve the efficiency and resilience of the transport network of urban Auckland
3. Significantly contribute to lifting and shaping Auckland's economic growth
4. Provide a sustainable transport solution that minimises environmental impacts
5. Contribute positively to a livable, vibrant and safe city

**Land requirements**

The City Rail Link will need to purchase surface land required for:

- Access points to underground stations
- Room to allow the trains to rise to meet the existing western rail line
- Construction yards.

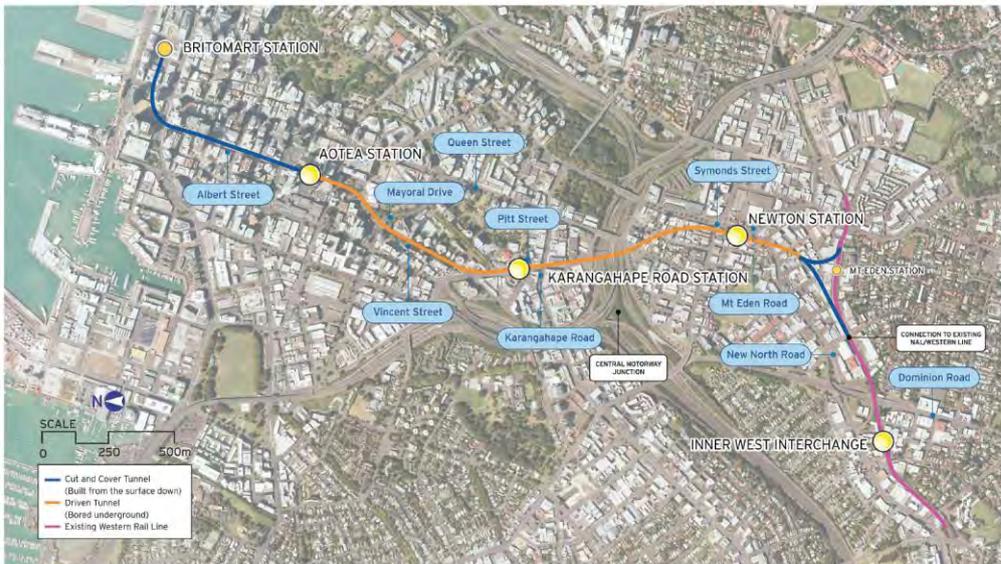
It will also require the purchase of some sub surface land below private property for the tunnels.

Auckland Transport is now seeking to have the land required for the project protected for future construction. It will not require land until 2015 at the earliest.

**Key facts**

- 3.5km
- Britomart to the Western rail line near Eden Terrace
- Mainly underground
- Three new city centre underground stations
- An inner west interchange
- Cost of \$2.86 billion (inflated to year of spend)
- Construction forecast to commence for 2015/16
- Opening 2020/21

**Indicative timeline**



Find out more: (09) 355 3553 or email [crlproject@aucklandtransport.govt.nz](mailto:crlproject@aucklandtransport.govt.nz) [www.cityrailink.co.nz](http://www.cityrailink.co.nz)



## Appendix I3: CRL Landowner Factsheet (July 2012)




Factsheet

City Rail Link  
Information for Landowners

JULY 2012

**Auckland Transport (AT) is planning to lodge a notice of requirement to protect land required for the City Rail Link (CRL). The CRL will extend the passenger rail system underground through Britomart to connect to the western line at Eden Terrace.**

The route is predominantly underground requiring the future purchase of an envelope of land below properties. It will also require some surface property near the western line and for station access points.

Auckland Transport is contacting property owners affected by the CRL and will continue to consult with them as the notice of requirement (NoR) progresses.



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**What is a notice of requirement?**

A NoR is how AT gives notice to Auckland Council that it wants to designate land for a transport project. Until it has been included in a district plan, a designation is referred to as a NoR. The NoR for a new designation will be lodged with Auckland Council and be heard by independent commissioners. If it is confirmed, the designation is included in the district plan.

**The submission process for a notified NoR**

The NoR will be publicly notified. Anyone can lodge a submission in support or opposition within a period of 30 working days.

**NoR hearings**

If any submitters state that they wish to be heard, the council will hold a hearing to consider the NoR. Submitters can speak to submissions at the hearing, or bring along someone to represent them or present evidence on their behalf.

**Council recommendation and AT decision**

After the hearing, the commissioners will recommend to AT whether they think the NoR should be confirmed (ie, the site should be designated for the proposed purpose); should be confirmed with modifications and/or conditions; or should be withdrawn.

In making a recommendation, it will take into account the NoR; council planner's recommendations; the relevant national, regional planning documents; and information presented at the hearing.

Find out more: (09) 355 3553 or  
email [crlproject@aucklandtransport.govt.nz](mailto:crlproject@aucklandtransport.govt.nz)  
[www.cityrailink.co.nz](http://www.cityrailink.co.nz)



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AT then has 30 working days to decide whether to accept the recommendation. Most designations have conditions attached to them, which limit what can be carried out under the designation and are intended to mitigate any adverse environmental effects.

Once Auckland Council has received AT's decision, it will provide a copy to all submitters as well as landowners and occupiers whose land is directly affected by the decision. This can be appealed to the environment court.

**What is a designation?**

The Resource Management Act allows for areas of land to be set aside for network utilities or public works. These areas are identified in the district plan. Designating the land required for the CRL would allow AT's project to proceed without needing to get a land-use consent from the council. Once the designation is put in place, AT may do anything allowed by the designation, and the usual provisions of the district plan do not apply to the designated site. AT will still need to get any resource consents required from the council.

AT is seeking a designation for 20 years. This means if the project hasn't happened in that time frame, the designation will lapse.



**How does a designation affect landowners?**

A designation places restrictions on what anyone other than AT can do with the land. If you wish to do anything on designated land that may prevent or hinder the designated work, written consent must be obtained from AT.

You can appeal to the Environment Court. The normal provisions of the district plan still apply to your proposed activity, and you may need to obtain resource consents. In this case, AT will be an affected party.

**Purchasing/acquisition of land**

AT has no immediate plans to purchase land. It will begin negotiations after the designation has been confirmed, likely to be 2014. It will consider special/hardship cases.

Anyone who owns designated land can ask the Environment Court to direct AT to acquire the land if they have tried and are unable to sell it. Under the Public Works Act 1981, Auckland Council can compulsorily acquire land that is designated for AT purposes.



Find out more: (09) 355 3553 or email [crlproject@aucklandtransport.govt.nz](mailto:crlproject@aucklandtransport.govt.nz) [www.cityraillink.co.nz](http://www.cityraillink.co.nz)



## Appendix J: CRL Questions & Answers (from the CRL website)

### What is the CRL?

The proposed CRL is a 3.5 kilometre double track underground rail tunnel beneath the city centre from Britomart to the western line near Eden Terrace, with three city centre underground stations and a new inner west interchange.

### Why do we need it?

The Auckland region is growing significantly. By 2040, 2.1 million people are expected to live in Auckland. The ability of private transport to meet this projected growth will be severely limited by the capacity of streets in the city centre, parking constraints, and demands from buses and pedestrians meaning that we need another solution.

Investment in the transport network to cater for increased travel demand will be essential if Auckland is to achieve its goal of a thriving regional economy and becoming the world's most liveable city.

### How will the CRL benefit people not living or working in central Auckland?

In terms of transport benefits, the CRL will increase capacity across the whole rail network and improve timetable resilience by releasing the capacity constraint at Britomart. Journey times will be shorter and services more reliable and frequent.

Improving accessibility to the central city means more people can choose to work in the city. Accessibility will help lift Auckland's productivity and, therefore its economic performance. The increase in economic productivity of the central city will have flow-on effects to the wider region and the country with greater tax take on income, profit and good and services. That benefits everyone.

The CRL will maximise the benefits of existing and proposed investment in transport; for example, on the Western Line, the CRL will provide more direct access to the city centre compared to the current route via Newmarket.

### What difference will the CRL make to journey times?

With CRL, a journey from New Lynn to the Aotea Station will take less than half the time and from Manukau to Karangahape Road, the journey will be a third faster than now.

### How long will it take to build the CRL and how much will it cost?

Construction of the CRL is expected to take five and a half years based on current estimates and cost up to \$2.86 billion (at year of spend).

### How will the CRL be funded?

Funding options are being investigated by the council and the project team.

### **What is the effect of designation?**

Surface land and sub-surface land will be required for the CRL, its construction and operation. Any new development in these areas would first need to be discussed and approved by Auckland Transport.

### **Why was this route chosen?**

There have been a number of routes considered since the CRL was first suggested. The most recent work between 2008 and the present considered several routes which were subject to a rigorous analysis. Evaluation criteria and weightings were proposed, challenged, discussed and agreed, options scored and then a sensitivity analysis was carried out to determine the preferred option.

### **How will the CRL benefit those in north, south, east and west Auckland?**

Those on train lines will get improved services, more direct journeys without changing trains and better access to employment opportunities. Increased rail patronage could create opportunity for more targeted and feeder bus services and allow more room on the roads for buses and private vehicles.

### **How have you assessed the route for any geological issues/ weaknesses?**

There has been considerable information gathered over the years about the geology within the CRL footprint. We have reviewed information from about 800 boreholes and are undertaking more analysis as the design develops.

### **Will it be like the Tube in London?**

It will be similar to the more modern elements of the tube in London. Unlike the Tube which has power supplied via a third rail at track level, power on the CRL will be supplied via overhead line. The CRL trains will not be as long as the Tube trains. The tunnels and stations will likely have better ventilation systems and so will be more comfortable for train commuters.

### **Will the project require the demolition of heritage buildings?**

No listed heritage or character buildings will be demolished. One is within the footprint but we require just the temporary use of its car park and won't affect the building. The future of former underground toilets in Beresford Square is still to be determined.

### **What benefits will it provide businesses?**

The numbers of people within 30 minutes travel time of a city station will double, improving employee and employer opportunities. Rail transport services will be more frequent, faster and more reliable. Improved economic performance in Auckland benefits everyone. In addition, the CRL may open up opportunities for development, and businesses close to newly created stations could benefit from increased pedestrian traffic.

**Who is paying for this project?**

The Auckland Council's Long Term Plan indicates that funding will be provided by the Auckland Council from rates and development contributions, by Central Government, from passengers and from alternative funding sources now being investigated by Auckland Council.

**How certain are you of the current route/design?**

The route has been reviewed by a number of teams of experts over a number of years. These include ARTA, KiwiRail, Auckland Transport, Auckland Council, at least five international consortia of consultants and many specialist advisers.

**What certainty can you give that the CRL will in fact be built?**

Both Auckland Council and Central Government have agreed it makes strategic sense to seek a designation now to enable the CRL to be built. It is a cornerstone of several Auckland vision and transport documents. Work on funding continues.

**How can I contact you about the City Rail Link?**

Email us at [CRLproject@aucklandtransport.govt.nz](mailto:CRLproject@aucklandtransport.govt.nz), call us on (09) 355 3553 or write to us at City Rail Link, Private Bag 92250, Auckland 1142.

## Appendix K: CRL Media Release



### MEDIA RELEASE

#### City Rail Link Route Identified

3 July 2012

Auckland Transport has identified a route through the city centre for the City Rail Link (CRL) the next step in passenger rail development for Auckland, and is now making contact with directly affected landowners prior to seeking planning protection for the route.

The CRL will extend the existing rail line underground through Britomart, under Albert, Vincent and Pitt Streets, then beneath Karangahape Road and the Central Motorway Junction to Symonds Street before rising to join the western line near Eden Terrace.

Mayor Len Brown says the route identification is the next big step towards the completion of one of the most important public transport projects in the recent history of Auckland.

"The CRL won't just provide a convenient train line below the city centre. It will unleash the potential of the entire suburban rail network, increasing frequency, reliability, and speed of trains across all of Auckland," says mayor Len Brown.

Auckland Transport's chief executive David Warburton said the CRL will provide for three additional city centre stations in the vicinity of the Aotea Centre, Karangahape Road and Newton and an interchange adjacent to New North Road.

"Our priority is to let property owners directly affected by the City Rail Link know about the route first and then we'll engage with wider interests."

The CRL will require the future purchase of surface property from 210 owners. Underground portions of land from 70 interests including 12 unit title developments with multiple owners will also need to be purchased for the tunnels and stations.

"Our focus is on protecting a route for the CRL. We first want to work with landowners to help ensure they are well informed and to help us understand their issues. Property purchase is a second step."

"We are aware that property owners adjacent to the CRL will want to know more about future construction impacts such as noise, vibration and access. We will explain these over the next few months and address them at a greater level of detail in future design and resource consent processes." he said.



Britomart will become a through station as was originally envisaged when it was built, allowing faster, more frequent and more reliable services across the whole Auckland passenger rail network.

“Improved accessibility is a key to Auckland’s economic growth and that of New Zealand. The CRL will future-proof transport demands for an Auckland that will be home to two thirds of New Zealand’s growth over the next three decades.”

The CRL builds on previous public transport investment including Britomart, double tracking and electric trains. It will provide more trains more often, with faster more reliable and direct services, to more destinations.

He says both Auckland Council and central government agree it makes strategic sense to protect the route now.

The CRL will be built in two 3.5km long, twin tunnels up to 45 metres below the city. As much as possible, the project will be built below city streets to reduce the effects on property owners and city heritage buildings.

Information on the project is available on the project website [www.cityrailink.co.nz](http://www.cityrailink.co.nz)

Media images available are:

- Map
- CRL long section
- Electric train
- Aotea Station interior concept design
- Britomart track layout

**For media inquiries contact:**

Wally Thomas- Corporate Manager, Communications and Public Affairs

DDI 09 440 7928 | M 021 593 412

[wally.thomas@aucklandtransport.govt.nz](mailto:wally.thomas@aucklandtransport.govt.nz)

#### Key Points

- The Auckland Plan (page 234) provides for the development and completion of the City Rail Link (CRL) by 2020.
- As a first step, Auckland Transport is seeking to protect a route through the city centre for the CRL to connect Britomart to Mt Eden
- Protecting the route for the CRL now makes strategic sense
- Property owners within the route are being contacted directly by AT
- City Rail Link will encourage and shape Auckland’s economic success for years to come by enabling a more productive and efficient city centre



## Auckland Transport

An Auckland Council Organisation

- City Rail Link will improve public transport capacity across Auckland by removing a bottleneck at Britomart, improving access to the city with more frequent, reliable and faster services
- The CRL route and stations are mostly below city streets to minimise effects on private property and the city heritage
- The CRL Rail Link will be built in twin tunnels 3.5km long and up to 45 metres below the city with provision for stations near Aotea Square, Karangahape Road, Newton Road and Eden Terrace
- The CRL will complement investment in other transport infrastructure in Auckland including electrification of the network and the purchase of new electric trains

### About Auckland Transport

Auckland Transport is a Council Controlled Organisation (CCO) of Auckland Council. It is responsible for all of the region's transport services (excluding state highways) - from roads and footpaths, to cycling, parking and public transport.

Among its main tasks are:

To design, build and maintain Auckland's roads, ferry wharves, cycleways and walkways.

Co-ordinate road safety and community transport initiatives such as school travel

Plan and fund bus, train and ferry services across Auckland.

For more information about Auckland Transport go to [www.aucklandtransport.govt.nz](http://www.aucklandtransport.govt.nz) twitter: @akltransport



## Appendix L: CRL Media Briefing Presentation (3 July 2012)



## A Vision for Auckland

### A globally competitive city



- A thriving economic centre
- A lifestyle that attracts and retains top talent
- Transport solutions that allow for and shape growth
- New Zealand is fifth in OECD for growth and most is in Auckland
- New migrants are a key growth factor



## Contributing to plans for Auckland

The CRL is the foremost public transportation project in the first decade of the council's 30 year Auckland Plan

The CRL will create a quantum shift in the efficiency and frequency of rail services

The CRL is one of Auckland's key initiatives to reach its goals of:

- a world-class transport system that allows us to travel around our city
- a productive high-value economy that delivers high-paying jobs
- a healthy environment that is protected for future generations to enjoy
- inclusive and safe communities that are great places to live



## City centre capacity

- Britomart rail capacity expected to be reached in 2020 after electrification
- CRL will double capacity by removing Britomart terminus constraint
- Bus capacity reached this decade



Symonds Street

Fanshawe Street

Columbia



## Transport, access and productivity

Transport is critical to shape and lead economic development in cities

Cities with efficient transport systems have higher productivity

Improving access and links between firms increases city employment

Improved travel times increase job opportunities and access to workers

Economic gains can be made from transport investment that improves access to dense employment areas

TRAVEL TIMES TO CITY RAIL LINK STATIONS						
From	To	Travel by Train / Bus (minutes)			% Improve ment in Travel Time	
		Before CRL	After CRL	Reduced Travel Time		
New Lynn	Aotea Station	51	23	28	55%	
Morningside	Aotea Station	39	14	25	64%	
Onehunga	K' Road Station	47	27	20	43%	
Manukau Centre	K' Road Station	61	42	19	31%	
Newmarket	Aotea Station	27	10	17	63%	
Panmure	Newton Station	40	27	13	33%	



# Working to a solution

## May 2011

- Government and Auckland Council agree that it makes strategic sense to protect a route

## 2011/12

- Auckland Transport undertakes the engineering, technical, planning and legal work required to progress protection of the route

## 2012

- Auckland Council adopts LTP including CRL funding
- Land footprint identified
- Route protection initiated



# Alignment



- Britomart to Eden Terrace
- 3.5km-mainly underground
- Provides for three city centre stations and an interchange
- Rail can move 10 times more people per hour than a motorway lane and five times more than light rail/busway



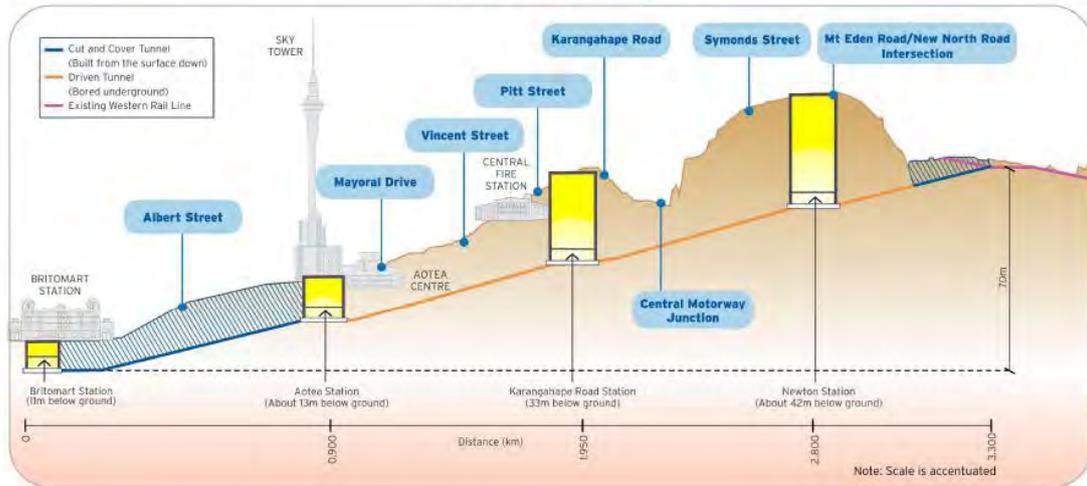
# Network benefits

- Links the existing network
- Unlocks Auckland wide network capacity- not a CBD loop
- Allows more direct city centre access
- Enables cross city travel without changing trains
- Allows for future North Shore line to connect at Aotea



# City stations

## CONCEPT ALIGNMENT



# Construction

Cut and cover along Albert Street and at Mt Eden. Impacts to be addressed include:

- Noise and dust
- Altered access and traffic patterns
- Vibration

Tunnelling from Aotea Station to New North Road will be with a Tunnel Boring Machine- tunnel depths under private property range from 20 to 33 metres

TBM technology reduces impacts such as vibration and ground movement



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# Property

City Rail Link

	Surface	Subsurface	Total
<b>Owners</b>			
Commercial	100	55	155
Residential	110	15	125
<b>Total</b>	<b>210</b>	<b>70</b>	<b>280</b>

- Surface land required for station access, where tunnels come to surface to join western line and work sites
- Sub surface land required where tunnels and stations pass below properties
- Subsurface numbers include 12 body corporates with multiple owners
- No listed heritage or character buildings are required. Former historic toilets below Beresford Square have been identified as requiring special consideration

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# Cost

CRL Cost Comparison showing changes over time (\$millions)	APB&B 2010 Expected Cost (2010 \$s)	APB&B 2012 Expected Cost (2012 \$s)	AC LTP 2012 inflated to year of spend
<b>Expected Construction Cost</b>	1,861	1,938	2,324
Gross land purchase	230	231	245
Estimated land sales	100	136	183
<b>Net Land</b>	<b>130</b>	<b>95</b>	<b>62</b>
<b>Total Construction and Land Cost</b>	<b>1,991</b>	<b>2,033</b>	<b>2,386</b>
<b>Potential Construction Cost Saving</b>		<b>166</b>	
<i>Additional EMUs</i>	240	259	336
<i>Other network optimisation</i>	100	108	140
<b>Expected Cost inc additional EMUs and other network improvements</b>	<b>2,331</b>	<b>2,400</b>	<b>2,862</b>
<b>Expected cost with potential saving</b>		<b>2,234</b>	



# Timeline

## 2012

1. Making contact with directly affected property owners
2. Advising occupiers of surface properties
3. Contacting owners whose properties are outside of, but adjacent to, the footprint
4. Initiate formal planning processes to designate the land required
5. Continue engagement on project

### Indicative Timeline:

- Planning and property 3 years
- Construction 5 years
- Target opening 2020/21



## Summary

- Auckland Transport has confirmed a land footprint for the City Rail Link so it can have the route protected
- It is now initiating contact with directly affected property owners
- City Rail Link will provide for three city stations and an interchange at Eden Terrace
- The City Rail Link will build on past transport investment and release the capacity constraint at Britomart enabling faster, more frequent and reliable services
- City Rail Link will double the number of people who can get to a city station within 30 minutes
- Improved accessibility will lift Auckland's economic performance and cater for a growing city

## Appendix M: Example comments from Auckland Council Consultation

### Comments in favour included:

“Like inner city rail as this will ease out city congestion by cars.”

“The CRL is critical to all of Auckland.”

“The Auckland Council needs to make the development of integrated public transport its absolute top priority. This includes the rail loop.”

“Think that the most important project in the near future will be the Central Rail Link. “

“Agree with CRL – essential as number one priority. Will be a vital part in our overall transport infrastructure and help bring life to the city. Vibrancy will come to the new stations. The CRL will also be a big stepping stone to other public transport initiatives. Like road infrastructure was built bit by bit so can rail.”

The key reasons provided included the need to:

- Improve public transport provision and reliability across Auckland
- Respond to current and cater for future Auckland growth
- Reduce road congestion
- Reduce environmental impacts including the sustainability and improved carbon emission of electric rail over cars
- Progress a project that has been talked about for decades.

### Comments opposed included:

“City Rail Link is a good idea but central Government must be made to stump up the 50% rather than leave it all to ratepayers.”

“The City Rail Link is an unnecessary burden to the entire region and will only serve the few people who visit the CBD.”

“Don't agree with progressing the City Rail Link - think the cost of this project is colossal and will not result in a substantial uplift in rail usage.”

“City Rail link needs to be shelved until national economic conditions improve.”

The key reasons for opposition centred on the cost of the CRL and how it would be funded, its potential impact on ratepayers and a preference for other projects such as rail to the airport or to the north shore.