Kaipātiki Local Board
OPEN MINUTE ITEM ATTACHMENTS

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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Fishing at Northcote Wharf – Problems arising

Figure 1 – 1950’s - Cedric and Everett Breckon fishing at Northcote Wharf. Photographer Breckon, Arthur Ninis, 1887-1965

The Northcote Point Heritage Preservation Society Inc (NPHPS) strongly believes the rights of individuals to fish from the Northcote Point wharf. This has been a popular pastime and a good fishing spot since the wharf was built in the mid 1800’s.

Unfortunately, some individuals fishing from the wharf are not respecting the rights of all wharf users, with bait being cut on the wooden wharf railings, even though specific stainless steel bait stations are provided. Last week on 10 May, the bait stations were caked in filth.

Disembowelling fish and bait cutting on the wharf rail disfigures the rail and leaves fish innards and unpleasant residue on the rail. Kahawai when caught are being bled on the wharf, and this together with the residue described makes it very unpleasant for commuters and tourists walking through the mess to catch the ferry.

The wharf has been further vandalised, with the remains of a fire visible. The bait station may have been used as a BBQ. Graffiti was also noticeable. The images below are from 10th May (mid week) and illustrate the issues.

The NPHPS would like to ask whether the Kaipātiki Local Board could arrange for the installation of signage on the wharf to advise the behaviour that is expected from wharf users. We would recommend that the signage should be in multiple languages to ensure all users are aware of appropriate etiquette. Perhaps
another practical solution would be for the Board to provide a bucket on rope, and encourage users to wash down (their section of) the wharf with seawater before they leave.
Figure 4 - Evidence of fish dismemberment on wharf railings 10 May 2018

Figure 5 - Fire / BBQ on the wharf? – 10 May 2018
Figure 6 - Knife cuts and fish scales on the wharf railing – 10 May 2018
Dear Members of the board

Please allow me to introduce myself. My name is Lola Dorokhova and I live at 33 Martin Crescent, Northcote.

I would like to address the Board today, so I can provide more details and answer any questions about new dwelling we want to build for our daughter.

Me and my husband have been living in this neighbourhood for over 10 years by now and we love it very much. Many years our daughter renting with flatmates but she needs her own place. We decided that we will help her to build the house next to us so we can all stay close by.

I would like to ask the Board to please consider our request and approve the proposal. So far it has been quite a journey to get this project underway and this approval is a final step we really need.

As you can see from the technical part of the proposal, this new house is not creating any significant impact and all rain run-off is properly managed.

This undertaking is very important to us as parents, as we feel, this will be the best way for our daughter to get onto the property ladder and like any parents we want to see her succeed. And considering current property prices there are not many options for her.

Thank you for the opportunity to address the Board and please consider approving our proposal as it will be of great help to us.
# RLTP Feedback

## Regional Land Transport Plan

The Kaipātiki Local Board is broadly supportive of the long-term direction set forth by the draft Regional Land Transport Plan (RLTP).

The RLTP is in line with key outcomes of the Kaipātiki Local Board Plan, namely Outcome 2: Our natural environment is protected for future generations to enjoy, Outcome 3: Our people are active and healthy, Outcome 4: Getting to and around Kaipātiki is easy, and Outcome 5: Our urban centres are vibrant. The projects included as part of the Auckland Transport Proposed Funded Capital Programme are welcomed as they allow the local board to respond to localised priorities not ranked as high on a regional program.

The table below outlines the alignment between specific projects and outcomes 2, 3, 4 and 5 of the Kaipātiki Local Board Plan 2017.

<table>
<thead>
<tr>
<th>RLTP Project</th>
<th>Project description</th>
<th>Kaipātiki Local Board feedback</th>
<th>LBP 2017 Outcome</th>
</tr>
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<tbody>
<tr>
<td>Auckland Transport Proposed Funded Capital Programme</td>
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<tr>
<td>Local Board Initiatives Fund</td>
<td>To allow Local Boards to fund transport projects in their communities. Projects to be funded will be worked through with Local Boards to meet their specific priorities.</td>
<td>The local board supports the increased funding to local boards to undertake projects of local importance, recognising the role local boards play in the shaping of neighbourhoods and communities.</td>
<td>Outcome 4: Getting to and around Kaipātiki is easy</td>
</tr>
</tbody>
</table>
| Bus Priority: Localised improvements | Delivery of localised bus priority improvements across Auckland to support the roll out of the new bus networks.                                                                                                                                                  | Connecting services to the Northern busway from Kaipātiki that are better and more frequent Bus lanes from Upper Harbour to Chartwell Avenue Inadequate bus capacity often means full buses are unable to pick up passengers at Smales Farm and Akoranga Stations. More double decker buses from the bus stations at the southern end of the Bus way to increase passenger capacity would alleviate this issue | Outcome 3: Our people are active and healthy  
Outcome 4: Getting to and around Kaipātiki is easy |
<p>| Double Decker Network Mitigation Works | Mitigation works to safely allow the passage of double decker buses, addressing risks such as street signage, street furniture, low hanging power                                                                 | The introduction of double decker buses in Kaipātiki has been very well received for increasing capacity on the bus network. The | Outcome 3: Our people are active and healthy |</p>
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<th>RLTP Feedback</th>
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<tr>
<td></td>
<td>or phone lines, overhanging trees and low bridge structures.</td>
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<tr>
<td>Downtown bus Improvements</td>
<td>Delivery of new bus interchanges on Quay St East and Lower Albert St, in conjunction with CRL and Council Downtown projects</td>
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<td>Downtown Ferry Basin Redevelopment</td>
<td>Construction of a new Downtown Ferry Terminal to accommodate future growth and expansion of services.</td>
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<tr>
<td>Electric Buses and Infrastructure</td>
<td>Infrastructure to support electric buses on the public transport network</td>
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</tbody>
</table>
## RLTP Feedback

<table>
<thead>
<tr>
<th>Integrated Ticketing – Improvements, Replacement and National System</th>
<th>To extend, enhance and replace AT HOP equipment and systems - including the back-end system, retail and top-up devices and the tag-on/off devices for rail, ferry and bus.</th>
<th>Ferry passengers are currently doubly disadvantaged in paying higher fares for ferry services, and being excluded from single journey fare calculations both bus and train services enjoy. Without rail on the North Shore, our only feasible public transport options are the bus and our ‘blue highway’.</th>
<th>Outcome 4: Getting to and around Kaipātiki is easy</th>
</tr>
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<tbody>
<tr>
<td>Street Lighting Improvements</td>
<td>Programme to deliver improved street lighting throughout the Auckland Region where it has been identified as deficient, such as where there are safety concerns. This programme also includes rollout of LED street lighting on the local road network.</td>
<td>Lighting around the shops at Chartwell Avenue, and in the Birkenhead town centre should be included in this project. In order to retain the Village design and feel of the Birkenhead town centre however, ambient “Art Deco” decorative street lights that comply with the relevant regulations but similar in style to the current existing globe lights, should be used.</td>
<td>Outcome 2: Our natural environment is protected for future generations to enjoy</td>
</tr>
<tr>
<td>New Footpaths Regional Programme</td>
<td>Programme to construct new and widened footpaths</td>
<td>The Glenfield Road frontage to Eskdale Reserve should be included in this project. Footpaths around schools in particular should be widened as a matter of course.</td>
<td>Outcome 3: Our people are active and healthy</td>
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<td>Outcome 4: Getting to and around Kaipātiki is easy</td>
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<td>Outcome 5: Our urban centres are vibrant</td>
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<tr>
<td>Programme</td>
<td>Details</td>
<td>Outcome 3: Our people are active and healthy</td>
<td>Outcome 4: Getting to and around Kaipātiki is easy</td>
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<tr>
<td>Walking &amp; Cycling Programme</td>
<td>Walking and cycling programme focuses on achieving maximum impact for short trips to the city centre, public transit interchanges, schools and local and metropolitan</td>
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<tr>
<td>Urban Cycleways Programme</td>
<td>Completion of the current Urban Cycleways Programme</td>
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<td>Environmental sustainability infrastructure</td>
<td>Programme which seeks to address environmental sustainability issues from Transport. This includes installation of catch pit pollutant traps in CBD, Industrial areas, and marine sensitive areas within central area to protect sensitive receiving environment from road storm water discharge (including gross pollutants). The programme also includes infrastructure requirements to support uptake in Electric vehicles such as charging points.</td>
<td>In line with the environmental aspirations of the board</td>
<td>Outcome 2: Our natural environment is protected for future generations to enjoy</td>
</tr>
<tr>
<td>AT Metro Business Technology</td>
<td>Technology improvements supporting PT customer experience and operations. Includes items such as improvements to the real-time passenger information system.</td>
<td>This project would benefit our residents</td>
<td>Outcome 3: Our people are active and healthy</td>
</tr>
<tr>
<td>New Zealand Transport Agency Investment Programme</td>
<td></td>
<td></td>
<td>Outcome 4: Getting to and around Kaipātiki is easy</td>
</tr>
<tr>
<td>Skypath</td>
<td>A new walking and cycling connection between North Shore and the Auckland city centre across the Auckland Harbour Bridge</td>
<td>This project will have the greatest impact on our residents as it provides an alternative, active transport option, to cross the Waitematā Harbour to access the central business district.</td>
<td>Outcome 3: Our people are active and healthy</td>
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<td>RLTP Feedback</td>
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<tr>
<td><strong>RLTP Feedback</strong></td>
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<tr>
<td><strong>SeaPath</strong></td>
<td>Provision of a 3km shared path between Esplanade Road and Auckland Harbour Bridge Northcote Point.</td>
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<td><strong>SH1 Watemata Harbour Crossing</strong></td>
<td>Route protection and future proofing activities for a new integrated transport system crossing of the Watemata Harbour.</td>
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<td><strong>Northern Corridor Improvements (NCI)</strong></td>
<td>A package of capacity and safety improvement projects on the Northern Motorway between Upper Harbour Highway and Greville Road: - Widening of SH1 between Greville Drive and Unsworth Drive - New motorway-to-motorway connection between SH1 and SH18</td>
<td></td>
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The local board is very supportive of this project.

This project will help maximise use of SeaPath and support our residents accessing the central board and looks forward to continued engagement with NZTA as this project progresses.

The board is very supportive of this project being brought forward as it will enable the provision of rail to the North Shore. This project would greatly benefit our residents.

This project would benefit our residents.
RLTP Feedback

- Upgrade of Greville Road interchange

KiwiRail Capital Programme

Tranche 1 – Level Crossing Grade Separation
Programme of works to close roads where ever practical and in areas with the best immediate prospects for construction, building an initial tranche of grade separated road
This project would benefit those residents which have level crossings in their communities.

Local Board advocacy projects:

Table 1B Auckland Transport Capital Programme – additional items currently unfunded

"We want the Northcote Point wharf upgraded to provide all-weather capability to increase service reliability, increased ferry services for Beach Haven, ferry fares integrated into the wider public transport fare structure and further consideration of a ferry service to Island Bay." (Kaipātiki Local Board Plan 2017, pg 27)

<table>
<thead>
<tr>
<th>RLTP Project</th>
<th>Project description</th>
<th>Kaipātiki Local Board feedback</th>
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<tr>
<td><strong>Key advocacy project</strong></td>
<td></td>
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<tr>
<td>Northcote Point Ferry Terminal Upgrade</td>
<td>Provision for a new ferry terminal to mitigate existing adverse weather and marine condition impacts.</td>
<td>This was identified as an advocacy point in the Local Board Plan (LBP) 2017, specifically all-weather berthing to increase service reliability. Through supporting new infrastructure such as SeaPath, Skypath and the Northcote Safe Cycle Route, the Northcote Point Ferry Terminal Upgrade potentially eases congestion on Onewa</td>
</tr>
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## RLTP Feedback

<table>
<thead>
<tr>
<th>Proposed project</th>
<th>Kaipātiki Local Board feedback</th>
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<tbody>
<tr>
<td>Connect SeaPath to the new walking and cycling facilities in Constellation Drive on the western side of the motorway</td>
<td>This would benefit our residents as it improves access to bus stations and is in line with Outcomes 3 and 4 of our Local Board Plan 2017, as well as the Kaipātiki Connections Network Plan (Greenway plan).</td>
</tr>
<tr>
<td>Separate pedestrian walking and cycling bridge across the motorway to Sunnynook Station</td>
<td>This would create better and safer access to Sunnynook Station for our residents and is line with Outcome 4 of our Local Board Plan 2017.</td>
</tr>
<tr>
<td>Ferry service improvements</td>
<td>Particularly through additional services on the Beach Haven route on weekends to provide a desirable public transport alternative. This would benefit our residents and is in line with Outcome 4 of our Local Board Plan 2017.</td>
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<tr>
<td>Ferry pontoon at the bottom of Island Bay Road</td>
<td>This is proposed to link into the Beach Haven and Hobsonville route and through improving ferry services, is in line with Outcome 4 of our Local Board Plan 2017.</td>
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Attachment A

Item 16

RLTP Feedback

Rawene Road Carpark reinstatement

The Kaipātiki Local Board supports the current funding and process underway to reinstate the carpark.

This would greatly benefit our residents and is in line with Outcome 4 of our Local Board Plan 2017.

Investigation into a park and ride facility in Birkenhead

This local board would like to have confirmation that the cycle / pedestrian bridges over Northcote Road cycle / pedestrian bridges over SH1 will be funded and constructed as per the plans for the Northcote Safe Cycle project currently under construction.

Alignment of timings between ferry, services and the bus to the airport to reduce the approximately 20 minute wait time

This local board would like to have confirmation that the cycle / pedestrian bridges over Northcote Road cycle / pedestrian bridges over SH1 will be funded and constructed as per the plans for the Northcote Safe Cycle project currently under construction.
KAIPĀTIKI LOCAL BOARD CHAIRPERSON’S REPORT
JOHN GILLON - MAY 2018

Potential Case of Kauri Dieback in Kaipātiki

On 4th May it was revealed that a case of Kauri Dieback disease may have been discovered at Chelsea Estate Heritage Park. At the time of writing, samples have been taken for testing and we hope to have results within three weeks. In the meantime, as a precautionary measure, the track from Blundell Place, Chatswood, to Chelsea Estate Heritage Park has been closed and closing links from Chatswood Reserve are being considered.

The Kaipātiki Local Board takes the threat of Kauri Dieback very seriously. We have many kauri throughout our bush reserves that need to be protected. So on 6th May, the Local Board held an open workshop on the matter and I was very pleased that council officers were able to attend at such short notice. Representatives of several local bush restoration groups were also able to attend and participate.

Through discussions at the workshop, it became apparent that we require a lot more information and advice in order to consider preventative measures against kauri dieback. These include potential budgets available to us; costs for in-ground shoe cleaning stations, track upgrades, signage, etc; the process for temporarily restricting dogs and/or closing tracks; identification of kauri-free tracks as alternative recreational destinations. To that end I propose the following motion:

That the Kaipatiki Local Board requests information to assist in preventing kauri dieback disease in the Kaipatiki area, including:

(a) information on the regional budget options available to the Local Board for kauri dieback initiatives, including installing in-ground shoe cleaning stations, signage, track improvements, alternate routes, etc.

(b) the cost of installing in-ground shoe cleaning stations (including seat, shelter and drainage) at track entrances where kauri are at risk, noting that there may be up to 75 such entrances in the Kaipatiki area.

(c) information on the requirements for upgrading tracks to the DOC track standard, including additional information regarding best practice measures that volunteers can take to mitigate and prevent the spread of Kauri Die Back.

(d) information on educational resources developed for the Waitakere, Hunua Ranges or other areas that could be utilized in Kaipatiki.

(e) the process, requirements and implications of implementing temporary restrictions on dogs in a reserve or portion of a reserve, including on-leash access and prohibition.

(f) the process, requirements and implications of temporarily closing a reserve or portion of a reserve, including clarity over the Local Board’s authority to do so.

(g) identification of kauri-free tracks and parks in Kaipatiki that could be utilized and promoted as alternative recreational destinations.
Rawene Road Carpark and Highbury Roundabout Upgrade

On 1st of May, the Local Board hosted the fourth public meeting on the Rawene Road Carpark project. An update on the Highbury Roundabout project was also presented at the meeting.

I will table the presentation, but it is also available until the end of May from this link: https://1drv.ms/b/si/Aygz1AhnnYexjbxPQVaJhzmRB9fbQ

Rawene Carpark Highlights:

- Construction will be in two phases from 7th May to February 2019.
- The carpark will be partially closed during phase 1 (May to August 2018) and fully closed during phase 2 (August 2018 to February 2019).
- The new plan has split-level carparking areas.
- The Rawene Reserve bush area is not part of the scope for the project, however work will not hinder any future use of the reserve.

Birkenhead Roundabout Highlights:

- The scope of the Mokoia Rd/Birkenhead Ave/Hinemoa St intersection design has been reduced from what had previously been confirmed, and no longer includes the Rawene Road crossing.
- Construction will be in 6 stages from Late May until Mid-November (includes contingency)
- A liaison will be appointed to work closely with affected local businesses to mitigate inconvenience of the project.

That the Kaipatiki Local Board requests an update on carparking mitigation in Birkenhead for the duration of the Rawene Road Carpark closure.

April 2018 Meetings & Events

- Chaired Kaipatiki Local Board business meeting and three workshops (Community Forum deferred due to ANZAC Day)
- April Subregional Local Board Workshop
- April Local Board Chairs’ Forum
- Two meetings with Northern Local Board Chairs, Deputy Chairs and council senior staff to discuss capital project delays
- Meeting with Cllr Darby and Cllr Hills
- Workshop with Placemaker David Engwich
- Kaipatiki Community Facilities Trust budget meeting
- ANZAC Day – MC at Birkenhead service
- ANZAC Day – attended Glenfield service
- Korean Day 2018, North Shore Events Centre
- Fia Fia Whanau/Diversity, Northcote
- Meeting with Nigel Green, Manager of Glenfield Community Centre
- Meeting with Paddy Bush & Brian Blake, Chair & CEO of North Shore Events Centre
• Meeting with Bruce Stainton, Chair of Friends of Chelsea Estate Heritage Park
• Resource consent on-site meeting with council planner at 2 & 2a Tizard Road, Birkenhead
• ANZAC Day 2018 debrief meeting
• RLTP consultation material briefing
• Resource consent feedback meetings with Deputy Chair Danielle Grant
• Several meetings with constituents on various matters
• Regular meetings with council staff on various matters
Welcome

Rawene Reserve public meeting

Tuesday 1 May 2018
Attachment B

Item 25

Introduction

John Gillon
Local Board Chair
Rawene Reserve public meeting

- Welcome
- Housekeeping
- Acknowledgements
- Introductions
**Rawene Reserve public meeting**

- **Introducing the panel:**

<table>
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<tr>
<th>Name</th>
<th>Topic</th>
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<tbody>
<tr>
<td>Dean Kimpton</td>
<td>Project overview</td>
</tr>
<tr>
<td>Ross Roberts</td>
<td>Update on Progress Phase 1 &amp; Phase 2</td>
</tr>
<tr>
<td>Lisa Spasic</td>
<td>Mainstreet Upgrade and collaboration with</td>
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<td></td>
<td>Rawene Slip team</td>
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<tr>
<td>John Gillon</td>
<td>Local Board Chair</td>
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</table>

- **Opportunity to ask questions at the end**
Update of Progress - Phase 1, 2 & 3

Ross Roberts
Geotechnical & Geological Practice Lead
The slip
Attachment B

Item 25

What we’ve done so far
Jet grouting and sheet piling
Temporary stormwater diversion

- **Blue** - existing stormwater drainage
- **Green** - overland flume diversion
- **Purple** - 150mm diameter lay-flat hose from diesel pump (for high intensity flows)
- **Yellow** - 2 x 50mm hoses to Rawene Road kerb outlets (for low intensity flows)
- **Red** – generator and pump
## Temporary stormwater diversion

- **Green - overland flume diversion**
- **Orange - overland plastic pipe**
- More reliable
- Less risk of breaks in pipe
- Doesn’t rely on pumps
- Less noise (no generator)
Future work phases
Future work phases

Phase 1 (May-Aug 2018)
  - Stabilise crest
  - Create working platform

Phase 2 (Aug 2018-Feb 2019)
  - Re-build slope

Phase 3 (Feb 2019 onwards)
  - Remediate gully
  - Duration of work will be defined after agreement reached with landowners
Phase 1 work
Phase 1 – a stable working platform

- Approximately May to early Aug 2018.
- Further improve stability at the top of the slip, to allow work downslope to proceed safely.
- Form access track and stable platform

- Design and construction planning complete. Contractor to start on site imminently.
Attachment B

Item 25

Contingency for temporary underground anchors (not likely to be required)

Approximate construction works area

Construction track

Ground beam

Trim unstable soil and protect slope from weather

Engineered fill to allow phase 2 works
Phase 1 Programme

- Ground investigations – Complete
- Design – Complete
- Consent application – Underway
- Mobilise to site – 7\textsuperscript{th} May 2018
- Work – Early May to end early August
- Phased closure of Rawene Car Park
Rawene Road car park - Phase 1
Area re-opened at end of Phase 1 (August)
Phase 2 (upper slope)

Options Report and Public Feedback
Phase 2: Option 1

- Carpark reinstated to its former extents
- Place engineered fill to reinstate the carpark. The final surface will be planted/vegetated
- Permanent underground piles and anchors
Phase 2: Option 2

- In-ground beam to provide retention during construction
- Permanent retaining wall constructed from lower level
- Place fill to bring carpark up to previous level. Smaller size than previous carpark
- Trim unstable soil and move downslope. The final surface will be planted

Temporary and permanent underground anchors required to support walls
Phase 2: Option 3

In-ground mass of reinforced concrete piles, to form carpark.

Trim unstable soil and move downslope; the final surface will be planted.
Attachment B

Item 25

Phase 2: Option 4

Bored pile wall

Trim unstable soil and reshape slope and plant

New build multi-storey development with two/three level basement parking and hotel or similar above (likely subject to public notification)
Phase 2 (upper slope)

Public Feedback after last meeting
Parking

- Parking has been raised in every public meeting as a key issue for the local community

![Pie chart showing preferences:
- 21 people support more car-parking than before (e.g., multi-storey)
- 9 people support the same car parking as before (single level)
- 4 people support less car parking than before]
Development at crest

- Auckland Council has received an unsolicited proposal to build a hotel on the slip site.

![Pie charts showing support levels for different developments.

Supports hotel: 4
Neutral on hotel: 9
Objects to hotel: 12
Supports other building (other than car park): 4
Neutral on other building (other than car park): 19
Objects to other building (other than car park): 19]
Future uses of the gully

- The natural environment in the gully has changed as a result of the slip

- Supports restoration of gully to native bush/park land
- Neutral restoration of gully to native bush
- Objects to restoration of gully to native bush

- Supports pathways to Chelsea/links to Mokoia
- Neutral on pathways to Chelsea
- Objects to pathways to Chelsea

- Supports new use for gully
- Neutral on new use for gully
- Objects to new use for gully
What have we done with the feedback?

- Used it to assess the suitability of design options
  - Preferred option flexible to allow varied future uses

- Used it to help justify site layout during works
  - Keeping as much carparking safely possible

- Will use it in deciding best options for Phase 3
Important notes

- The gully includes private land. This may limit future uses.
- The project is not about future improvements. We will not be developing the site for future uses - we will be trying to ensure that our designs don’t prevent the future uses that you’ve asked for.
Attachment B

Phase 2 preferred option
**Phase 2: Alternative Option 4**

- **Carpark reinstated to similar size but lower**
- **New small slope**
- **Access lane and private land reinstated to previous level**
- **Place engineered fill to reinstate the carpark. The final surface will be planted/vegetated.**
- **Permanent underground piles and anchors**
- **Full car park closure**
## Multi Criteria Decision Analysis

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Option 1: Downslope wall, fill embankment</th>
<th>Option 2: Upslope Palisade wall</th>
<th>Option 3: Upslope mass of in-ground piles</th>
<th>Option 4: Downslope wall, lower level fill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stakeholder relationships (short term)</td>
<td>More earthworks vehicles, but could enable early use of service lane</td>
<td>Less construction traffic, but more noise and construction activity close to buildings</td>
<td>Less construction traffic, but more noise and construction activity close to buildings</td>
<td>More earthworks vehicles, but could enable early use of service lane</td>
</tr>
<tr>
<td>Public value (long term)</td>
<td>Better compatibility with car parking, walking tracks</td>
<td>Smaller carpark, difficult access to gully from carpark</td>
<td>Smaller carpark, difficult access to gully from carpark</td>
<td>Better compatibility with car parking, walking tracks</td>
</tr>
<tr>
<td>Programme</td>
<td>Phase 2 works likely complete in early 2019</td>
<td>Phase 2 works likely complete in late 2018</td>
<td>Phase 2 works likely complete in late 2018 / early 2019</td>
<td>Phase 2 works likely complete in late 2018 / early 2019</td>
</tr>
<tr>
<td>Constructability</td>
<td>Achievable using normal construction techniques</td>
<td>Careful construction sequencing required</td>
<td>Achievable using normal construction techniques</td>
<td>Achievable using normal construction techniques</td>
</tr>
<tr>
<td>Consenting</td>
<td>All options carry similar consenting risk</td>
<td>All options carry similar consenting risk</td>
<td>All options carry similar consenting risk</td>
<td>All options carry similar consenting risk</td>
</tr>
<tr>
<td>Future flexibility</td>
<td>Results in largest platform for future development. No underground obstructions</td>
<td>Reduced platform size for future development. Anchors and MSE form underground obstructions</td>
<td>Small platform size for future development. Piles present underground obstructions</td>
<td>Results in largest platform for future development. No underground obstructions</td>
</tr>
<tr>
<td>Construction cost estimate</td>
<td>Approximately $2.8M to $3.4M</td>
<td>Approximately $2.7M to $3.3M</td>
<td>Approximately $4.0M to $4.8M</td>
<td>Approximately $2.5M to $3.0M</td>
</tr>
<tr>
<td>Whole of life considerations</td>
<td>Similar to other options</td>
<td>Similar to other options</td>
<td>Similar to other options</td>
<td>Similar to other options</td>
</tr>
<tr>
<td>Threats/opportunities</td>
<td>Stormwater diversion, sediment control, landscaping</td>
<td>Landowner permissions for temporary and permanent anchors. May need additional work around side scarp</td>
<td>May require landowner permissions for piling.</td>
<td>Stormwater diversion, sediment control, landscaping</td>
</tr>
</tbody>
</table>

### Key:
- Superior/preferable to the other options
- Neutral or similar compared to the other options
- Worse than the other options

### Notes:
1. Estimated completion date for earthenworks/stabilisation. Does not include future development such as car parking or buildings.
2. Ballpark estimates based on very early design concepts, not including car parking or other future development. Cost estimate may vary significantly depending on the final configuration of the remedial works and detailed design development.
Phase 2 Programme

- Phase 2 consultation – Complete
- Ground investigations – Complete
- Design – Nearing completion
- Consent application – Mid May
- Mobilise to site – August
- Work – Aug 2018 to Feb 2019
Phase 3 proposals (lower slope)

Longer term design options for feedback
Phase 3 (lower slope)

3a. Leave in place, re-shape to stabilise

3b. Excavate and move up slope

3c. Excavate and move off site

All: replant, re-form natural watercourse, encourage return to native bush
Directly affected properties (lower slope)
Phase 3 Programme

- Phase 3 consultation with directly affected landowners – Yet to start
- Rest of programme will depend on result of consultation
- Work – Feb 2019 onwards (TBC)
Birkenhead
Main street Upgrade

Public Meeting
1 May 2018

Lisa Spasic – Auckland Council, Senior Programme Lead
Duncan Miller – Auckland Transport, Project Manager
Project Objectives

- The six key objectives for the Main Street Upgrade are to attract:
  - more people
  - more spend
  - more investment
  - an enhanced sense of well-being and community
  - greater guardianship of the environment, and
  - optimism for the future.
Attachment B

Item 25

Project Highlights to date

- Detailed Design complete
- Tender evaluation in negotiation with preferred Contractor
- 6 month construction programme starting in late May 2018
- Overall construction budget is approx. $2million
- and finishing end of November 2018
Construction Scope – (area inside of red lines)

Cnr of Mokoia Road and Birkenhead Ave

- Extends public open space and provides significantly more seating capturing views down Hinemoa Street towards Auckland City. Location also has the most exposure to sun during the day.
- Provides specimen trees and planting to an area that currently has none.
- Narrowing of carriageway at raised crossing to promote safety.

Cnr of Birkenhead Avenue and Hinemoa St

- Integration of public open space around existing Norfolk Island Pine. Local Board have identified opportunity to host events on space. Transforming unusable grass area to functioning deck with seating.
- Additional seating opportunities and provision for café table seating along basalt wall.

Cnr of Mokoia Road and Rawene Road

- Extension of public space which is currently car parking.
- Narrowing of carriageway at Rawene Road to promote pedestrian safety.
- Continuity of surface finish to reinforce connection to Birkenhead Library.
- Additional specimen trees and planting added to intersection.
### Construction Staging Plan (indicative)

**STAGE 1  Late May 18 to Early June 18**

Stage 1 is the removal of the larger plants that are no longer required in the end design. As the works are relatively short duration and requires lane closures, this work to be undertaken outside peak hours.

To facilitate further traffic management options throughout the project, at establishment we will also clear the traffic islands that are to be cleared and rebuilt as part of the new design.

The islands will be replaced with an asphalt surface and line marking, ensuring the intersection safety is not compromised but will provide more availability for TMP safety zones without the requirements to close lanes when the follow on works are being completed.

**STAGE 2  Early June 18 to Early July 18**

Stage 2 involves the temporary detour of the south bound lane in Birkenhead Avenue to allow for the construction of the new pedestrian crossing, completing the keystone wall adjustment and the installation of the new kerb alignment along the new footpath line leading to the new timber decking area. Detailed discussions with AT Metro regarding this stage is required so bus routes changes are well executed.

We understand this one of the more disruptive stages of the project, however it has a relatively short duration and will provide the community a sample of the upcoming finished result.
Stage 3

Late June 18 to Early Mid Aug 18

Stage 3 is the construction of the new stormwater works, rain garden and associated infrastructure. In this stage, work in two concurrent locations will take place. Initially, the work will be to the north of the road. As the work progresses and the north side is completed, the focus will then shift to the south side. This stage of the works will provide significant benefits to the local community, reducing stormwater runoff and improving the aesthetic quality of the area.

Stage 4 - Although this stage will still require a reasonably significant detour, the works required to complete the design have minimal risk and can be executed with a focused programme. Clearing of the roadway will allow for the safe passage of emergency services and will facilitate the completion of the first areas of footpath along the new road.

Due to the lane widths available and safety zone required, a full lane closure is required. On the southern edge of the works, this stage may impact local traffic for a short duration of the works to allow the expedited installation of certain key works.

Construction Staging Plan
Construction Staging Plan

STAGE 5  End Aug 18 to Late Oct 18
Stage 5 – is where the project will reach peak production, this stage of works will provide the Southern and Eastern shop frontages with completed works. New paving footpaths and surfacing will be completed at the end of these stages work site disruptions will significantly downsize.

STAGE 6  Early Oct 18 to Mid Nov 18
Stage 6 – Will be the final stage allowing the completion of the works, completing the northern footpaths and the installation of the last islands, asphalt and plantings. Due to the traffic disruption for the installation of the islands, these works will be completed outside the hours of 7am – 9am and 4pm - 7pm.
Disruption Mitigation Plan Highlights

- Pedestrian access - to retail and businesses will remain open at all times
- Noise – will be limited at lunch times and busy periods
- Dust – will be controlled by regularly wetting down areas
- Fencing – will be low level and transparent but will protect the public from trip hazards
- Parking – Contractors will be carpooling to site where possible and are not allowed to park in front of businesses.
Communication Plan

1. A full time Stakeholder Liaison Manager will be available on site to answer queries from the public and directly impacted stakeholders.

2. Regular newsletter updates will be sent to stakeholders to inform them of how the upgrade is progressing and where works are taking place.

3. Daily 1:1 meetings will occur with directly impacted businesses and the Stakeholder Liaison Manager.

4. Project information signs will be mounted around the site to inform the public about the upgrade with contact details for general queries directed to Auckland Council and/or Auckland Transport.

5. The Main Street Upgrade will continue to coordinate works with the Rawene Slip project team as both teams share the same office.
Question and answer session
Item 25

Closing remarks
John Gillon
Local Board Chair
To join the mailing list and continue to receive news on Rawene Road developments, email us, or add your name to the sheet on your way out.

rawene@aucklandcouncil.govt.nz
Thank you for coming

Rawene Public Meeting

Tuesday 1 May 2018
Rawene Public Meeting

Tuesday 1 May 2018
Danielle Grant
Deputy Chair’s Report - Kaipatiki Local Board

Members report for the period 9 March to 15 May 2018

Significant Issues

Regional Land Transport Plan
I do not support the Transport Regional Fuel Tax. As a Kaipatiki Local Board member, my responsibility is to the local community who are extremely concerned about congestion on our roads. The new Auckland Regional Land Transport Plan does not deliver enough for Kaipatiki compared to other parts of Auckland.

Ferries
Ferries are the ‘trains’ of the North. Our ferries need to have integrated ticketing and an affordable pricing structure. I would like to see an all-weather ferry terminal upgrade for Northcote Point, which would maximise the investment in Sky Path and is an option to relieve congestion along Onewa Rd. We need an increase in the frequency of ferries to Beach Haven, with more than three services per day and a service on the weekends.

Buses
The Northern Busway is getting busier, and our residents will be getting on the buses at the end of the line. We need to ensure that there is capacity for our commuters at Smales and Akoranga Stations.

Disproportionate investment in transport for Kaipātiki
I am the only Kaipātiki Local Board member speaking out about the disproportionate investment in transport for Kaipātiki. The formal feedback from our community on the Regional Fuel Tax question in our 10-year consultation was 53% for the tax and 41% against. It was only a few days after the close of consultation that the Government announced a second fuel tax. I have heard from many local residents that if they had known that there would be two fuel taxes, they would have responded very differently during the consultation.

Kauri Dieback
On the 4th May we heard that the Biosecurity staff found a Kauri in Chelsea Heritage Estate with symptoms similar to Kauri dieback. They have decided to take a precautionary approach and closed the track. We are currently awaiting the results of soil testing to determine whether Kauri dieback is actually present.

At last week’s local board public workshop on 8 May, we discussed with officers our concerns for the long term protection of our Kauri in Kaipātiki. Members of our Pest Free Kaipātiki group were in attendance. There is a strong need for more cleaning stations, improved tracks that divert away from Kauri roots and an education campaign to increase the awareness of Kauri Dieback.

Support for our environmental targeted rates
I would like to note for the record that I strongly support the natural environment and water quality targeted rates, of which there is 57% and 70% support from Kaipatiki residents, respectively.
Meetings and workshops dates:

- Weekly chairs meeting every Monday morning
- Local Board workshop, 14 March
- NZ Police bi-monthly meeting with Area Commander Sundip Patel and John Gillon, 15 March
- Sub-regional cluster meeting, 19 March
- Auckland Transport quarterly briefing with local boards, 21 March
- Local Board Business Meeting, 21 March
- Local Board ‘Have Your Say’ event for feedback on the 10-year Plan and the Auckland Plan, 27 March
- Local Board Workshop, 28 March
- Local Board Community Forum, 28 March
- Sunnyook/Totara Vale Plan, local board briefing, 29 March
- Glenfield Community Centre update from manager - Nigel Green, 29 March
- Local Board Workshop, 4 April
- Local Board Workshop, 11 April
- Local Board Workshop, 18 April
- Local Board Business Meeting, 18 April
- Sub-regional cluster workshop, 23 April
- Kaipātiki Community Facilities Trust monthly meeting, 23 April
- ANZAC Day internal debriefing meeting, 30 April
- Regional Land Transport Plan, consultation material briefing, 30 April
- Birkenhead Residents Assn meeting with the Chair Gillian Taylor, 30 April
- Local Board Workshop, 2 May
- Local Board Community Forum, 2 May
- Northcote Unlock update from Panuku Development Auckland, 3 May
- NZ Police bi-monthly meeting with Area Commander Sundip Patel and John Gillon, 3 May
- Regional Land Transport Plan, local board feedback preparation meeting, 3 May
- Tahi chairs/deputy chairs meeting with Rod Sheridan and other Council Officers, 4 May
- Local Board Meeting, 9 May
- Local Board Workshop, 9 May

Events, Site Visits and Functions

- Zion Road residents’ public street meeting, hosted by Dr Jonathan Coleman MP, 9 March
- Birkdale Beach Haven Residents Assn, Annual General Meeting, 12 March
- Bayview Community Centre, strategic planning session, 13 March
- Key note speaker, Volunteering in Kaipātiki event, hosted by the Birkdale Beach Haven Community Project, 17 March
- North Shore Resource Centre AGM, and farewell of retiring chairman Colin Mayers, 17 March
- Glenfield College site visit, 28 March
- Attend the Bayview School board of trustees meeting as a BOT member, 5 April
- Bayview School Fun Day, 7 April
- Pest Free Kaipatiki, Month Plant awareness campaign and weeding with volunteers, 8 April
- Birkdale Primary School ANZAC commemorations, guest speaker Dr Jonathan Coleman MP, 9 April
- Dr Jonathan Coleman valedictory speech at Parliament, 11 April
- David Engwicht Placemaking workshop, hosted by the Kaipātiki Community Facilities Trust, 13 April
- Fia Fia Whanau Diversity Event, hosted by the Kaipātiki Community Facilities Trust and Northcote Library, 13 April
- Korean Day 2018 event at the North Shore Events Centre, 14 April
- Kaipātiki Community Network meeting, hosted by Kaipātiki Community Facilities Trust, 18 April
- 2 Tizard Road site visit with Council Planner, 18 April
- Bayview Kids Market, 21 April
- Henderson rejuvenation – modular bike track site visit, hosted by Panuka Development Auckland, 24 April
- ANZAC Day services at Birkenhead War Memorial Park and Glenfield War Memorial Hall, 25 April
- RSA ANZAC Day event hosted by the RSA, 25 April
- Rawene Carpark public meeting with senior Auckland Council officers, 1 May
- Birkenhead Residents Assn AGM, joint key note speaker with John Gillon, 3 May
- Community Constable Grant Kenny, farewell, 4 May
- Highbury House Trivia Night fundraiser, 5 May
- Birkenhead City Cricket Club Prize Giving, 6 May
- Regional Land Transport Plan, provided the local board formal feedback to the informal hearing panel, 7 May
- Northcote Residents Assn monthly meeting, 8 May
- Fernglen Gardens site visit, 10 May
- Glenfield Intermediate School – official blessing and opening of the Bike Track, 15 May, thanks to Kaumatua Hone Matthews of Glenfield College for the blessing.
Kaipātiki Local Board update
Councillors Chris Darby and Richard Hills
16 May 2018

NORTH SHORE WELL SERVED IN DRAFT RLTP

The draft RLTP secures a number of critical projects for the North Shore ward, delivering the key infrastructure that we have been advocating for. As it stands, the funded amount for walking, cycling and local board priorities is $878 million (NZTA and AT projects combined. This is an enormous lift in funding, something never seen before. Thank you for submitting in favour of the RFT and the RLTP at the hearings last week.

Some of the key projects to note include $61 million for route protection and future proofing of a Waitamata crossing. This is a significant milestone for the area, signalling the first big step for a rapid transit harbour crossing.

Another big win for Kaipātiki is funding for SkyPath ($67 million) and SeaPath ($31 million), providing an active option for those travelling across the Waitamatā. After a period of being on hold, the business case process has been restarted and is due to be completed by the end of this year.

$300 million has been budgeted to extend the Northern busway to Albany, and another $300 million for bus priority upgrades from Albany to Orewa. This will have significant impacts for the people of North Shore ward, given the decrease it will create in the number of road users from the North. Particularly pleasing is the meaningful emphasis placed on safety and ending the number of serious injuries and deaths on our roads. With a large number of these having taken place in our ward, we’re thrilled to hear that this investment has been prioritised.

We know you’ll join us in celebrating the many milestones RLTP contains for the area and welcome any feedback you have. We are thankful that you have advocated for an all-weather terminal at Northcote, and will be advocating for improved funding for the ferry strategy.

UPDATE: KAURI DIEBACK DISEASE IN KAIPĀTIKI

Unfortunately, the Active Track Surveillance Programme has picked up on a Kauri tree in Kaipātiki that may be infected with Kauri Dieback. This was identified as part of a proactive response to the progression of this disease and, alongside yourselves, we anxiously await the results of further testing.

Kauri Dieback takes several years for symptoms to become visibly apparent, so staff continue to be on heightened alert for early signs across the region. We have been extremely vocal within Council, in both committee and in our discussions with officers about the need for more action and resources to protect our valuable Kauri forests, especially in Kaipātiki. The Environment Targeted Rate will increase spend on measures like Kauri protection from $3 million over ten years (in the last ten-year budget) to approximately $100m over the next decade. If passed, this will lead to a dramatic increase in spending in Kaipātiki. We have also discussed the issue with Community Facilities, who have highlighted track renewals and board walks around Kaipātiki as a priority.
ANZAC DAY SERVICES

We were privileged to lay wreaths on behalf of Auckland Council on ANZAC Day, to thank and remember those who were killed or injured in war.

Services took place across Auckland and with concurrent timings, we again rotated our attendance at events this year. Councillor Hills attended the Dawn Service at Auckland War Memorial Museum and the early service at Birkenhead War Memorial Park. Councillor Darby attended the service at the Takapuna War Memorial. Just before midday, both Councillors joined Mayor Phil at the Glenfield War Memorial Hall, where the Mayor gave a passionate speech discussing ANZAC Day as an opportunity to pay tribute to the courage and steadfastness of our service personnel.

It was wonderful to see a large turnout from our community of all ages. Lest we forget.

OPEN DIALOGUE ON TIZARD ROAD DEVELOPMENT

We recently met with local residents in Birkenhead concerning an application to develop 10 residential units on the sites of 2 and 2a Tizard Road. Over a cuppa at Moxies, the residents expressed concerns relating to transport, amenity, ecological effects, and water infrastructure. Many of these concerns relate to the construction phase and how the site will be accessed.

It was great to be able to receive feedback from the residents and we will continue an open dialogue with them. We’ve suggested that the residents engage a planner to investigate their concerns and represent their views, and write to Council’s Chief Executive outlining their concerns.

PROTECTING THE ‘GREEN LUNGS’ OF AUCKLAND

Crater Hill (Ngā Kapua Kohuora) volcanic cone and the elite soils of Pūkaki Peninsula are to remain protected from residential development and future urbanisation. A significant decision of the Environment Court recently rejected a developer’s appeal that sought to extend the Rural Urban Boundary.

As Planning Committee chair and Deputy Chair, Councillor Hills and Darby extend their thanks to staff, witnesses, and the legal team for defending the position determined by the Planning Committee: that we need to protect the ‘green lungs’ of Auckland and ensure that the natural and cultural landscape will be safeguarded.

Chris Darby
Auckland Councillor
North Shore ward

Richard Hills
Auckland Councillor
North Shore ward