

## Section 2: FAQs

### The route of the path

---

#### **Can the route/alignment of the path be changed at all?**

No - the route for Section 2 is now final and resource consent has been granted to construct the path along the given route. The alignment (or route) of the path has been selected because; it provides favourable gradients; is located on land we are permitted to locate the path on (i.e. not on private land); for constructability; and in some places to avoid notable native trees.

#### **I am concerned about noise/ security; the path is near my boundary?**

We are offering privacy screening to all homeowners who do not have solid fencing or vegetation and are within 6 metres of the shared path. The pathway will be lit and CCTV is being installed along the route, and we are planting the area between the path and peoples rear boundaries with native species (please see the illustrative cross sections we have provided so people can get a good idea of how the path will look once completed).

#### **There is a rest area proposed behind my house, can it be moved please?**

Rest areas are unable to be moved. The path has been designed to provide ease-of-use and accessibility for people of all abilities. The rest areas are provided at intervals in the uphill sections and are placed on the left-hand side of the path for people travelling uphill.

### Security and lighting

---

#### **I am concerned about light spill /what kind of lights are you installing/ will they be on all night?**

Yes, the lights will be on overnight to extend the hours of use of the path and for safety. On the bridges and boardwalks, lighting will be installed under the handrails (like the lighting on Ōrākei Basin Boardwalk). Next to the concrete paths, 6m high black lighting columns will be installed, some with CCTV cameras. The lights will be angled to ensure minimal spillage outside of the shared path. We will use LED lighting which has a directional light (rather than diffused glow) compared to sodium lamps. To see similar lighting, you can visit Section 1 of the shared path or the recently installed path and lighting in Tahapa Reserve East and West as part of Auckland Council and the Ōrākei Local Board upgrade works.

#### **Can you change the position of lights columns? (So it's not outside/ seen from my home)**

Light columns are not able to be moved. The lighting columns have been located and spaced to provide safe illumination of the path. Moving a light would have a flow on affect and mean we need to range other lights in the area, because for safety, we need to ensure there are no darks spots.

### **What will the lighting columns look like and how high will they be?**

Next to the concrete path, the lighting will be simple, 6m high black lighting columns that we have used on other shared paths. To see similar lighting columns, you can visit Section 1 of the shared path or the recently installed lighting in Tahapa Reserve East and West as part of Auckland Council and the Ōrākei Local Board upgrade works.

### **What about security on the path?**

Lighting and CCTV are being installed along the length of the path for safety and security, and to extend the hours of use of the path, particularly during the winter months.

### **Will you be able to see into my property via the CCTV?**

CCTV will be angled to view the path and not surrounding properties. If you are concerned, we can provide you with footage/stills that show what the camera in question captures once they are operating.

### **Why is lighting under the handrails on the bridges and boardwalks?**

Installing lighting columns adjacent to the boardwalk and bridges (which cross a gully, wet areas and the rail line) presents a number of challenges -

- The capacity of the boardwalk structure limits what equipment can be used to convey and install a heavy lighting column.
- Height differences of up to 6m between the bridge/boardwalk structures and ground level would require very tall lighting columns to be manufactured.
- Separate access tracks would need to be constructed to allow for ongoing maintenance if installed at ground level.
- Separate conduits between poles would need to be laid in the bush, potentially interfering with route structures
- Proximity to streams and watercourses in some locations is problematic and may result in less ideally placed/spaced lighting.

Additionally, there are concerns regarding glare from column-mounted lights on the bridges for train drivers.

## **Planting and environment**

---

### **Pourewa Valley has one of the last remaining stands of coastal native bush in the city, what are you doing to protect it?**

Our landscaping plan has been developed to enhance the existing native bush and received extensive input from mana whenua and Auckland Council. We will be reinstating vegetation and trees lost as a result of site works with native planting to enhance ecological values in the surrounding area. The scope of the project includes removing some pest plants and weed control along the route of the path. You can view the landscaping plan on our project page by clicking [here](#).

### **What trees are you removing?**

We have sought to minimise the extent of tree removal, including shifting the path alignment to avoid notable trees (including some non-natives). The majority of trees scheduled for removal are non-native and in many cases pest plants or trees of poor health. Trees will be replaced with native species.

**I want a specific plant/tree removed, can you do this?**

The scope of the project only includes removing pest plants, weed control and planting along the route of the path and in our construction footprint. If there is a specific plant within the footprint that is a weed or pest, it will already be earmarked for removal.

**What plants are you planting?**

We are replanting with native species, please refer to the [landscaping plan](#) (pages 2-4) for specifics.

**Who will look after the plants?**

Waka Kotahi will look after the planting until it is established and then it will be handed over to Auckland Council to manage.

**What's the impact of your work on waterways?**

Our work will be carefully managed and carried out in accordance with our resource consent conditions – these include erosion and sediment control, and wildlife. We will also undertake water quality monitoring during construction to ensure we do not have an adverse effect on the local waterways.

**Will you carry out pest control? (i.e possums and rats)**

We won't be addressing pest animal issues within the project area, however, we are funding additional pest control in Kēpa Bush which will be the site for any lizards that need relocating as a result of our works. We are also working with local volunteer groups such as the Pourewa Restoration Group who undertake pest control in the area.

**Will you be providing water access? (i.e so I can launch a kayak into Pourewa Stream?)**

Our project scope does not include this.

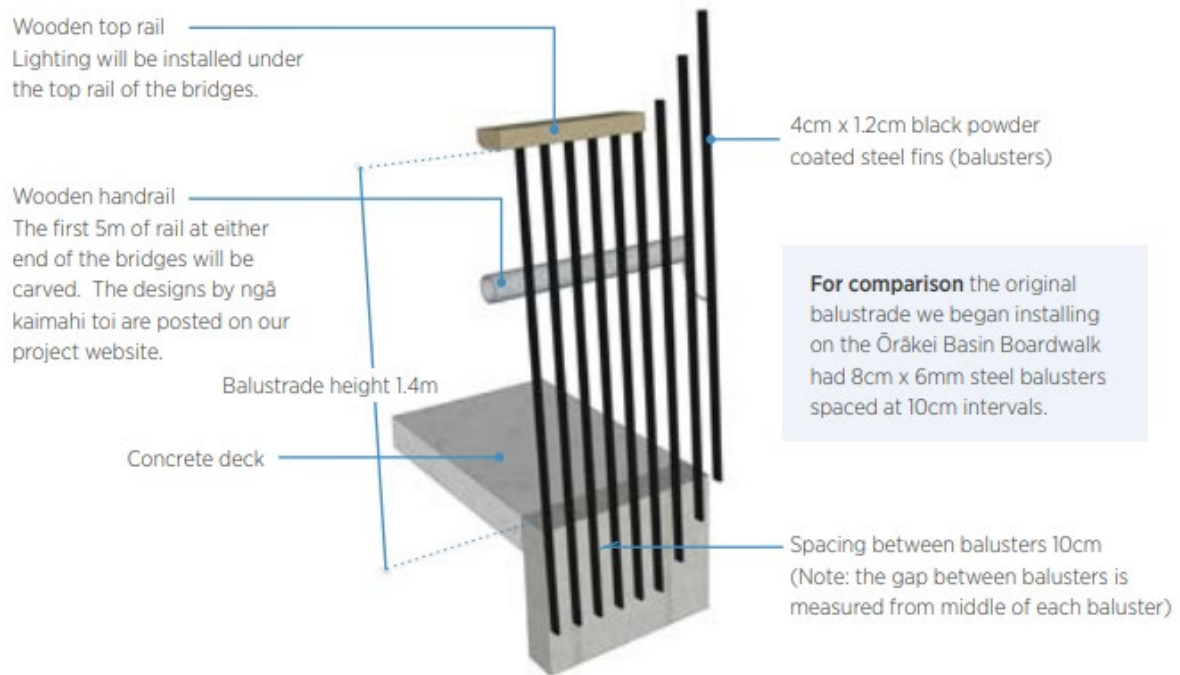
## Balustrades and other design elements

---

**How high will the balustrades for Section 2 be and why?**

Balustrades will be 1.2 metres high, except on bridges where they will be 1.4 metres in height. The increase in height for bridges is due to the safety risk from cyclists vaulting on bends and downhill sections. There are also safety standards we must adhere to for crossing electrified rail lines.

Below is a drawing to show the design for balustrades over bridges -



**Why did you choose Glass Reinforced Plastic (GRP) surfacing for the deck on the wooden boardwalks? Can't we just have a mesh covering over wood?**

We want to make the path as safe as possible for all users. We have received a lot of feedback about wood being a slippery surface for people on foot and on bikes, even with mesh. This would be more of a problem through the bush area. We have therefore selected a product with a high grip (GRP). GRP also has a low maintenance requirement, provides a smooth riding surface and is strong enough to carry small maintenance vehicles that will need to travel on the path.

We have received good feedback about the GRP surfacing on the Ōrākei Basin boardwalk. You can pop down to see what it looks like and test it out.

**You had some problems with delamination on the Ōrākei Basin boardwalk, why are you using the same product, won't it happen again?**

We do not expect to have delamination problems with Section 2.

Assessments indicate the delamination was a quality control issue with one batch of panels, and we have replaced these panels. Since the replacement we have received good feedback about the panels. We will work closely with our supplier to ensure this does not occur again.

**Will there be Ngā Mahi Toi (artwork) in the design?**

Yes, two 4-metre-high pou will be installed at the top of the path next to Kohimarama Rd, and at the northern/Ōrākei Basin end of the path. There will be sections of carved handrails on the bridges and artwork integrated into the perforated protection screens, as well as design elements incorporated into the concrete finish. Ngā mahi toi details can be found [here](#).

[Fencing/ Privacy screening](#)

**My neighbour is getting a new fence, can I get a fence too?**

Where the path travels within 6 metres of the back boundary of properties, we are offering screening to property owners that do not have a solid fence or vegetation along their rear boundaries.

**You had offered to replace existing fences/build a new fence as part of the urban design of the overall project. Why aren't you doing this anymore?**

The scope of the project has been reviewed and fencing, other than privacy screening for people who do not already have a fence/ hedge, is no longer feasible due to budget constraints.

**You have offered me a fence, but I don't like any of the options, what can I do?**

We are only able to offer the two options – a 1.8metre wooden fence (unpainted) or a griselinia littoralis hedge, with a planted height of 30-60cm. Where a property borders Auckland Council land we are only able to offer the wooden fence.

**I have accepted your offer of privacy screening but it's not in the location of my current fence. What has happened?**

Screening will be constructed on the legal boundary of the property (unless the site prevents this). Pegs showing boundary will be installed by an independent registered surveyor.

**I have been offered privacy screening and am on a cross-lease. Do I need to agree with my fellow cross-lease owners?**

Cross-lease owners will need to agree a joint response to the offer of privacy screening. An agreement signed by all cross-lease owners will be required. It will be the owners' responsibility to ensure all the obligations and arrangements of their cross-leases are followed in reaching an agreement. The project will not cover the cost of obtaining necessary consents under the cross-lease including any legal costs incurred.

**How long will it take to install the fence?**

We will work closely with residents to work through timing and individual requirements. We will ensure we give plenty of notice and our contractor will meet with you to talk it through the plans before any work starts.

**Which side of the fence will be facing me?**

The fence posts face the residential property to discourage climbing from the path side.

**Who will own and maintain the fence?**

There will be no change to any existing fence ownership and maintenance arrangements. Typically, adjacent land owners share ownership and the cost of maintaining a boundary fence but in some cases there may be covenant or agreements registered against the property.

**Will you paint your side of the fence?**

It is unlikely we will do this.

## Construction effects

---

### **How long will construction take and when will it start?**

Construction is for two years. We started enabling works in August 2020 and construction will begin in October 2020. We have an estimated finish date of July 2022.

### **What kind of noise can we expect?**

There will be some noise from construction however we will endeavour to minimise this as much as possible –

- Working times of the plant and equipment will be restricted to our permitted work hours (below).
- Noise levels will be monitored and should be maintained below the parameters set down in the Construction Noise Management Plan.

### **Where will trucks come in?**

We will use two different entry points for vehicles. These are:

1. Kohimarama Rd by the Meadowbank Pony Club.
2. Tahapa Reserve East via 43 Tahapa Crescent

We will be accessing the site on foot via 64 John Rymer Place. This will not be used for vehicle access.

### **What will your work hours be?**

We will generally be working Monday to Saturday, 7am to 7pm. There will be occasions where we need to work outside these hours (including Sunday and public holidays). These will be related to some works on the rail overbridge and at Meadowbank Train Station where they can only be carried out safely when the trains are not running. The rail-related works will be planned in consultation with KiwiRail and impacted neighbours will be notified in advance.

### **Where will the contractors park?**

Our employees will use local streets as there isn't much space for parking on-site.

### **Will you be parking trucks/leaving diggers on the road?**

No.

### **Will there be vibration from equipment?**

The vibrations from all equipment other than vibrating rollers will have limited effect on any of the surrounding properties. When working near properties, the vibrations from vibrating rollers will be controlled by using the lightest practical compaction at high frequencies.

Vibrations caused by the installation of the foundation piles for the bridges will have no effect to surrounding properties as these bridges are all well away from adjacent properties.

### **How will we be kept informed during construction?**

We have a dedicated communications and stakeholder manager who works with the construction team to ensure people are kept informed during the build. Regular works notifications will be issued to ensure people in the immediate area are kept informed and know what's coming up. We will also be sending regular e-news updates to our stakeholder database. You can sign up [here](#) to receive updates.

### What is your timeline/ when will you be working near me?

The work programme is split into four main phases and we will be working in several areas at once so that we can complete the work as quickly as possible:

- **Phase 1** – Enabling works – vegetation clearance
  - St Johns Road to Tahapa Reserve
    - 2 months
- **Phase 2** – Enabling works – access roads and site compounds
  - St Johns Road access
  - Tahapa Reserve East access
    - 3 months
- **Phase 3** – Main civil works
  - Bridges
  - Boardwalk
  - Concrete Path
  - Intersection Upgrade
    - 16 months
- **Phase 4** – Final reinstatement
  - Landscaping
  - Lighting
  - CCTV
  - Ngā Mahi Toi (artworks)
    - 3 months

### How are you managing archaeological sites?

We have undertaken archaeological surveys and worked closely with archaeologists, Mana Whenua and Heritage NZ to ensure archaeological sites are carefully managed and have a heritage management plan in place.

The path has been designed to avoid known archaeological sites where possible. These will be fenced off from construction operations for protection.

We have an accidental discovery protocol should a new site be discovered.

## Stormwater

---

### The stormwater in the area needs fixing. Will you be upgrading this at the same time?

No, this is not in the scope of the project. Auckland Council manages stormwater and any queries should be directed to them.

### How will stormwater runoff on the path be managed?

We are mitigating all of the effects of our project and run off will be fed into the existing network. We will have sediment and erosion control plans and regular monitoring will be carried out. These are a requirement of any construction project.

## Funding and timeline

---

### **How is this project being funded?**

The project is co-funded by the Waka Kotahi NZ Transport Agency and Auckland Transport.

### **Why is this project taking so long?**

The path was originally set to open in 2018. However, changes to the route (for Section 4) as well as other delays mean the path is now due to be completed from the end of 2022.

## Other sections

---

### **When is Section 4 starting?**

We have applied for resource consent for this section and are expecting Auckland Council to notify this shortly. We are doing what we can to get construction-ready, including completing the detailed design at the same time as seeking resource consent. The community will have the opportunity to help shape design aspects of the path through a consultation process later in the year.

### **Will Section 4 be the same design as sections 2 and 3?**

The design for Section 4 is underway. We may incorporate some of the same design elements from Sections 2 and 3, but this has not been determined. We will share the design for Section 4 with the community for feedback once the initial design is complete.

### **What will the balustrade height be on Section 4?**

This is yet to be confirmed - the balustrade height for this section will be subject to a safety assessment to ensure the height it is safe and appropriate. We are working on the design now and will consult with the community later in the year.