



Minutes of Meeting

Purpose of Meeting SH	SH16 Causeway Upgrade Project and Te Atatu Interchange Project – Community Liaison Group (CLG) Meeting #2		
Project	SH16 Causeway and Te Atatu Upgrade Projects		
Prepared By	Rachel Purdy		
Place of Meeting	Te Atatu Community Centre 595 Te Atatu Road	Date	20 February 2013
Present:	<p>Mark Evans (Causeway Alliance) Juliet Woodward (Causeway Alliance) Kevin Stevens (Causeway Alliance) Rachel Purdy (Causeway Alliance) Elizabeth Collins (Causeway Alliance) Stephen Brown (Causeway Alliance) Lisa Inder (NZTA – Communications) Daniel Newcombe (Auckland Transport – Te Atatu Bus Interchange) Simon Milner (Auckland Transport – Te Atatu Bus Interchange) Andrew Firth (Auckland Transport – Te Atatu Bus Interchange) Kit McLean (Auckland Transport – Te Atatu Bus Interchange) CLG attendees - refer to 'List of Meeting Attendees' attached at the end of these minutes</p>		
Apologies	<p>Chandra Perera (Te Atatu Interchange Upgrade Project Manager NZTA) Max Robitzsch (Cycle Action Auckland)</p>		
Distribution	Website		

1.	Meeting Introduction (Mark Evans)
	<ul style="list-style-type: none"> - NZTA has strong customer focus. - CLG meetings are a three monthly forum through which information about the project can be provided to the community and an opportunity for concerns or issues to be raised. - There will be separate meetings for site or issue specific details
2.	Waterview Connection Project
	<ul style="list-style-type: none"> - Waterview Connection Project (WCP) is comprised of a number of packages: <ul style="list-style-type: none"> o SH20 Waterview Tunnel and GNRI being undertaken by the Well Connected Alliance o SH16 Causeway Upgrade being undertaken by the Causeway Alliance o Te Atatu Interchange Upgrade package - tender underway. Works will commence late 2013 o St Lukes Interchange Upgrade package - not tendered yet. <p>All packages will be completed in a similar timeframe prior to opening of the Waterview Tunnel and SH20 / SH16 connection in early 2017</p>

3.	SH16 Causeway Upgrade Update
	<ul style="list-style-type: none"> - Geotechnical investigations nearly complete - Obtaining approvals for widening Causeway to the north (asymmetrical widening) - Identifying areas for potential cost savings - Progressing and refining the design - Developing Environmental Management Plans - Reviewing programme
4.	Early Works (Kevin Stevens)
	<ul style="list-style-type: none"> - Te Atatu Pony Club – additional accommodation work (Feb 2013) - Te Atatu Construction Yard – establish yard (March 2013) - Northern Traherne Island – create access (April 2013) - Whau bridge – create access (April 2013) - Rosebank Domain – traffic management (April 2013) - Great North Road – widen westbound on-ramp (May 2013) - Causeway – widen and raise (mid 2013)
5.	Construction Yard – Te Atatu Road
	<ul style="list-style-type: none"> - Construction yard area will be shared between the Causeway Alliance and the Te Atatu Interchange contractor - The Causeway Alliance is working closely with the Te Atatu Pony Club (TAPC) in relation to accommodation of the TAPC during construction – fencing to provide additional paddocks, parking and raceway underway - The yard will include parking for construction vehicles, material storage and staff offices - Peak hour vehicle movements onto Te Atatu Road will be restricted - Construction of a 2.4m high plywood perimeter fence to mitigate noise. - Landscaping will be provided along the Te Atatu Road frontage to mitigate visual effects of the construction yard - Management Plans will be approved by Council for the yard.
6.	Landscape and Urban Design (Stephen Brown)
	<ul style="list-style-type: none"> - Overall there will be no change to the Urban Design Principles approved as part of the Board of Inquiry (BoI) process. The urban design will: <ul style="list-style-type: none"> o respond to the unique natural and built landscapes, minimise impacts o create landscape gateways – accentuate coastal edges, interchanges o relate to landscape and structures o promote continuity and similarity with the wider Western Ring Route - SH16 Causeway Upgrade urban design features include: <ul style="list-style-type: none"> o reduced embankment width from the approved design (largely due to a change in the stormwater treatment that will still meet the required treatment standards) o shared pedestrian/cycleway path (minimum width of 3 m) will be incorporated onto the Whau River Bridge and Causeway Bridge, instead of on separate, adjacent bridge structures o reduced retaining walls at Rosebank peninsula o shared path under the Patiki on-ramp bridge, instead of via an over bridge

	<ul style="list-style-type: none"> ○ planting of coastal shrubs in the rock armouring adjacent to the motorway ○ planting on the edge of Pollen Island opposite Rosebank Park Domain to improve plant stock and reduce weeds <p>- A possible change to the shared path being on raised boardwalk alongside SH16 opposite Oakley Creek Inlet to reduce channel realignment work</p>
7.	<p>Questions/Comments on the Causeway Project</p>
	<p><i>What is the purpose of the lay-by shown to the east of the Whau River Bridge?</i></p> <p>The lay-by shown was intended as access to a CCTV site, however this location has since been removed from the design. The lay-by will be deleted in the next version of the drawings.</p> <p><i>The abutment of the Whau River Bridge appears closer to the drainage channel than the current structure</i></p> <p>There is no change to the bridge abutments or clearance above the Whau River; the bridge is being widened not raised</p> <p><i>Will there be a solid barrier between the cycleway and the traffic to reduce traffic fumes on cyclists?</i></p> <p>Once completed, the shared path will be separated from the general traffic lanes by the bus shoulder lane, wire fence and a guard rail. There are no plans for a solid barrier as the urban design and landscape principles are to retain open views to the Waitemata Harbour from the motorway.</p> <p><i>What species will be used in the rock armour planting given studies show that certain plants can affect the biodiversity of the Marine Reserve?</i></p> <p>Plant species are not confirmed and will be subject to consultation. Plants will be eco-sourced and species used which are currently found in the Waitemata Harbour/Marine Reserve environment. The biodiversity of the Marine Reserve is acknowledged and regard will be had to this when selecting the plants.</p> <p><i>Can you confirm that the views of the motorway won't change as a result of the SH16 Causeway Upgrade Project?</i></p> <p>The Causeway is being designed to maintain open views of, and to, the wider Waitemata Harbour.</p> <p><i>Can you confirm the width of the cycleway?</i></p> <p>The shared path will be a minimum of 3m in width and in some places could be wider.</p> <p><i>What is the relationship between the new shared path, the Rosebank Park Domain access road and Patiki Road?</i></p> <p>The new shared path will pass under the Patiki Road on-ramp (via an underpass) and continue westbound adjacent to the Rosebank Park Domain access road and the motorway. Cyclists on Patiki Road (heading west) can connect to the shared path from the Rosebank Domain access road. Signage will direct access onto the shared path from the Rosebank Park Domain access road approximately 50m further west of where the cycle path passes underneath the Patiki on-ramp (where there is no grade difference). A new section of shared path will be constructed to connect with the east side of Patiki Road adjacent to the Patiki Road off-ramp. This ensures pedestrians and cyclists don't need to cross Patiki Road to connect up with the shared path.</p>

Will the boardwalk east of Rosebank Road remain?

The boardwalk will be rebuilt with a 3m wide timber structure (with improvements to the surface and handrails). The path is to be realigned, reducing the existing curvature of the path.

Will the visibility of the boardwalk be improved?

The sides of the shared path will remain open and be improved from the present design. The boardwalk will be designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles.

Will the new planting along the motorway alignment be maintained, by whom and for what period?

The planting will be maintained by the Causeway Alliance for a period of 2 years following practical completion of the project. Following this period, the NZTA will assume responsibility for ongoing maintenance and control.

Where are the boundaries of the SH16 Upgrade Project and the Great North Road Interchange (GNRI) and Tunnel Project? Will the view shaft at the GNRI be protected?

The project boundary is approximately 50m west of Great North Road. The view shaft and landscaping at GNRI is in the Well Connected Alliance scope.

What will be the effect on views from Eric Armishaw Park of the motorway widening and the Rosebank Road on-ramp?

There will not be a big difference in views from the consented design. Photo montages were prepared as part of the application documentation from a number of viewpoints in Waterview and Pt Chevalier including, Selwyn Village, Eric Armishaw Park. The photo montages indicated that it would be hard to see a significant change from the northern side of the motorway. Elevated properties in Waterview will notice a more significant change.

Will any screening be provided from Maryland Street?

This is within the scope of the Well Connected Alliance for the GNRI and Waterview Tunnel Project.

Mimulus repens is present within the Marine Reserve. Is translocation underway prior to the commencement of motorway widening in mid 2013?

An Environmental Management Plan for the mimulus repens translocation is being prepared with the Department of Conservation. No mimulus repens is present on northern Traherne Island where works will commence in April 2013.

What will happen to the area of Harbourview Park on which the construction yard is to be located following the completion of construction?

An Open Space Restoration Plan will be developed in consultation with Auckland Council as required by the BoI conditions. The site will be restored to an area of open space acceptable to council (which could include retaining some of the assets from the construction yard).

Where will birds that use the area of Harbourview Orangihina Park where the construction yard is going roost during construction?

	<p>There is sufficient remaining area of the Harbourview Orangihina Park around the construction yard for bird roosting. The additional area being fenced for the Pony Club's use on the northern side of the Pony Club (opposite the Z Petrol station) will provide an alternative, fenced area for bird roosting.</p> <p>Consent condition A.3 requires that monitoring of the roosting area at Harbourview-Orangihina Park is undertaken by a qualified ecologist on a monthly basis.</p>
8.	<p>Auckland Transport Te Atatu Bus Interchange - Overview (Daniel Newcumbe)</p> <ul style="list-style-type: none"> - Recent developments in regional bus network based on the Regional Public Transport Plan - Seek to provide a simpler, more effective network that is more direct and reliable but will require some people to change buses - Service to the City, Henderson, Te Atatu and Westgate every 15 minutes between 7am-7pm, 7 days a week - New bus-bus interchange required at Te Atatu Rd motorway interchange - Auckland Transport have assessed options for bus interchange facilities - Aim is to integrate the facility with the Te Atatu Interchange Upgrade
9.	<p>Bus Interchange Issues</p> <ul style="list-style-type: none"> - Bus interchanges in this type of environment are a new concept for NZ; they are present in Australia and elsewhere - A bus interchange was not within previous motorway interchange design as the need has only arisen since recent bus network planning - A well designed and well located interchange is critical for success of the new regional bus network and a high quality facility is required - Safety and pedestrian amenity are vital, as is meeting Bol consent requirements - Scattered bus stops within the motorway interchange was found to be inadequate in terms of quality and safety - The bus interchange will not be a park and ride (such as the Constellation or Albany Stations on the Northern Busway) and will not comprise large structures; it will simply involve shelters, paving and footpaths.
10.	<p>Bus Interchange Location Options</p> <ul style="list-style-type: none"> o Four potential interchange locations were identified: o Two in Harbourview Orangihina Park – issues with additional land take and the distance from the motorway o McCormick Green – convoluted routing to access this area meant the interchange would be much more viable on the northern side of the motorway, consistent with any potential future busway (assumed to be on northern side of the motorway) o Titoki Street – preferred location due to minimal bus deviations or delays, avoidance of additional land take, ability to integrate design and construction with the Te Atatu Road Motorway Interchange Upgrade Project
11.	<p>Preferred Bus Interchange Location</p> <ul style="list-style-type: none"> - Preferred bus interchange location is in the area between the planned Te Atatu Rd Motorway Interchange eastbound off-ramp and Titoki Street; the area identified to be landscaped as part of NZTA's Project - Any bus interchange would have to comply with the Bol consent conditions, including noise and visual/landscaping - The same level of planting and noise mitigation as that required by the Bol

	<p>conditions is therefore proposed, although design work is yet to be finalised, pending initial public/stakeholder feedback</p> <ul style="list-style-type: none"> - Approximately 25 properties in Titoki Street / Karamu Street are identified as being potentially affected by the proposed bus interchange, in terms of potential visual or noise issues, and Auckland Transport has commenced contacting these residents/owners - 6 properties in Titoki Street / Karamu Street are identified as being more directly affected by the proposed bus interchange and Auckland Transport is seeking direct contact with these land owners/residents
12.	Ongoing Work
	<ul style="list-style-type: none"> - Traffic modelling of likely intersection changes - Finalising of bus interchange designs after public/stakeholder feedback - Developing local area transport plan, including parking considerations - Develop Scheme Assessment Report for NZTA funding approval and Auckland Council consenting requirements - Commencing of consenting process - Aiming to align with and make bus interchange part of NZTA's overall programme, so as to minimise costs and disruption
13.	Questions/Comments on the Te Atatu Bus Interchange
	<p><i>This presentation is the first time that most Te Atatu residents have heard of the project.</i></p> <p>The project is a new project for Auckland Transport that has only arisen from the recent regional bus network study. Auckland Transport did not have any information available until recently, hence why the consultation is process is only starting. Some flyers were distributed in Titoki Street today and initial consultation will continue over the next few weeks.</p> <p><i>Residents of Titoki Street consider the proposed location is the least preferred location out the four potential locations</i></p> <p>The potential issues associated with a new bus-bus interchange in this location are acknowledged and Auckland Transport aims to work with local residents to develop designs to mitigate potential issues. The location is the preferred site based on robust reasoning. The two potential locations in Harbourview Organihina Park would require additional land take and create unacceptable delays which would discourage bus patronage. Similar issues discount the McCormick Green site. An interchange at Titoki Street would be the most efficient location for buses exiting and entering the motorway city bound, which is the most important bus movement to accommodate with minimal delay. Auckland Transport are trying to avoid having to disrupt the community by having to purchase additional property and are instead aiming to efficiently integrate the bus interchange with the Te Atatu Interchange Project</p> <p><i>How many buses are expected to use Titoki Street</i></p> <p>This information is not available at the meeting. [Post-meeting assessment is that around 18 buses per hour would use the facility, although only some would need to use Titoki St (i.e. city bound buses from Westgate would remain within the motorway area)]</p> <p><i>Why can't the bus interchange be situated in the space to be cleared as part of the Te Atatu Interchange Project further towards Te Atatu Road?</i></p> <p>Early options considered by Auckland Transport did consider an interchange in this location, but safety issues relating to turning/merging traffic and problems integrating the walk/cycle underpass meant that this was not technically feasible.</p>

The bus interchange will attract undesirable people/behaviours such as experienced by New Lynn and other bus stations.

The bus interchange will only be used by passengers transferring between buses. It is not in a town centre location with other activities, such as bars and restaurants, so will be far less likely to have people lingering around the interchange. The bus interchange will comply with the safety standards on all Auckland Transport facilities and will be designed in accordance with CPTED principles i.e. CCTV, lighting.

How will noise effects be mitigated and will additional structural mitigation be provided in affected houses?

The interchange is within the motorway designation so will be required to comply with the relevant Bol designation and consent conditions. Buses are allowed to be on the road and are not subject to noise limits as such, but Auckland Transport is mindful of the noise issues so will be seeking to ensure the design minimises additional noise issues in the neighbourhood.

The bus interchange will become a park and ride as people will park in surrounding streets. Titoki Street is narrow – with cars parked on either side of the road a bus would not be able to get through.

Although definitely not designed or desired as a park and ride location, Auckland Transport accepts that some people may attempt to use the facility in this way. Auckland Transport will seek to avoid this from occurring and manage effects if it does, through a local area traffic management and parking strategy.

Would Auckland Transport use smaller buses during off-peak periods?

Auckland Transport is aiming to standardise the bus fleet and use the same buses throughout the service regardless of time of day.

Bus interchange could reduce property values. How are Titoki Street residents meant to sell their properties? Will Auckland Transport provide compensation to affected property owners?

Auckland Transport aims to design and construct a high quality facility that will not have negative effects upon surrounding properties, and achieve the requirements and objectives agreed through the Bol process. The bus interchange will be required to comply with the relevant Bol designation and consent conditions.

Have Auckland Transport already decided on the location of the bus interchange or is it prepared to consult with the community?

The design has only recently been developed and has changed considerably since first conceived, so Auckland Transport is not fixed on one design. However, any alternative location would need to better meet those operational and strategic objectives described earlier. The presentation to the CLG meeting is the first step in the consultation process, ahead of entering a consenting phase. Auckland Transport would like to hear the views of, and receive feedback from the community, particularly those 6 most affected residents/owners. The consultation period for the project will be approximately 4-5 weeks, during which time, Auckland Transport would like to discuss the project with Titoki Street residents. Two open days will be held in March where anyone interested can discuss the project with Auckland Transport.

Auckland Transport stated they would seek a workshop with interested stakeholders, can property owners meet with Auckland Transport?

Auckland Transport would like interested Titoki Street residents to approach them with

	comments/feedback and will endeavour to have face-to-face meetings with those most affected during the coming weeks. Further project information will be available on the Auckland Transport website.																								
14.	Liaison with the Community (Kevin Stevens)																								
	<p>Liaison with the community for the SH16 Causeway Upgrade Project will include the following:</p> <ul style="list-style-type: none"> - Community Liaison Group (CLG) meetings - Signage and ph 0800 4 HIGHWAYS (0800 44 44 49) - Email updates (in progress) - Project website (in progress) - Communication of upcoming work- flyers, advertising - Separate meetings for site or issue specific details - Dedicated community liaison staff <p>Causeway Upgrade Project: kevin.stevens@sh16causeway.co.nz mob 021 242 3885</p> <p>Te Atatu Upgrade Project: Chandra.Perera@nzta.govt.nz Ph 928 8707, mob 027 218 6975</p> <p>Proposed Bus Interchange: simon.milner@aucklandtransport.govt.nz Ph 447 4896</p> <p>Board of Inquiry – technical reports and consents: http://www.nzta.govt.nz/projects/wrr/publications-archive-enquiry.html</p>																								
15.	Summary (Mark Evans)																								
	<ul style="list-style-type: none"> - The SH16 Causeway and Te Atatu Interchange Upgrades are an integral part of the Western Ring Route - The Causeway Alliance is working on detailed design to reduce environmental impacts and community disruption - Construction Yard and site access due to commence - NZTA and AT are working closely on proposed bus interchange - NZTA, AT and the Causeway Alliance are committed to working with the community through the CLG 																								
16.	Attendees																								
	<p>Those who signed attendance sheets at the CLG are listed below.</p> <table border="1"> <thead> <tr> <th>Name</th> <th>Organisation</th> <th>Name</th> <th>Organisation</th> </tr> </thead> <tbody> <tr> <td>Raewyn Michael</td> <td>Forest & Bird</td> <td>Paul Whitfield</td> <td>Forest & Bird</td> </tr> <tr> <td>Mark Miller</td> <td>Auckland Council</td> <td>John Morpeth</td> <td></td> </tr> <tr> <td>Natalie Seaman</td> <td></td> <td>Donna Johnson</td> <td></td> </tr> <tr> <td>Anja & Dana Moss</td> <td></td> <td>Ken Clive</td> <td>Auckland Council</td> </tr> <tr> <td></td> <td></td> <td>John Staniland</td> <td>Forest & Bird</td> </tr> </tbody> </table>	Name	Organisation	Name	Organisation	Raewyn Michael	Forest & Bird	Paul Whitfield	Forest & Bird	Mark Miller	Auckland Council	John Morpeth		Natalie Seaman		Donna Johnson		Anja & Dana Moss		Ken Clive	Auckland Council			John Staniland	Forest & Bird
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	Christine Salter		Aaron Bridges	
	Richard Salter		Jean Davies	
	Danielle Kinvig		Judith Davies	
	Rachel Swarbrick	Te Atatu Residents & Ratepayers Assoc	Wendy John	Friends of Oakley Creek
	Graeme Easte	Albert-Eden Local Board	Bruce Amies	
	Vanessa Nesson	Henderson Massey Local Board	Gill and Murray Cameron	Pt Chev Community Committee
	Sherwin Liu		Margi Watson	Albert-Eden Local Board
	Sue May		Kent Xie	Forest and Bird
	Nina Patel	Te Wiata Studio	Michael Coote	Forest and Bird