

MILL ROAD – A NEW CONNECTION FROM MANUKAU TO DRURY SOUTH

15 SEPTEMBER 2020

Upgrades and improvements to Mill Road in southern Auckland have been talked about for nearly two decades. In January 2020, the Government announced the [New Zealand Upgrade Programme](#) including \$1.354 billion investment in Mill Road which means Waka Kotahi NZ Transport Agency can now finalise plans for construction of the project to begin.

Mill Road is an additional route from Manukau to Drury South. The new 21.5km corridor, running parallel to State Highway 1, providing residents with a safer way to move between the communities of Manukau, Manurewa, Papakura and Drury. The new four-lane corridor with separated walking and cycling facilities will ensure better access to employment opportunities and provide residents with more reliable public transport services.

During May and June 2020, we asked you to tell us what you thought about the route options identified as well as the proposed locations for connections with local roads.

Thank you for your feedback, comments and ideas. The following answers are in response to questions received through our [Social Pinpoint website](#).

Name	Question
Sandy	<p><i>Has anyone actually walked along Drury Hills Road as I do every morning? 200 meters from Drury Hills Road is halfway across the glider field. Several of us have paced it out. The road must go to the WEST of the glider field, common sense and wellbeing of the community is paramount.</i></p> <p>We've heard many concerns and issues raised by the community relating to Mill Road. We are still engaging and where individuals have provided us with contact details, we are contacting you directly to answer your questions and discuss your concerns with you.</p> <p>There has been a lot of interest and many questions asking for more information to understand more about the preferred options and how we arrived at these for Mill Road, especially the Drury section.</p> <p>Our planning work for southern Auckland has been underway since Auckland Council and Waka Kotahi NZ Transport Agency formed the Supporting Growth Programme in 2015 (formerly known as the Transport for Future Urban Growth Programme) to investigate, plan and deliver the transport networks needed to connect our urban growth areas over the next 30 years.</p> <p>In the south, the Te Tupu Ngātahi Supporting Growth team have been working closely with Auckland Council to integrate the future transport network with the council's development of structure plans for Ōpāheke-Drury and Pukekohe-Paerata.</p>

Previously we considered a route for Mill Road that went through Cossey Road (like the current preferred option D). Since this route was proposed, Auckland Council changed a large section of Drury and Ōpāheke to future urban (under the Unitary Plan in 2016), and this extends to Drury Hills Road in the east.

In 2018, during the [Indicative Business Case](#) phase for this project, we considered a range of options including Cossey Road, Drury Hills Road, and options to the west and east.

Our assessments have identified a number of issues with the Cossey Road option, which divides the Future Urban Zone as outlined in the Auckland Unitary Plan. For example, if the alignment ran down Cossey Road, the future residential areas would be divided, causing issues with community cohesion and access. Road safety is also a concern – pedestrians would be more likely to try and cross the high-speed road (approximately 80 km / hour is proposed) if there were residential areas on both sides.

The preferred technical option, 'Option A', is along the edge of the Future Urban Zone.

Alayna

I also live on Drury Hills Road and agree option D or West of option D is the best alignment through Drury. This is a greenfield area, the land is relatively flat, the road will be straight, safer and cheaper to build. Fewer existing homes and small businesses will be demolished or impacted than any other route proposed esp. those on and east of Drury Hills Road. A greater buffer will protect the ecological bush areas and all cultural/heritage sites will be avoided. Option A should not be used.

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The preferred technical option, 'Option A', is along the edge of the Future Urban Zone.

It's outrageous that this has been kept vaguely under the radar while hundreds of households have emerged in the future path of this route. Even now almost no-one in this area is aware of what's coming. I only know because I've been chasing this info for years.

We've heard many concerns and issues raised by the community relating to Mill Road. We are still engaging and where individuals have provided us with contact details, we are contacting you directly to answer your questions and discuss your concerns with you.

Our planning work for southern Auckland has been underway since Auckland Council and Waka Kotahi NZ Transport Agency formed the [Supporting Growth Programme](#) in 2015 (formerly known as the Transport for Future Urban Growth Programme) to investigate, plan and deliver the transport networks needed to connect our urban growth areas over the next 30 years. In the south, the [Te Tupu Ngātahi Supporting Growth](#) team have been working

closely with Auckland Council to integrate the future transport network with the council's development of structure plans for Ōpāheke-Drury and Pukekohe-Paerata.

In 2018 we asked for feedback on ideas and options for the future transport network in Auckland's southern growth areas. We talked to the community, Manawhenua, transport stakeholders and local boards. We held public open days, meetings and hui, and received both written and verbal feedback. Information and documents about the options for the south that we consulted the community on in 2018 can be [viewed here](#).

In July 2019, [we consulted with landowners in the Mill Road study area and the community](#). During the May – June 2020 round of public engagement we sought feedback on the preferred technical options for the Mill Road corridor as well as the proposed locations for connections with local roads – you can [read a summary of public engagement here](#).

Not sure why you are focusing on building an expressway that is going to join an already congested SH1. The people in Pukekohe, Patumahoe, Waiuku, Awhitu peninsula would benefit far greater from an expressway through Karaka to Weymouth.

The intention for the Mill Road Corridor is provide a safe, easy-to-use alternative to State Highway 1 and better access for the 120,000-plus people who will make Auckland's southern suburbs their home during the next three decades. Mill Road will be a strategic arterial road (high-capacity urban road) and will help reduce traffic volumes on SH1 and keep inter-regional travel and freight moving to support economic growth.

Ben

In the light of this the Mill Road Northern Corridor, will it be two general lanes and two transit/freight lanes like SH20B will have. If not, why not?

As a four-lane road, Mill Road will have two lanes in each direction and will have a posted speed that varies between 50 and 80 km/h depending on the type of land use eg residential. We're still investigating different options for 'managed lanes' which could include one lane in each direction being allocated to public transport, freight or private vehicles, as well as separated walking and cycling paths.

Chris

What about folks adjacent to the proposed 4-lane road who're outside the Rural Urban Boundary (no opportunity to improve/subdivide) who will have the "rural character" of their properties destroyed by traffic noise and pollution?

We've given a lot of thought to how to integrate the Mill Road alignment with the future urban zones planned by Auckland Council and to how it will integrate with areas not proposed to change. Our preferred technical option proposes that Old Barn Road and Drury Hills Road remain as local roads to the east of Mill Road, and this will form the eastern boundary between future urban development and the existing countryside to the east. Potential construction and traffic noise effects is part of the Mill Road corridor option assessment process.

As we progress to the next stage of detailed design for the Mill Road corridor, further investigation will be undertaken by appropriately qualified acoustic experts through acoustical investigations to consider the impacts on the existing community. These assessments will identify appropriate measures to mitigate potential impacts.

Diana

Has a road through green, unpopulated land been considered? No analysis beyond the current future urban zone has been carried out. A road that is designed passing through an urban area that is yet to be built has little or no effect, people would have a choice to move next to the road.

In 2018, during the [Indicative Business Case](#) phase for this project, we considered a range of options including Cossey Road, Drury Hills Road, and options to the west and east.

Our assessments have identified a number of issues with the Cossey Road option, which divides the Future Urban Zone as outlined in the Auckland Unitary Plan. For example, if the alignment ran down Cossey Road, the future residential areas would be divided, causing issues with community cohesion and access. Road safety is also a concern – pedestrians would be more likely to try and cross the high-speed road (approximately 80 km / hour is proposed) if there were residential areas on both sides.

The preferred route shown (Option A) is a new, never before published or consulted route through the most densely populated portion of privately owned land just to the west of Drury Hills Road. Why has a route been chosen that has the highest social and economic impact on private households, and which would see the destruction of a historical early settlers house at 267 Drury Hills Road, when there are lower impact routes through green fields land further to the west (Option D)?

Our planning work for southern Auckland has been underway since Auckland Council and Waka Kotahi NZ Transport Agency formed the [Supporting Growth Programme](#) in 2015 (formerly known as the Transport for Future Urban Growth Programme) to investigate, plan and deliver the transport networks needed to connect our urban growth areas over the next 30 years. In the south, the [Te Tupu Ngātahi Supporting Growth](#) team have been working closely with Auckland Council to integrate the future transport network with the council's development of structure plans for Ōpāheke-Drury and Pukekohe-Paerata.

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In July 2019, [we consulted with landowners in the Mill Road study area and the community](#). During the May – June 2020 round of public engagement we sought feedback on the preferred technical options for the Mill Road corridor as well as the proposed locations for connections with local roads – you can [read a summary of public engagement here](#).

How will noise pollution, dust, vibrations be controlled so they do not impact on the people living in the area of the roading development?

Potential construction and traffic noise effects is part of the Mill Road corridor option assessment process. As we progress to the next stage of detailed design for the Mill Road corridor, further investigation will be undertaken by appropriately qualified acoustic experts through acoustical investigations to consider the impacts on the existing community. These assessments will identify appropriate measures to mitigation potential impacts.

Jono

I have heard the same thing and will be investigating further the influence Fulton Hogan has had on the decision making. Option A has a huge impact on the natural character of any wetlands, lakes, rivers and wildlife. Please leave the homes on each side of Drury Hills Road as the buffer between rural and future urban move the mill road west.

We've given a lot of thought to how to integrate the Mill Road alignment with the future urban zones planned by Auckland Council. Our preferred technical option proposes that Old Barn Road and Drury Hills Road remain as local roads to the east of Mill Road, and this will form the eastern boundary between future urban development and the existing countryside to the east.

Ken and Diane

I like the option west of the Gliding Club in my opinion we need the road close to the new town centre with off ramps and then heading south to join the main southern motorway. If you build on Puriri Lane how are all those houses going to get onto the main road? Please reconsider west of the Gliding Club look long term.

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The preferred technical option, 'Option A', is along the edge of the Future Urban Zone.

Leon

What is being done to mitigate the flooding problem where the Papakura Stream crosses Mill Road and backs up over properties as far back as Alfriston-Ardmore Road.

When assessing and selecting the preferred technical option, existing flooding and stormwater constraints were considered in addition to other environmental, social, cultural and economic criteria. As we develop the design further, we will be undertaking more detailed technical assessments including geotechnical investigations to assess environmental features.

Lynn	<p><i>What homes in Dominion Road will be affected for this project? When will residents be advised?</i></p> <p>Our next step is to develop the design in more detail, and at that stage we'll be able to confirm which properties will be within the proposed designation. We expect to start talking directly with landowners about the Mill Road corridor later this year, prior to lodging the Notice of Requirement in early 2021.</p>
Martin	<p><i>As per intel from my neighbour on Okawa Avenue, we are no closer to a result. Why does the process get dragged out so long?</i></p> <p>We really appreciate you taking the time and effort to provide feedback. Community feedback is vital to help us shape our proposals. It ensures we haven't missed anything important for these projects when they are being progressed through Detailed Business Cases. Our next step is to develop the design in more detail, and at that stage we'll be able to confirm which properties will be within the proposed designation. We expect to start talking directly with landowners about the Mill Road corridor later this year, prior to lodging the Notice of Requirement in early 2021.</p>
Martin	<p><i>When will the Mill road to Dominion Road via Okawa Avenue (the preferred option) take place? If so, how will homeowners on Okawa Avenue be compensated if their homes need to make way for the widened road?</i></p> <p>Our next step will involve developing the design in more detail. We will then be able to confirm which properties will be within the proposed designation. We will be in contact with landowners later this year, prior to lodging the Notice of Requirement in early 2021. Under the New Zealand Upgrade Programme, construction work on Mill Road is expected to start in 2022 and be completed in stages between 2025/2026. Waka Kotahi NZ Transport Agency is delivering this project.</p>
Pennie	<p><i>When will this section of the Mill Road corridor start and how long will it take?</i></p> <p>Our next step will involve developing the design in more detail. We will then be able to confirm which properties will be within the proposed designation. We will be in contact with landowners later this year, prior to lodging the Notice of Requirement in early 2021.</p> <p>Under the New Zealand Upgrade Programme, construction work on Mill Road is expected to start in 2022 and be completed in stages between 2025/2026. Waka Kotahi NZ Transport Agency is delivering this project.</p>
Ross	<p><i>To not follow the already designated Cossey Road option seems a nonsense - straighter, cheaper and better environmentally. Word on the street is that Fulton Hogan wield undue influence over AT and the Auckland Council. Would be shocking if their profit were of greater influence than the cost to ratepayers.</i></p> <p>We really appreciate you taking the time and effort to provide feedback. Community feedback is vital to help us shape our proposals. It ensures we haven't missed anything important for these projects when they are being progressed through Detailed Business</p>

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The preferred technical option, 'Option A', is along the edge of the Future Urban Zone.

Sinal

Is Murphys Road / Redoubt Road intersection straightening and capacity improvements still in scope as before? The interim stop-gap safety fixes should only be applicable until the corridor project is underway.

The northern end of the Mill Road project, from the State Highway 1 Redoubt Road interchange to Alfriston Road, was designated in 2016 by Auckland Transport (also known as the Redoubt Road – Mill Road Corridor). This section is now part of the [New Zealand Upgrade Programme](#).

Over the next few months, we will be undertaking further technical assessments for this section as well as the southern end of the project (the Takaanini, Papakura and Drury sections of the Mill Road project). This will include further developing the design. Under the [New Zealand Upgrade Programme](#), construction work on Mill Road is expected to start in 2022 and be completed in stages between 2025/2026.

Waka Kotahi NZ Transport Agency is delivering this project.

Steve

But will this option adequately cater for the intersections along the way and the noise impact on a large number of existing residents along this route? While providing a (min 70 km/h average speed) efficient corridor?

Otherwise the eastern option will be much better even if more complex to build as fewer impacts. In some places (south of this) avoiding future residential is a rationale used, in others like this the plan blithely goes through existing residential?

As a four-lane road, Mill Road will have two lanes in each direction and will have a posted speed that varies between 50 and 80 km/h depending on the type of land use eg residential. Mill Road will be a strategic arterial road (high-capacity urban road) and will have limited access and crossing facilities.

Reducing the posted speed and adding more intersections and crossings, would reduce the capacity and strategic function of the road. This was considered, along with a range of other factors, when we assessed the options to identify the preferred technical option.

Why isn't the other road shown on this map? Is it a secret? Why did we have to ask for information affecting Ōpāheke? Still you are secretive about it. Put out a complete picture so we can understand what the big plan is. It seems as if you are dividing the community into specific issues rather than the bigger picture.

We are still engaging and where individuals have provided us with contact details, we are contacting you directly to answer your questions and discuss your concerns with you.

We're proposing two projects that will connect current and future communities and make travel within this area easier:

1. A new north-south connection from Hunua Road in the north to Waihoehoe Road in the south, which will provide a link between the Ōpāheke industrial area and Drury East (Ōpāheke north-south connection).
2. An upgrade to the section of Waihoehoe Road between the Drury town centre and the proposed Ōpāheke north-south connection (Waihoehoe Road upgrade).

You can find more information about these projects [here](#).

You can also see more information about Drury road upgrades [here](#).

Why has this road suddenly appeared as the preferred option for the expressway when there has been no community consultation about it whatsoever?

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