
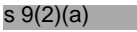


1 May 2024

Fast-track Approvals Bill – Schedule 2 Part B Application: Airport to Botany Bus Rapid Transit

1. Submitter Details

Organisation: Auckland Transport (AT)
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2. Project Location

Address / Location: Botany Town Centre to Auckland International Airport via Te Irirangi Drive; Great South Road; Ronwood Avenue; Osterley Way; Manukau Station Road; Lambie Drive; Puhinui Road, State Highway 20B ending at Orrs Road.

Legal Description: Not applicable

Legal Owner(s): Various

Location Description: Corridor between the Auckland International Airport Precinct and Botany Town Centre. See **Figure 1** below.



Figure 1: The Airport to Botany (A2B) Bus Rapid Transit (BRT) Corridor

3. Project Details

Project Name:	Airport to Botany Bus Rapid Transit (the Project)
Summary:	Construction and operation of approximately 15 km Bus Rapid Transit facility and walking and cycling facilities, connecting the Auckland International Airport Precinct to Botany Town Centre through Manukau Central
Relevant Local Authority	Auckland Council

3.1. Project Purpose

The overall Airport to Botany (A2B) Bus Rapid Transit (BRT) Project will provide an 18 km, dedicated, high capacity, reliable, and frequent BRT corridor and walking and cycling facilities. See **Figure 2** below for a general cross section. The Project will improve connections between the major centres of Botany, Manukau, Auckland Airport and their employment areas to existing and intensifying residential areas in southern and eastern Auckland.



Figure 2: General A2B Project Cross Section

AT and the New Zealand Transport Agency Waka Kotahi (NZTA) are seeking to deliver 15 km portion of the overall Project which extends from south of Botany Town Centre to Orrs Road.

The remainder of the overall Project, being 3 kms of BRT corridor and walking and cycling facilities between Orrs Road and the Airport Terminal, including a bridge across Pūkaki Creek, will be delivered separately by Auckland Airport.

The business case for the Project was completed in 2021¹. AT and NZTA initiated the route protection phase through lodging four Notices of Requirement (NoRs) and one alteration to an existing NZTA designation in December 2022. The NoRs are to protect the route of the Project and are based on a concept-level design only. They were heard before Independent Commissioners between 18 August and 5 September 2023, with a recommendation to confirm the NoRs issued by the Commissioners in December 2023. The AT and NZTA decisions were lodged with Auckland Council on 21 February 2024. 15-year lapse dates have been applied to the AT NoRs. 13 appeals have been lodged in the Environment Court.

¹ A2B Rapid Transit and 20Connect business case - [Airport to Botany Rapid Transit \(at.govt.nz\)](https://at.govt.nz)



Regional consents have not yet been obtained for the Project. AT proposes to utilise the Fast-track Approvals Process to obtain Regional Resource consents² to enable delivery. AT does not propose to use this process to bypass the Environment Court appeal process that is already underway.

3.2. Project Objectives

Enable the provision of public transport and active mode corridors in a manner that:

- a) Is safe for all transport users;
- b) Connects Orrs Road (Auckland Airport boundary), with Manukau City Centre and Botany Town Centre;
- c) Includes efficient, resilient and reliable dedicated public transport and active mode infrastructure;
- d) Contributes to mode shift by improving travel choice and access to key destinations along the corridors; and
- e) Connects to existing and planned public transport stations.

3.3. High Level Programme

The following steps are required to enable Project delivery:

- 1) Resolve all Environment Court appeals to ensure designations for the Project are included in the Auckland Unitary Plan (process underway and outside of this application).
- 2) Confirmation of pre-implementation and implementation funding.

On confirmation of pre-implementation and implementation funding:

- 3) Complete procurement for detailed design and construction phase (approximately between 12 and 18 months from confirmation of funding).
- 4) Detailed design phase (approximately 24 months) including:
 - a) Design development to obtain resource consent;
 - b) Development of the outline plan of works and associated management plans;
 - c) Obtaining required regional resource consents; and
- 5) Initiate property acquisition process (approximately between 24 and 36 months from confirmation of funding).
- 6) Application for Regional Resource consents (via Fast Track Process – six months).
- 7) Construction Phase commencement (construction timeframe still to be confirmed).

3.4. Staging

The Project may need to be delivered in sections due to its length (15 km) and the associated complexities of constructing within the urban environment. However, delivery staging is still to be defined as this would form part of the preliminary and detailed design phases of the Project.

No preference of delivery staging is included in the conditions of the NoRs, however the NoRs have been designed to allow for any four of the NoRs or combination of NoR sections to be prioritised for delivery if required.

² Including any other applicable minor approvals enabled under the fast track process e.g. Heritage New Zealand Pouhere Taonga Act 2014, Reserves Act 1977 & Wildlife Act 1953

3.5. Existing applications

As noted in section 2.1, NoRs have been developed for the Project, splitting the corridor into four sections. The specific description of each section is included in Table 1 below and is mapped in Figure 3 below.

Table 1: A2B NoR Descriptions

Notice	Description	Requiring Authority
NoR 1	Widening of the existing Te Irirangi Drive between Botany Town Centre and Rongomai Park to provide for a Bus Rapid Transit corridor and high-quality walking and cycling facilities.	Auckland Transport
NoR 2	Widening of the following existing roads to provide for a Bus Rapid Transit corridor and high-quality walking and cycling facilities: <ul style="list-style-type: none"> • Te Irirangi Drive (between Rongomai Park and SH1) • Great South Road (between SH1 and Ronwood Avenue intersection) • Ronwood Avenue (between Great South Road intersection and Davies Avenue) • Davies Avenue (between Ronwood Avenue and Manukau Station Road) • Manukau Station Road (between Davies Avenue and Lambie Drive) • Lambie Drive (between Manukau Station Road and Puhinui Road) • Puhinui Road (between Lambie Drive and Plunket Avenue) 	
NoR 3	Widening of the existing Puhinui Road between Plunket Avenue and east of the SH20/20B Interchange, including a BRT bridge connecting to Puhinui Station. This widening will provide for a Bus Rapid Transit corridor and high-quality walking and cycling facilities. Widening is also proposed for Cambridge Terrace, Bridge Street and Kenderdine Road to provide for high quality walking and cycling facilities.	
NoR 4a	Extension of Puhinui Road between the SH20/20B Interchange and Orrs Road to provide for a Bus Rapid Transit corridor and high-quality walking and cycling facilities.	
NoR 4b	Widening of SH20B corridor between the SH20/20B interchange and the intersection of Manukau Memorial Gardens. This is an alteration to the existing Waka Kotahi Designation 6717 to provide westbound lanes to Auckland Airport, high quality walking and cycling facilities and a ramp from SH20B onto SH20 for southbound traffic while enabling the provision of a Bus Rapid Transit corridor.	NZ Transport Agency



Figure 3: A2B Notices of Requirement

4. Consultation

The Project has undertaken substantial consultation with its Programme Partners, Mana Whenua, key stakeholders and the general public as a part of the business case phase (from 2018 to 2021) and the recent Notice of Requirement phase (from 2022 to 2024). These interactions are summarised in the following sections.

4.1. Programme Partners

A2B forms part of the Southwest Gateway Programme, which was initiated in 2018 to provide an overarching framework for progressing transport and access improvements that overlapped three road controlling authority (RCA) areas: AT, NZTA and Auckland Airport. The programme area also covers the Puhinui Precinct, which is of high cultural value to Mana Whenua, in particular Te Ākitai Waiohū.

To reflect the significance of the area to Te Ākitai Waiohū, the Southwest Gateway Programme is based on a strong strategic partnership between four Programme Partners: Te Ākitai Waiohū, AT, NZTA and Auckland Airport.



4.2. Mana Whenua

Mana whenua - Te Ākitai Waiohū, Ngāi Tai ki Tāmaki, Ngāti Tamaoho, Ngaati Whanaunga, Ngāti Te Ata Waiohū, Ngāti Maru, Ngāti Tamaterā, Te Ahiwaru Waiohū and Ngāti Paoa Trust Board - have been involved throughout the development of the A2B business case, including being part of the process and providing input to the:

- The identification of the problem statements, benefits, and investment objectives; and
- The option development and assessment process.

Engagement involved monthly hui through the AT Southern Mana Whenua (kaitiaki) forum, site visits and project workshops over the course of the business case development process.

Following the commencement of the NoR phase of the Project, all Mana Whenua iwi representatives who were previously involved in the Project (through the business case) were invited to engage in the NoR phase. The Project team's engagement with Mana Whenua was through the Southern Te Tupu Ngātahi monthly hui, which was attended by representatives of the iwi identified above, and when required, through Project specific hui.

4.3. Auckland Council (Regulatory Authority)

AT has engaged with Auckland Council for the NoR phase, in the pre-lodgement phase for the NoR and throughout the post lodgement phase. As the NoR's purpose was for route protection, resource consenting matters were not discussed.

4.4. General Consultation

The engagement process with key stakeholders and the wider public is summarised below:

Key Stakeholders

- Auckland Council Local Boards³ and Elected Officials – regular updates were provided throughout the business case and NoR phase with Local Board updates for specific interface matters (e.g. impacts on Auckland Council parks).
- Eke Panuku / Kainga Ora (KO) – engagement regarding interface with areas of interest, within the NoR phase more specific discussions took place regarding Eke Panuku's Manuaku Central development programme and the property impact on KO housing stock.
- Kiwirail – updates during the Project lifecycle discussing the interface at Puhinui Station and bridging the main trunk line.

General Public

- Southwest Gateway Programme 2018 and 2019 – two rounds of engagement were conducted requesting feedback on the short-listed corridor alignment options and the preferred alignment.
- For the NoRs, engagement with landowners and the community was undertaken in four stages:
 - Stage 1 June – July 2022: An information flyer was distributed to approximately 4,000 properties adjacent to the Project area.
 - Stage 2 July 2022: Approximately 500 letters were sent to all potentially affected landowners.

³ Otara Papatoetoe / Howick / Mangere / Manurewa / Papakura Local Boards



- Stage 3 August – September 2022: Approximately 670 letters (see Appendix C) were sent out to the identified directly affected landowners between August and September 2022.
- Stage 4 September – November 2022: In total, 81 landowners, both residential and commercial, requested a meeting with the Project team, either online or in person.
- The Project team held in-person sessions between September to November 2022 for landowners to meet regarding the Project.
- Throughout the landowner engagement period, regular contact was made with landowners to respond to queries made via the Te Tupu Ngātahi email, phone number, post, or online enquiry form.

5. Iwi authorities and Treaty settlement

Te Ākitai Waiohūa are Mana whenua in the Southwest Gateway Programme area. Te Ākitai Waiohūa also own the Māori Reservation land within Pūkaki and Waiokauri Creeks.

Te Ākitai Waiohūa has a strong association with the Puhinui area as part of a broader cultural landscape that incorporates physical and historical sites or features of significance. Te Ākitai Waiohūa also has a longstanding interest in the area's development, including the development of the Puhinui Structure Plan and the Puhinui Precinct in the Auckland Unitary Plan and as a signatory party to the significant Eastern Access Agreement (1991), which specifies that the form of the Pūkaki Creek Bridge would remain as a two-lane bridge in perpetuity. Those matters are being worked through in a respectful manner and in the spirit of partnership and collaboration between the four programme partners.

6. Adverse Effects

Construction of the Project will primarily result in widening existing road corridors to accommodate the cross section and associated supporting infrastructure (e.g. retaining walls / bridges / stormwater infrastructure). This will create a range of effects on surrounding residents, businesses and community / civic facilities. The conditions of the NoRs will be implemented to sufficiently manage the majority of effects borne by the Project.

The anticipated adverse effects that will not be authorised by the NoRs necessitates regional consents. These are summarised below:

- **Stream works (freshwater ecology)** – Widening and bridging structures over multiple streams / waterways will likely trigger consenting requirements.
- **Groundwater** – Piling for bridge foundations could impact groundwater necessitating a consent.
- **Contaminated land** – Traversing rural and industrial areas, it is likely that the disturbance of contaminated land will be above permitted standards.
- **Earthworks** – Due to the likely scale of construction programme an earthworks consent will be required.
- **Stormwater discharge (quantity and quality / treatment)** – The additional impervious surface proposed by the Project requires stormwater infrastructure to manage discharge.

The aforementioned list is informed by the NoR work programme, noting a comprehensive assessment has not been undertaken and the required regional consents for the Project cannot be confirmed until detailed design is completed.

7. National policy statements and national environmental standards

National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NESCO)

As noted in section 6, as land disturbance is proposed on likely contaminated land, the NESCO is relevant to the assessment of the Project. The NESCO has a particular focus on human health. There are other provisions in regional planning documents that are relevant, which also consider matters, such as environmental health.

The corridor will be screened to check the potential to encounter potentially contaminated soils, preliminary site investigation, detail site investigation and any required remediation or mitigation measures will be considered, as appropriate.

National Policy Standards and National Environmental Standards for Freshwater 2020

The National Policy Statement for Freshwater Management 2020 and the National Environmental Standards for Freshwater 2020 are relevant to the Project. Works are proposed within the vicinity of numerous identified wetlands (as defined in the Resource Management Act 1991) along the alignment (particularly along State Highway 20B). Interface with these wetlands will be assessed during the detailed design phase and sufficient design mitigation will be implemented to satisfy the NES requirements.

8. Eligibility

Based on the eligibility criteria (under section 17 of the Bill), the following matters in table 2 below have been assessed to justify acceptance into the Fast Track process.

Table 2: Eligibility Assessment

Eligibility Criteria	Response
Whether referring the project is consistent with the purpose of this Act	Referring the Project to the Fast-track Approvals Bill process is consistent with the process of the Bill given the regional and national significance the Project will have.
Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes.	Using the Fast Track process will provide timing certainty for the Project's regional consent application and remove processing risk associated with the normal consent process. Notably the unreasonable length of time the normal consent approval process takes to process complex consents, resulting in uncertainty and delay to the construction programme.
What is the impact referring this project will have on the efficient operation of the fast-track process	<p>Including the Project on the Schedule 2B list would provide AT with greater certainty on the consenting pathway for the Project while also ensuring there is sufficient time to prepare the assessment of environmental effects and technical reports required to determine the regional consents required for the construction and operation of the Project.</p> <p>Placing the Project on the Schedule 2B list would not cause any significant delays to the overall process, as it would allow the Government to work with projects more advanced in detailed design to get those projects into the construction phase quickly.</p>
Whether the application contains sufficient information to inform the referral decision	AT is of the view the application meets the requirements necessary to be listed on the Schedule 2B list, as outlined in this application.

Regional or National Benefits Criteria	
<p>Has the project been identified as a project in a:</p> <ul style="list-style-type: none"> - Central govt plan or strategy - Local govt plan or strategy - Sector plan or strategy - Central govt infrastructure priority list - Other 	<p>The strategic need for a rapid transit facility between Auckland Airport, Manukau and Botany has been identified in Auckland's strategic planning documents for some time, namely the 2012 and current 2018 Auckland Plan, and the various Auckland Transport Alignment Project (ATAP) documents produced between 2016 and 2021.</p> <p>The Project is identified in the current Draft Government Policy Statement on Land Transport Funding as a priority project. This is the most recent policy release on central government's view on land transport investment priorities.</p>
<p>Will the project deliver regionally or nationally significant infrastructure</p>	<p>The Project is regionally and nationally significant as the BRT facility and its associated road corridor and active mode improvements will enable improved connectivity and accessibility within and between three major centers, including New Zealand's main airport:</p> <ul style="list-style-type: none"> • Auckland Airport and its surrounding area is a nationally significant economic driver and a regionally significant employment zone, providing 29,000 jobs (or around 3.6% of total jobs in Auckland) in 2019, with just over 12,000 of these located within the Airport precinct itself. It is also New Zealand's main gateway to international trade and commerce and New Zealand's third largest port behind Ports of Auckland and Tauranga. The ability for employees, visitors and freight to travel efficiently to/from the area is an important consideration for economic productivity. • Manukau Metropolitan Centre and its immediate surrounding areas represent the employment, commercial and social hub for South Auckland. It has two tertiary education centres, attracting 10,000 students. The Auckland Plan identifies it as an anchor for growth in South Auckland and as second only to Auckland City Centre in overall scale and intensity. • Botany Town Centre is the regional centre for East Auckland. The area has experienced significant population growth in the last few decades and is similar in size to Dunedin, with 130,000 people currently living there. It is projected to grow to a population of 160,000 by 2048.
<p>Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions</p>	<p>The purpose of the Project is to enable mode shift from cars to public transport. It is estimated this will result in an annual reduction of 5,390 tonnes of CO₂ emissions by 2048. The preferred A2B mode is electric vehicles that will be capable of operating emission-free in the long term, further reducing air pollutants.</p> <p>The Project also creates many other opportunities to improve the existing environment, such as improving stormwater treatment and water quality (most of the Project's corridor currently has untreated stormwater), significant provision of new trees and enhancing urban amenity.</p>
<p>Will contribute to a well-functioning urban environment</p>	<p>A2B will complete a large (18 km) missing link in the region's planned rapid transit network, connecting Auckland International Airport with two adjacent Metropolitan Centres - Manukau and Botany, and the future Eastern Busway (Botany Town centre Station). It will significantly increase the role of public transport and active modes in providing access to jobs, education, cultural and social opportunities for South and East Aucklanders, aligning with the strategic objectives of the Auckland Plan. Increasing public transport uptake will also contribute towards</p>

	<p>improving regional and interregional freight movements in the area by freeing up road capacity.</p> <p>The value of A2B is also more than just a transport investment. The integration with land-use planning will provide multiple benefits, helping uplift socio-economically deprived parts of South Auckland for living, working, education and better quality of life, while also aligning with Council and Government planned investments in new housing in Manukau/Wiri and other parts of South Auckland.</p>
Is the project consistent with local or regional planning documents, including spatial strategies?	The Project is highly aligned with national, regional and local planning documents and spatial strategies. It has long been signalled as a priority project in these documents, including the most recent relevant document, the draft Government Policy Statement on Land Transport (2024).

Other Eligibility criteria are not included in the table as they are not considered applicable to this Project's application process.

9. Natural hazards

The proposed infrastructure will be designed in a manner to manage flood risk resulting from the additional impervious surface along the corridor. The NoRs have specific flooding conditions that have been drafted in collaboration with Auckland Council's Healthy Waters department and are considered current best practice. The associated stormwater design will accommodate these design considerations.

No other natural hazard issues have been identified with the Project at this stage.

10. Track record

AT is an experienced operator, responsible for the delivery of large-scale regionally and nationally significant infrastructure projects. AT is not aware of any enforcement proceedings or orders under the Resource Management Act 1991 by Auckland Council against AT.

