

## Appendix 32

### Engagement Letter to Applicants for Customary Marine Title and Protected Customary Rights

13 March 2023

## Proposed work in the coastal marine area for the construction and operation of the Eastern Busway from Ti Rakau Drive Bridge to Botany Town Centre

Kia ora

The Eastern Busway Alliance understands that you have made an application for customary marine title under the Marine and Coastal Area (Takutai Moana) Act 2011 over the coastal marine area (CMA), a portion of which encompasses Pakuranga Creek located in East Tāmaki. The Eastern Busway (the project) traverses over the CMA. This letter is to notify you and seek your views on the project pursuant to section 62(3) of the Takutai Moana Act.

### Background

The Eastern Busway is a significant project that is about more than just better transport. It will enable East Auckland to continue to develop and grow through investment, creation of jobs and greater social mobility. Its efficient services will give nearby communities some great options for cycling, walking or using the bus, and it will be a vital part of Tāmaki Makaurau’s public transport network for decades to come, see Figure 1. The busway is being designed and delivered by the Eastern Busway Alliance of Auckland Transport with Fletcher, Acciona, AECOM and Jacobs.

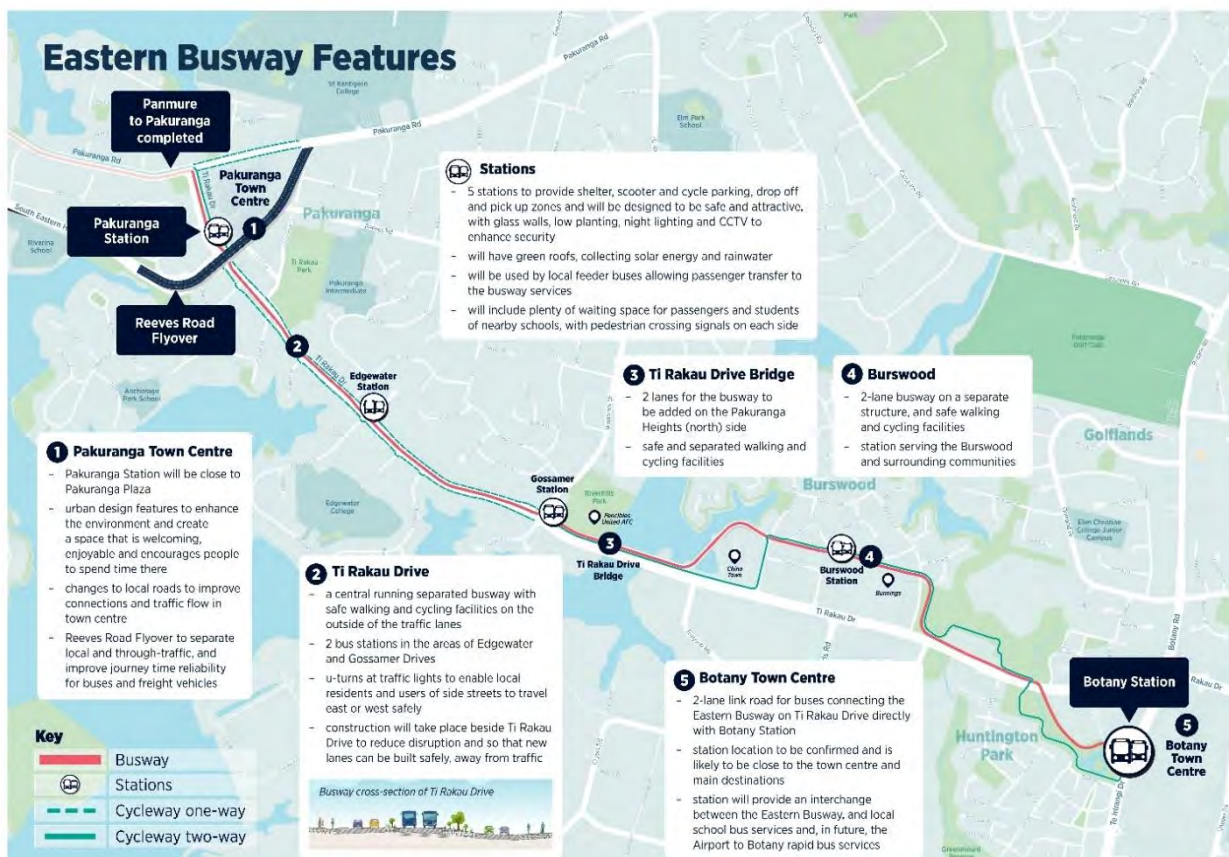


Figure 1: Eastern Busway map, features and proposed alignment from Pakuranga to Botany Town Centre

The project has a set of objectives, which are to:

1. Create separate lanes for buses to connect people from Botany, Pakuranga and the surrounding suburbs with the rail network in Panmure
2. Provide cycling and walking paths, safety, environment and roading improvements and a new Reeves Road Flyover giving people a range of travel options and more reliable journey times
3. Provide transport infrastructure that integrates with existing land use and supports a quality, compact urban form
4. Contribute to accessibility and place shaping by providing better transport connections between, within and to the town centres
5. Provide transport infrastructure that is safe for everyone
6. Safeguard future transport infrastructure required at (or in vicinity of) Botany Town Centre to support the development of a strategic public transport connection to Auckland Airport.

## Consenting Packages

The project consists of the following consenting packages. The proposed coastal work detailed in this letter are limited to the consenting packages for Ti Rakau Drive Bridge to Botany Town Centre only.

Consenting Packages	Description
Extension of William Roberts Road (Resource Consent granted)	Extension of William Roberts Road from the south of Reeves Road, connecting with Cortina Place and Ti Rakau Drive.
Main Construction Yard (Resource Consent granted)	Establishment of a Construction Yard at 169 – 173 Pakuranga Road and 3 William Roberts Road.
Pakuranga Town Centre (Public hearing in May 2023)	Pakuranga Town Centre, including Reeves Road Flyover (RRF) and Pakuranga Bus Station.
Pakuranga Town Centre to Ti Rakau Drive Bridge (Public hearing in May 2023)	Pakuranga to Ti Rakau Drive Bridge, including Edgewater and Gossamer Bus Stations.
Ti Rakau Drive Bridge to Botany Town Centre (area subject to this letter)	Ti Rakau Drive Bridge to Botany Town Centre via Burswood and a new link road through Guys Reserve, including new bridges, and the Burswood and Botany Bus Stations.

As part of the busway section from the existing Ti Rakau Drive Bridge to Botany Town Centre via Burswood and Guys Reserve, as detailed in the table above, the alliance is seeking your agreement under the Takutai Moana Act with respect to the construction and operation of the proposed work across the Pakuranga Creek, including two new bridge structures over the CMA.

These stages will contribute to the achievement of the project objectives and will provide the following anticipated benefits:

1. increased transport options from the creation of a dedicated busway, new cycle lanes and footpaths connecting Pakuranga to Botany, while maintaining existing general traffic capacity
2. improved travel times and leverage from the recent Panmure to Pakuranga Busway investment, in tandem with local bus services, pedestrian and cycle improvements, will support a more compact urban form in this area through improved connectivity
3. improved efficiency of transport between Pakuranga and Botany and an increase in public transport patronage by creating quicker, more frequent, and more reliable journeys by bus.

## Station Locations



Figure 2: Eastern Busway map, features and proposed alignment from Pakuranga to Botany

## Proposed Work

Work will be necessary in the CMA to enable the project objectives for the busway between Ti Rakau Drive Bridge and Botany Town Centre via Burswood and Guys Reserve.

The coastal work is limited to the following:

- Construction, occupation, operation and use of two new bridge structures<sup>1</sup> in Pakuranga Creek, including bridge foundations and piles. This includes,
  - 'Bridge A', adjacent to the existing Ti Rakau Drive bridge
  - 'Bridge B', adjacent to the esplanade reserve and premises of 262 Ti Rakau Drive, East Tāmaki
- Occupation of the coastal marine area is being sought for the maximum term of 35 years
- Temporary staging for access to the proposed bridge-related construction work
- Construction of a permanent mechanically stabilised earth retaining wall between 242 and 254 Ti Rakau Drive, approximately 2m in length and height, occupying 4m<sup>2</sup> and 4m<sup>3</sup> of fill to the rear of the wall
- Modification to existing, and construction of new stormwater outfalls, including the provision of rip rap to prevent erosion and scour
- Associated discharges to and diversion of water from the structural components; and
- Associated vegetation clearance of mangroves and exotic species within the CMA, limited to the area occupied by the structures

The proposed work noted above for the Ti Rakau Drive Bridge to the Botany Town Centre section of the project, are comprised of the following requirements located within the CMA:

Proposed work in the CMA	Total approximate area (m <sup>2</sup> )
Permanent occupation	130m <sup>2</sup>
Temporary occupation	550m <sup>2</sup>
Vegetation clearance	565m <sup>2</sup>

<sup>1</sup> Mana whenua will be asked to provide names for the structures. 'Bridge A' and 'Bridge B' are the interim references being used for the RMA documentation, until formally named.

## Assessments

A series of assessments are being prepared to accompany a resource consent application and notice of requirement, which will be made publicly available once submitted with the Council. This includes a Marine Ecology and Coastal Avifauna Assessment, as well as a Coastal Process Effects Assessment as it relates to the proposed coastal work.

The resource consent application will be supported by a proposed set of conditions and suite of management plans, including an overarching Construction Environmental Management Plan (CEMP) and Coastal Works Management Plan (CWMP), to appropriately manage any such effects which may result from the project for its duration.

The proposed work within the CMA is limited to the construction and operation of the busway. EBA is seeking to commence the coastal work for the busway from Ti Rakau Drive Bridge to Botany Town Centre in 2024 when the statutory approvals under the Resource Management Act 1991 have been obtained.

Overall, the proposed coastal structures and associated work are necessitated for the Busway, which will support improved and enhanced transport outcomes and provide greater choice for future generations. The project aims to deliver safer and more accessible connections to the town centres and proposed bus stations which will benefit the greater community.

## Engagement

The alliance continues to engage with landowners, community, and stakeholders to discuss the Ti Rakau Drive Bridge to Botany Town Centre section of the Project. General support has been received for the Project and its objectives, and the encouragement of active modes is reinforced. Concerns for safety, noise, parking, construction impacts, and the changing nature of the Burswood area are acknowledged and are being worked through with the community and those directly affected.

EBA is partnering with mana whenua, regularly meeting with representatives from Ngāti Whanaunga, Ngāi Tai ki Tāmaki, Te Ākitai Waiohua, Ngāti Maru, Ngāti Tamaoho, Te Patukirikiri, Ngāti Pāoa Iwi Trust, Ngāti Pāoa Trust Board, Ngāti Te Ata Waiohua, Te Ahiwaru, Te Kawerau ā Maki and Ngāti Tamaterā through the AT and Mana Whenua Southern Forum. Mana whenua have played a key and valued role in the development of the overall design of the busway, structures, stormwater management approach, along with site investigations, utilities, construction methodologies and the initial development of sustainability and procurement strategies and policies.

The alliance welcomes your views on the proposal and would be grateful if you could please respond no later than 15 working days from the date of this letter. The contact details are provided below, and if you would like further information on the proposed work, we can meet online. If you have any questions in relation to the proposed work, please email [info@easternbusway.nz](mailto:info@easternbusway.nz) or phone 0800 BUSWAY (0800 287 929).

Ngā mihi nui  
Eastern Busway Alliance

