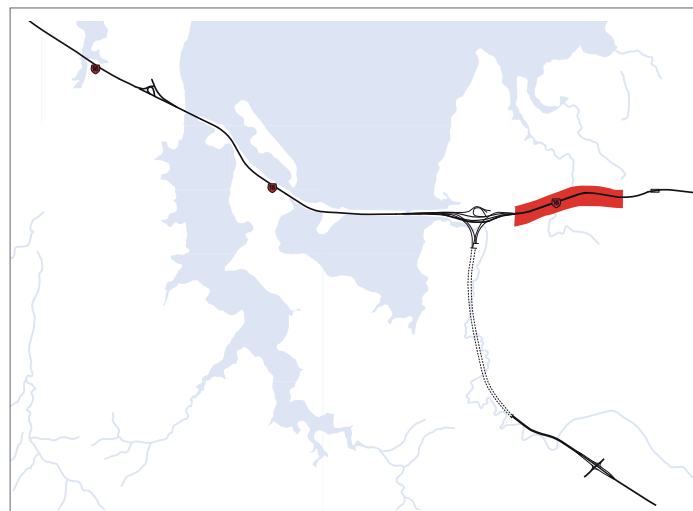


C6 Sector 6 SH16 to St Lukes



C6.1 Existing situation

Sector 6 of the project includes the additional lanes on the existing Northwestern Motorway (SH16) between the Waterview interchange and St Lukes interchange.

C6.1.1 Movement and connectivity

- There is a shared bus and cycle lane along Great North Road east of Point Chevalier Road
- The SH16 cycleway is predominantly off-road throughout this sector apart from a small section on Sutherland Road.

- Where the SH16 cycleway crosses Carrington Road the visual and physical connection is not clear – Carrington Road is a barrier to movement
- The existing off-road cycle path on the south side of SH16 adjacent to the Chamberlain Park golf course forms part of the SH16 cycleway corridor
- The need to maintain traffic flows on Carrington Road constrains SH16 work at bridge footings.

C6.1.2 Landscape, planting, views

- There is limited opportunity within the designation for planting, both in terms of area and the soil depth
- Stands of mature trees at the edge of the golf course are a strong feature on the skyline
- Open views into the golf course contribute positively to the driving experience
- Views into the motorway are limited from the north due to the large, internalised buildings adjacent to the corridor, and intervening vegetation. There are some views from residential catchments around Sutherland Road
- This sector is characterised by volcanic cuttings where exposed basalt is visible.

C6.1.3 Structures

- The existing Carrington Road bridge is a utilitarian structure whose retaining wall to the south visually dominates the interchange. To the north is an exposed basalt face
- There are existing ramps at St Lukes interchange.



Figure C-6.11: Photo 6-1 View west along SH16



Figure C-6.12: Photo 6-2 View east along SH16 from Carrington Road bridge



Figure C-6.13: Photo 6-3 Carrington Road, where the cycleway links from Sutherland Road

Western Ring Route ▶ *Waterview Connection*



Figure C-6.14: Sector 6 (i) existing plan

Section C ▶ Sector Design Concepts

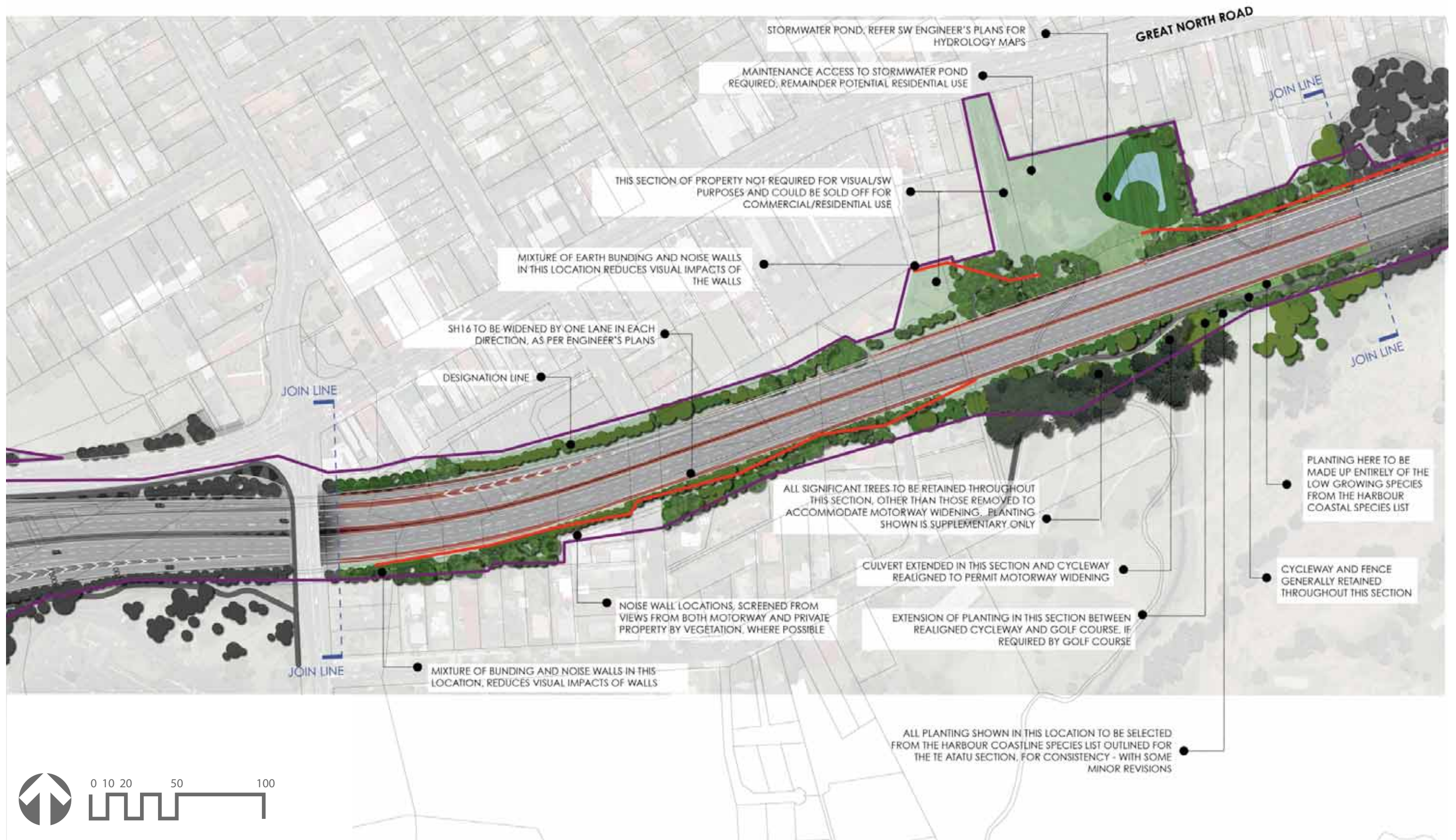


Figure C-6.15: Waterview to St Lukes – concept plan (western section)

Western Ring Route ▶ *Waterview Connection*



Figure C-6.16: Sector 6 (ii) existing plan

Section C ▶ Sector Design Concepts

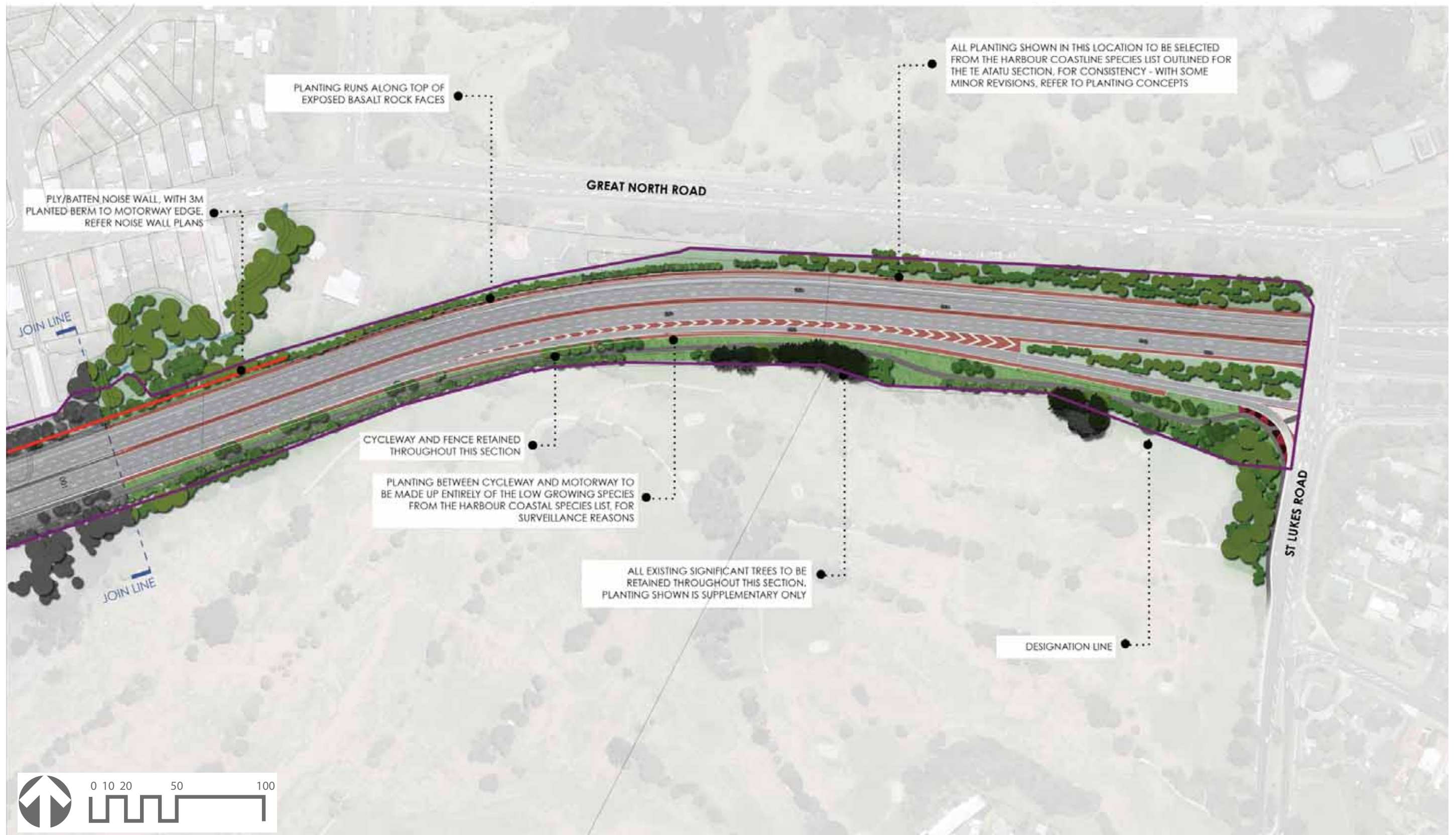


Figure C-6.17: Waterview to St Lukes - concept plan (eastern section)

Western Ring Route ▶ Waterview Connection

C6.2 Design concept

C6.2.1 Movement and connectivity

- The SH16 off-road cycleway is maintained in its current location on Sutherland Road
- The conflict between cycles and vehicles at Carrington Road will be addressed as part of the Sutherland Road works to provide a clearer, safer and more direct connection
- SH16 widened in both directions to accommodate additional lanes.

C6.2.2 Landscape, planting, views

- This sector continues the 'green route' theme for SH16 from Te Atatu to the Waterview interchange. The focus is on intensive planting of native species, from the Harbour Coastline Species list, where space permits
- Where basalt rock formations exist they are protected and integrated into the edge design for the corridor
- Along the edge between the cycleway and motorway, low growing plants enable passive surveillance between vehicles and cyclists, and between cyclists and users of the golf course
- Significant trees are retained where possible
- A stormwater pond will be constructed north of the corridor, with associated wetland planting to provide habitat and support native biodiversity
- All planting will be locally sourced native restoration species.

C6.2.3 Structures

- The key structures in this sector include:
 - Widening of motorway by one lane in either direction
 - The retention of the Carrington Overbridge
 - Retention of ramps at St Lukes
 - Noise walls
 - Other retaining walls and embankments.
- Widening of SH16 will be carried out within the existing Carrington Road Bridge footprint
- The existing Meola Creek culvert is to be extended to accommodate the additional motorway width.

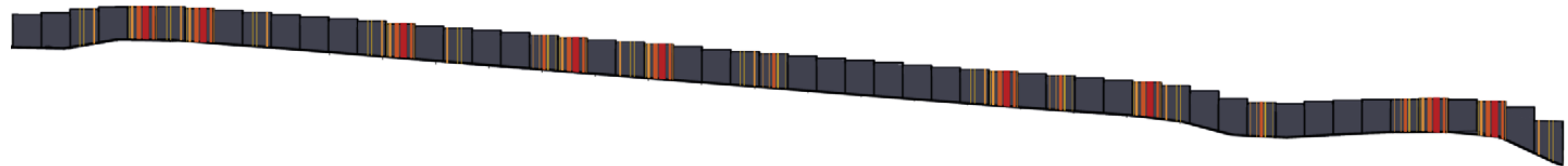
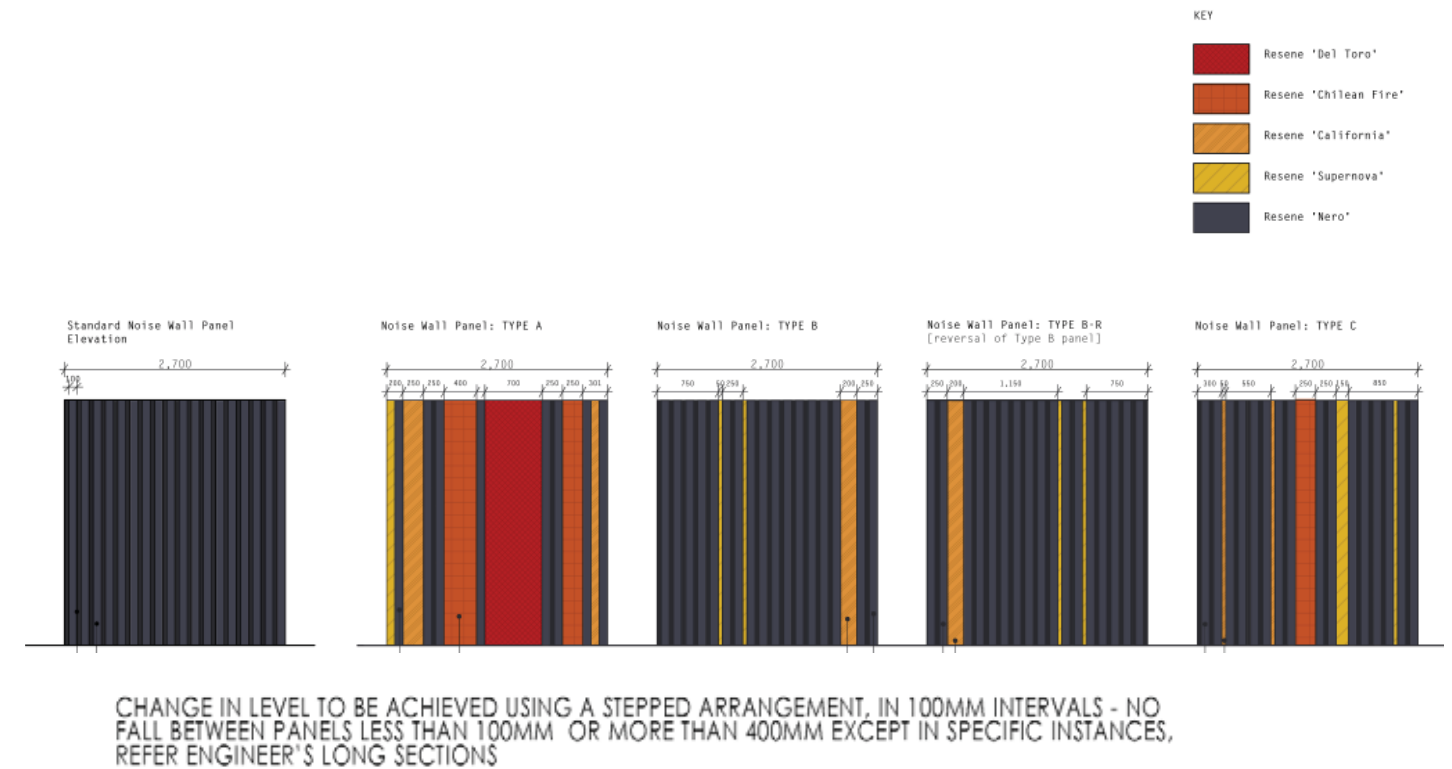


Figure C-6.18: Typical noise wall elevations, Sector 6