
Notice of Requirement for Alteration to Designation 6773 – Glen Innes to Tamaki Drive Shared Path (Tahapa Reserve East, Purewa Cemetery and Rail Corridor)

Prepared for the NZ Transport Agency by Stantec NZ Limited

March 2019



FORM 18

NOTICE OF REQUIREMENT FOR ALTERATION TO DESIGNATION 6773 UNDER SECTION 181 OF THE RESOURCE MANAGEMENT ACT 1991 (RMA)

**TO: Auckland Council
35 Graham Street
Auckland**

**FROM: NZ Transport Agency
Private Bag 106602
Auckland 1143**

1. Introduction:

The NZ Transport Agency as Requiring Authority under section 167 of the Resource Management Act 1991 gives notice of a requirement to alter designation 6773 in the Auckland Unitary Plan for the construction, operation and maintenance of Section 2 of the Glen Innes to Tamaki Drive Shared Path Project from St Johns Road to Purewa Road (hereafter referred to as ‘**Section 2**’ or ‘**the Works**’).

This Notice of Requirement to alter the designation is related to the works occurring around the North Island Main Trunk Railway Line (NIMT) and on the northern side of the NIMT. These works are in Phase 2 of Section 2, which is the section of the proposed shared path which runs from Chainage 880 (to the south of John Rymer Place) to Chainage 2652 (where it connects to the path to the upgraded Orakei boardwalk).

The proposed alteration to the designation comprises:

- Alteration to the boundaries of the designation, as shown on the designation plan in Attachment A; and
- Alteration to the conditions of the designation, as set out in Attachment B.

The alteration to the designation is the result of changes to the railway overbridge through the detailed design phase.

2. The site to which the Notice of Requirement to alter the designation applies:

The sites affected by the proposed alteration to the designation are owned by the Crown (KiwiRail and LINZ), Auckland Council and by the Purewa Cemetery Trust Board. A plan of the proposed alteration is shown in Attachment A of this Notice and the existing land use described in further detail within the accompanying Assessment of Effects on the Environment (AEE).

The sites subject to the Notice of Requirement and the area of land proposed to be added into the designation are set out in the table below. A detailed description of each of the areas is set out in the AEE.

Site	Site Address (Auckland Council Geo Maps)	Site Owner	Site Legal Description (Auckland Council Geo Maps)	Total area of designation (approx.)
1	[land located to north of rail line]	Crown (LINZ)	None given	835m ²

Site	Site Address (Auckland Council Geo Maps)	Site Owner	Site Legal Description (Auckland Council Geo Maps)	Total area of designation (approx.)
2	PI 900867 27109 Railway Land Meadowbank Auckland 1072	Crown (Kiwi Rail)	MINT 675.98-676.13 KM SO 21189	193 m ²
3	4 Parsons Road Meadowbank Auckland 1072	The Purewa Cemetery Trust Board	Lot 1 DP 138935	514 m ²
4	43 Tahapa Crescent [Tahapa Reserve East]	Auckland Council	Lot 170 DP 41498	566 m ²

The rail corridor is also the subject of KiwiRail’s designation 6302 North Island Main Trunk Railway. This is the primary designation.

The designation needs to be altered in four locations:

1. The northern side of the NIMT at approx. Chainage 1580-1680 to provide for the change to the path. The land affected by the proposed alteration to the designation on the northern side of the NIMT is on Crown land managed by Land Information NZ.
2. The NIMT rail corridor adjacent to the existing designation - The change to the extent of the designation is necessary to provide for the temporary pedestrian bridge and related construction activity.
3. Purewa Cemetery - A crane and crane pad need to be located on the north-western corner of the Purewa Cemetery closest to the rail line and access from Tahapa Reserve East.
4. Tahapa Reserve East - Changes to the bridge mean that larger sections of the bridge need to be delivered by road and an additional area of the reserve is required to create the access for the oversized trucks bringing the bridge sections to the crane.

3. The nature of the proposed work:

The proposed alteration to the designation affects land at four sites. The proposed works on each of the four sites is:

Site 1: The works in this area include removal of vegetation (predominantly tree privet), piling and related activity as part of the construction of the path and the bridge over the NIMT. Once the bridge abutment and ramp up to the bridge are constructed the area around the bridge will be planted.

Site 2: The works include construction of a temporary pedestrian bridge over the rail overhead traction lines for construction personnel to access the northern side of the corridor from Tahapa Reserve East. Once the works are completed the temporary pedestrian bridge will be removed.

Site 3: The works involve clearing trees, installation of a crane pad and installation of fencing around the area. The crane will be used to move sections of the bridge and equipment to the northern side of the rail corridor during blocks of line. Once the works are completed the land will be reinstated. The crane pad will be located above a Watercare wastewater line and a manhole and stormwater pipe that is connected to a KiwiRail culvert that conveys stormwater under the rail corridor. As construction of the pad is part of the temporary works Watercare is expected to be consulted by the successful contractor

and a work over approval obtained for this work in conjunction with other construction work affecting its infrastructure as part of the project.

Site 4: The works include earthworks to construct access for the large vehicles that need to deliver the precast concrete beams for the bridge. Once the works are completed the land will be reinstated.

A more detailed outline of the works is set out in Section 1.4 of the accompanying AEE

4. The nature of the proposed conditions that would apply are:

There are numerous conditions attached to the existing designation. The proposed alteration to the designation includes an alteration to the designation boundaries as well as the existing conditions. The proposed alteration to the conditions is to amend existing condition 1 and to add new conditions as set out in Attachment B of this notice. The amended condition and new conditions proposed are in relation to the temporary use of land for construction works, and permanent works on Site 1.

5. The effects of the alteration on the environment and the ways in which any adverse effects will be mitigated:

An assessment of effects of the works to be undertaken in the proposed designation alteration areas is set out in the accompanying AEE. The proposed alterations to the designation boundary involve no more than a minor change in the effects on the environment associated with the use of land already provided for by the designation.

6. Alternative sites and methods have been considered to the following extent:

In the period since the designation was confirmed significant work has been undertaken in relation to the design and construction of the path primarily related to the proposed bridge over the NIMT and the path on the northern side of the NIMT.

This work has been informed by:

- KiwiRail's operational requirements;
- information obtained about the extent of the archaeological sites (R11/2258, R11/2259, R11/2260 and R11/3051) along the southern bank of the Purewa Creek in the path of or very close to the proposed route; and
- the access constraints related to the rail line and limited road access to the area.

As a result of the work and information, the alignment of the shared path and bridge has changed. Various alternatives for the bridge design have been considered however the final option has been largely driven by KiwiRail's requirements.

The changes to the path in the form of the boardwalk and the rail over bridge meant that construction related activity had to change from the construction method lodged with the original Notice of Requirement.

In relation to the use of the land in the cemetery, the alternative of placing the crane pad on the western side of the rail overbridge on Tahapa Reserve East was investigated but due to the alignment of the bridge a crane with a longer span would be required and this was not possible. Use of the rail corridor itself is not possible. Not having the use of the cemetery land for the crane would mean that materials would not be moved over the track easily. Locating the crane in the north-western corner of the cemetery will enable the movement of equipment and material over the rail corridor and overhead electric lines and the associated masts.

7. The alteration is reasonably necessary for achieving the objectives of the requiring authority:

The Transport Agency's objectives for the Project (as set out in the original NOR) are:

1. To construct, operate and maintain an off-road shared path that:
 - a) Connects the existing sections of the Auckland Cycle Network between Tamaki Drive and Glen Innes;
 - b) Provides new opportunities for connections with public transport nodes and other destinations;
 - c) Provides for a Cycle Metro level of service for commuter cyclists in recognition of its function as part of the Auckland Cycle Network;
 - d) Is cost effective whilst balancing the need to provide for a good standard of facility that is consistent with its function as a strategic component of the Auckland Cycle Network;
 - e) Is safe, convenient, and attractive path for walking and cycling;
 - f) Supports a variety of user types and confidence levels; and
 - g) Promotes sustainability through the encouragement of walking and cycling as an alternative transport mode.
2. To improve walking and cycling accessibility and connectivity for the Tamaki, Meadowbank and Orakei communities.

The alteration is reasonably necessary for achieving these objectives because it will:

- Better provide for the cost-effective construction and operation of the section of the shared path;
- Better provide for an attractive path that will provide a safe route and that, through the management of grades, will support a range of user levels;
- Better provide for the construction of the rail bridge that will improve walking and cycling accessibility and connectivity for the Tamaki, Meadowbank and Orakei communities; and
- Better promote sustainability as it recognises and provides for the existing and future operational needs of KiwiRail (and the primary designation in this location).

8. Other resource consents needed for the proposed activity which are being applied for:

Resource consents are being applied for under the Auckland Unitary Plan in relation to diversion and discharge of stormwater runoff from new impervious areas; earthworks; and removal of vegetation within a significant ecological area. These resource consents will be lodged at the same time that this Notice is lodged in conjunction with the Outline Plan of Works.

In addition, an application will be made to Heritage New Zealand Pouhere Taonga for an Archaeological Authority.

9. The following consultation has been undertaken with parties that are likely to be affected:

There has been consultation with:

- The Purewa Cemetery Trust Board (directly affected);

- KiwiRail (directly affected);
- LINZ (directly affected) through its property manager Colliers;
- Auckland Council (in relation to Tahapa Reserve East);
- Heritage New Zealand Pouhere Taonga; and
- Mana Whenua

10. The NZ Transport Agency attaches the following information required to be included in this Notice of Requirement by the District Plan, Regional Plan, or any Regulations made under The Resource Management Act 1991:

No specific information is required to be included in this notice by the Auckland Unitary Plan.

Belinda Petersen

Signed by Belinda Petersen, Principal Planner – Consents and Approvals , System Design and Delivery
Pursuant to an Authority delegated by New Zealand Transport Agency

Date: 13/03/2019

Address for Service: Karen Bell C/- Stantec, PO Box 13-052, Christchurch 8141, karen.bell@stantec.com

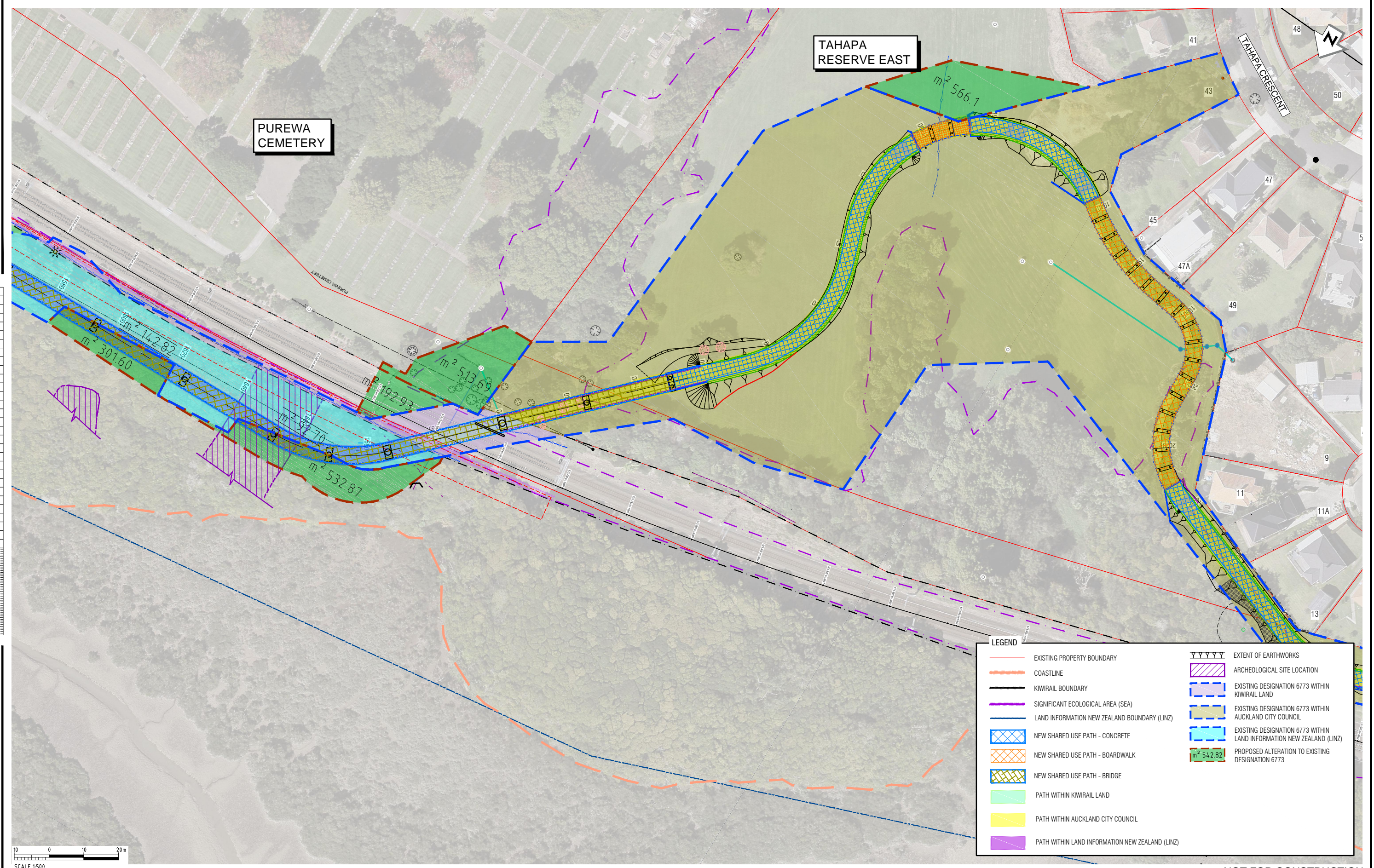
ATTACHMENT A -DESIGNATION PLAN

200 mm DO NOT SCALE - IF IN DOUBT, ASK

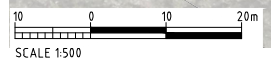
150
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ORIGINAL SIZE A1

Last modified: Nov 29 2018 By: Jan Franta



LEGEND	
	EXISTING PROPERTY BOUNDARY
	COASTLINE
	KIWRAIL BOUNDARY
	SIGNIFICANT ECOLOGICAL AREA (SEA)
	LAND INFORMATION NEW ZEALAND BOUNDARY (LINZ)
	NEW SHARED USE PATH - CONCRETE
	NEW SHARED USE PATH - BOARDWALK
	NEW SHARED USE PATH - BRIDGE
	PATH WITHIN KIWRAIL LAND
	PATH WITHIN AUCKLAND CITY COUNCIL
	PATH WITHIN LAND INFORMATION NEW ZEALAND (LINZ)
	EXTENT OF EARTHWORKS
	ARCHEOLOGICAL SITE LOCATION
	EXISTING DESIGNATION 6773 WITHIN KIWRAIL LAND
	EXISTING DESIGNATION 6773 WITHIN AUCKLAND CITY COUNCIL
	EXISTING DESIGNATION 6773 WITHIN LAND INFORMATION NEW ZEALAND (LINZ)
	PROPOSED ALTERATION TO EXISTING DESIGNATION 6773



NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED	
DESIGNED	Jan Franta
DRAWN	
CAD REVIEW	
DESIGN CHECK	
DESIGN REVIEW	
APPROVED	
PROF REGISTRATION:	



AUCKLAND TRANSPORT AND NEW ZEALAND TRANSPORT AGENCY
 GLEN INNES TO TAMAKI DRIVE SHARED PATH SECTION - 2
 PROPOSED ALTERATIONS TO DESIGNATION 6773

Status Stamp	DETAILED DESIGN
Date Stamp	12.03.2019
Scales	AS SHOWN
Drawing No.	80504522-C4-0402_SK085
Rev.	A

ATTACHMENT B PROPOSED ALTERATION TO CONDITIONS OF DESIGNATION 6773

1. Alter condition 1 of designation 6773 by including reference to the change in the extent of the designation as shown (underlined) below:

Except as modified by the conditions below and subject to final detailed design, the Project shall be undertaken in accordance with the information provided by the Requiring Authority in the NoR dated April 2016 and supporting documents (as updated by information provided by the Requiring Authority up until the close of the Hearing) being:

- a) Notice of Requirement - Assessment of Environmental Effects prepared by MWH, April 2016;
- b) Supporting technical reports dated March 2016; and
- c) Plans sets:
 - i. Land Requirement Plans (sheets 1-8) Drawing No 80504522-C4-0402_G851-G858); and
 - ii. Construction Extent and Access Location Plan Drawing No 80504522-C4-0402_G801-G808).
 - iii. **Proposed Alterations to Extents of Designation Drawing 80504522-C4-0402_SK085 Rev A**

2. Include the following new conditions:

Insert new condition 24A

24A Prior to works commencing a 1.8m high close boarded fence shall be installed along the designation boundary in Purewa Cemetery and the fence shall be retained during construction works.

Insert new conditions 46A and 46B

<u>Mitigation for works on land subject to Alterations to Extents of Designation Drawing 80504522-C4-0402_SK085 Rev A</u>	
46A	Immediately following completion of construction works on LINZ land, the Requiring Authority shall, subject to approval of the landowner, implement the following: <ol style="list-style-type: none">a. The planting of large grade native trees (45L) at a replacement ratio of 3:1 for every semi-mature tree removed.b. The replacement trees selected shall align with the requirements of the Ecological Restoration Plan (ERP) required by condition 45c. The planting shall be implemented in conjunction with the restoration planting undertaken in the section of land to the north if the rail corridor.

46B	<p>Immediately following completion of construction works on Purewa Cemetery, the Requiring Authority shall implement the following:</p> <ul style="list-style-type: none">a. The planting as a minimum three (3x) 50L Pohutukawa, two (2x) 50L Puriri, two (2x) 25L Karaka, and a larger number of closely spaced Tarata and Kohuhu 10L shrubs.b. The planting of the replacement trees shall be implemented in conjunction with the restoration planting undertaken on the adjacent area of Tahapa Reserve East.