

# ŌRĀKEI LOCAL BOARD SUMMARY NOTES – COMMENTS FOR NOTIFICATION – TAMAKI DRIVE CYCLEWAY – ŌRĀKEI LOCAL BOARD – 16 SEPT 2018

## Executive Summary

The Board does not agree with the AEE conclusions regarding notification at part 7 of the AEE and requests public notification of this proposal because:

- The adverse effects of the proposal are more than minor within an area which, as the AEE recognises (para 2.5), is unique and sensitive to change; and / or
- The proposal has activities within a significant coastal corridor, including recognised cultural heritage areas, and collectively it is a special circumstance justifying notification

## Background

1. The proposed cycleway is part of an AT initiative to improve cycling opportunities in central Auckland. The route will predominantly serve people cycling into and within the city in conjunction with other cycle ways planned in the area.
2. AT propose to focus on improving links to the city centre, existing infrastructure and key destinations. The project will provide an important link from the existing cycle network along Tamaki Drive to the cycleway along Quay Street and future cycle routes to Glen Innes and Parnell.
3. The Tamaki Drive link acts as an interface between land and water that also provides a direct route into the city of Auckland. The proposed works are intended to enhance public access and create a vibrant waterfront area.



Figure 2: Extent of the Site (Image Source: Google Maps, 2018)

## The Project

4. The project commences 300m west of the intersection of The Strand with Quay Street/Tamaki Drive and east of the Quay Street bi-directional cycleway.
5. The project then extends approximately 2.34km along Tamaki Drive to the western abutment of the Ngapipi Bridge. The project provides an off road cycle facility and upgrades to the existing shared path on the northern side of the road carriageway and pedestrian path on the southern side.

## Cycle way

6. A 2.8m wide bi-directional off-road cycleway is proposed along Tamaki Drive. The cycleway will be located on the northern side of Tamaki Drive, separated from the traffic lanes by a landscaped strip and from the existing shared path by the existing grassed berm (shown in the below image). At some locations at the western end before Solent Street the landscaped strip reduces to 500mm for short lengths.
7. Works will occur within the root zones of 268 Pōhutukawa street trees and eight Pōhutukawa will be removed, one of which has been identified as being dead by arborist and one being under 4m in height and 400mm in girth. Of the six protected trees to be removed, three will be relocated elsewhere along Tamaki Drive and three will be replaced with four Pb95 Pōhutukawa trees.

*Public notification is advised especially with removal of historically recognised Pohutukawa.*

8. Appendix D contains further details with regards to tree works. To accommodate the cycleway on the northern side of Quay Street and Tamaki Drive west of Solent Street a reduction in the number of traffic lanes is proposed, i.e. generally the bi-directional cycle lane will be constructed in the existing northern kerbside lane (refer to the Design Plans in Appendix C).

*Public notification is advised and feedback from Ports of Auckland*



9. To provide a safe crossing facility at the Tamaki Drive/Solent Street intersection, the intersection will be reconfigured (refer to Sheet 05 of the Design Plans in Appendix C).

*Public notification is advised and feedback from Ports of Auckland*

10. To provide sufficient width to construct the bi-directional cycleway between Solent Street and the Ngapipi Bridge, widening is required on the southern side of the road

by approximately 1 to 1.2m. In places there will also be a reduction in the footpath width on the southern side, to a minimum of 1.4m, this is to reduce impact on the existing Pōhutukawa trees. The existing shared path on the southern side will be changed to a “pedestrian only” facility, this being communicated through signage and markings.

*Public notification is advised and feedback from users of the Southern side of Tamaki Drive*

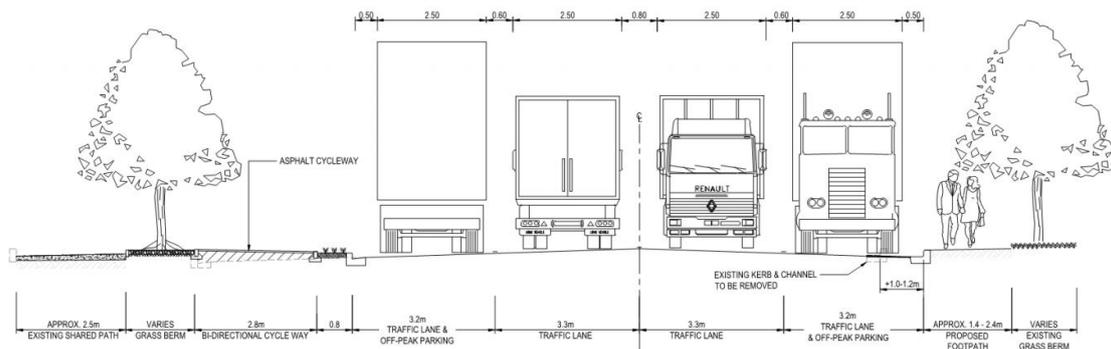
11. A new pedestrian bridge will be constructed approximately 1m north of the existing Point Resolution Estuary Bridge. The existing shared path on the Point Resolution Estuary Bridge will be converted to continue the bidirectional cycleway (refer to Sheet 08 of the Design Plans in Appendix C).
12. After consultation with AT Metro, two existing bus stops located to the west of Ngapipi Bridge, will be removed.

*Public notification advised given recent move to introduce Tamaki Blue Link bus; and accessibility for bus commuters*

13. Parking will be reduced by approximately 25 parking spaces along the northern side to achieve an appropriate buffer width. There will be no reduction to parking on the southern side. The streetscape will be further enhanced with landscaped buffer strips between the road kerb and the bidirectional cycleway.

*Public notification advised given potential loss of 25 parking spaces*

14. Access paths over the existing grass berm that separates the shared path and the cycleway, will be provided at regular intervals to allow pedestrians convenient access and minimise the need for pedestrians to walk along the cycleway.



**Figure 8:** Tamaki Drive typical section (Appendix C)

*It is not clear where, if and when pedestrians will need to walk along the cycle way –which in itself would be a design fault.*

15. As part of the cycleway project AT has decided to undertake some additional work to reduce the impact of flooding of Tamaki Drive caused by storm and high tide events. This work will require raising the road and berm level by up to 500mm adjacent to the Outboard Boating Club entrance for a distance of approximately 100m and

approximately 180m to the west of the Ngapipi Bridge (refer to Sheets 11, 12, 13 and 14 of the Design Plans in Appendix C). The northern side seawall will be raised by 400mm at the low points and taper out to merge into the existing seawall.

*Significant impact from raising of the road and simultaneous developments proposed for OBC – need to be synchronised. Public notification should be advised.*

### **Pedestrian Bridge**

16. The new concrete bridge will comprise two 25m long spans and will have one pier within the coastal marine area, the abutment piles being behind the existing revetment. The new pedestrian bridge will be located to the north of the existing Point Resolution Estuary Bridge and will be longer than the existing bridge by 3.6m with a surface area of approximately 150m<sup>2</sup>.

*It is not clear how the final pedestrian bridge will look and the volume of pedestrian traffic is not estimated to justify a new bridge.*

### **Cycleway and shared path construction methodology**

Prior to any works commencing the contractor will submit a Construction Environmental Management Plan (CEMP) to Auckland Council. The CEMP will include proposed environmental management procedures relating to issues such as protection of existing trees, complying with erosion and sediment control plans and staging of work will also be included.

*The comprehensiveness and identification of key remediation of issues addressed in the CEMP should be a condition of consent.*

### **Consenting requirements**

#### **Activities under the AUP:OP**

Rule	Activity	Status
<b>Chapter E11: Land Disturbance – Regional Rule E11.4.1 (A8 and A9)</b>	Earthworks greater than 2,500m <sup>2</sup> within the Sediment Control Protection Area (defined as an area 100m from the landward side of a coastal marine area) and where the land has a slope equal to or greater than 10 degrees	<b>Restricted Discretionary</b>
<b>Chapter E26: Trees in roads Rule E26.4.3.1 (A84)</b>	Tree trimming or alteration that does not comply with Standard E26.4.5.1 in street and open space zones	<b>Restricted Discretionary</b>
<b>Chapter E26: Trees in roads Rule E26.4.3.1 (A88)</b>	Works within the protected root zone not otherwise provided for	<b>Restricted Discretionary</b>
<b>Chapter E26: Trees in roads Rule E26.4.3.1 (A92)</b>	Alteration or removal of trees 4m or more in height and/or 400mm or more in girth	<b>Restricted Discretionary</b>
<b>Chapter F2: General Coastal Marine Zone Rule F2.19.10 (A121)</b>	Coastal marine area structures and buildings unless provided for elsewhere	<b>Discretionary</b>

*There are 4 out of 5 activities that are restricted discretionary – yet the conclusion given on page 15 of the BECA report – is the proposal is Discretionary. This needs to be challenged.*

## **SUMMARY**

As highlighted above – there are over 6 major projects within the umbrella of this proposal. On full assessment – public notification is called for to ensure all stakeholder impacts are fully assessed. There are special circumstances in that a major infrastructure is being constructed – being the new pedestrian bridge alongside significant removal of 8 Pohutukawa trees.