

# Rawene Road Update

Friday 23rd March 2018



## Activities on site

### Public Carpark – Saturday 24<sup>th</sup> March

The neighbours at 19 Rawene Road, the site where Waide Construction is working, have asked for the use of the carpark on Saturday morning, 24th March 2018. They have a concrete pour booked and will use this area for the pump. In particular, they will cone off a couple of parking bays and control the delivery of trucks into and out of the car park from 7.00am and start to pour from 7.30am. They should be finished with the concrete around midday and are responsible for cleaning up the area afterwards.

### Private Access Lane and Parking

The lane is open, but once the next phase of work starts it will need to be closed again for a period of about 4-6 weeks.

## Release of Factual Data

The ground investigations at the crest of the slip are now largely complete, and we have just received the final factual report from our consultants. We are keen to share as much information as possible, so these reports have been put online. We will continue to share any factual reports that are not commercially sensitive as soon as we receive the final reviewed versions. The link below opens a page with two documents.

The first report, prepared by Opus International Consulting Ltd, is a Geotechnical Factual Report commissioned by Auckland Transport to undertake a geotechnical investigation of the landslide at the Rawene Road Carpark, Birkenhead in 2017. The investigation aims to provide input for the design of remediation measures. The second report, prepared by Tonkin & Taylor Ltd, is an investigation to assess the depth of fill materials on the ground above the landslip in proximity to the headscarp.

Both reports, in their entirety, can found using this link:

<https://1drv.ms/f/s!Agz1AhnnYezjibwdeM83D9nYYIRFQg>

The link will expire in 30 days.

<p><b>Update on next phase of work</b></p>	<p>The design for the next stage is now ready to be lodged for approval (resource consent) from Council along with the written approvals from landowners and occupiers that may be potentially affected (this has taken some time and a few of these are still outstanding, but we are trying to work through concerns as quickly as possible). The preparation of this phase began with the public meeting in February and consultation about future uses for the site. Those aspirations were considered during the design of options. After selecting the best option that ensured future development would not be impeded, that option then had to undergo detailed design, budgeting, and now consenting. Council is also required to go through a tendering process for all of this work.</p> <p>As well as all of this 'behind the scenes' work, a number of safety and access issues are constantly being monitored on site, as well as parking, stormwater, waste water, more borehole investigative work and run-off at the base of the gully.</p> <p>Physically, the next phase of work comprises cutting of the sheet piles (currently sticking up out of the ground) so that they are level, building a concrete capping beam that will connect these piles together into one structure, monitoring ground movement and then installing ground anchors if required to provide further stability, building a fence (hoarding) along the top of the beam, and creating a kerb and channel to direct water to catchpits in the carpark. This design is also going through a 'peer review' process to ensure it is not just the best option, but also the most safe and cost effective way to achieve the desired outcome.</p> <p>The previous work on site, over Christmas and New Year, was undertaken as 'emergency work'. The next phase of work may also need to be undertaken as 'emergency work' as the construction timeframe is now moving quickly into the winter months and we need to ensure the stabilisation works effective over the summer period, are reinforced with additional stabilisation works for winter and which will also serve to further secure the site in the longer term.</p> <p>As work further down the gully progresses, there will potentially be a need for further consultation and consenting.</p> <p>We trust this does help explain some of the reasons why work on site may look like it has stalled – but we can assure you that it definitely has not. Please let us know if there are any other questions.</p>
<p><b>Next public meeting</b></p>	<p>We are proposing to hold another public meeting to keep you informed of progress. We have tentatively selected the evening of Tuesday 1 May as a suitable date. Please let us know if there are any reasons why this date should be avoided.</p>

<b>How you can get more information</b>	<p>If you have any questions or feedback please email <a href="mailto:rawene@aucklandcouncil.govt.nz">rawene@aucklandcouncil.govt.nz</a> and we will endeavour to answer as quickly and comprehensively as possible. This email address can be used to contact the project team, and is regularly monitored by Amanda, John and Ross. The Auckland Council Contact Centre is also available on 09 301 0101.</p> <p>You can get more information from the following sources:</p> <ul style="list-style-type: none"><li>• There is an introduction to the project on the Auckland Council <a href="#">website</a></li><li>• Frequently asked questions about the project are answered <a href="#">here</a> (email us if you have new questions to add).</li><li>• A record of project updates up to 18 December is available <a href="#">here</a>, and more recent updates <a href="#">here</a></li></ul>
<b>Why you are receiving this email</b>	<p>You are receiving this email as you have indicated that you wish to receive updates about Rawene Road car park. These email updates will be made available on a regular basis. If you want to unsubscribe from this email, or if you want to be added, please <a href="#">email us</a>.</p>

# Rawene Road Update

Saturday 17<sup>th</sup> March 2018



<b>Activities on site</b>	<p>Contract Landscapes Limited have been on site this morning (Saturday) placing water-filled barriers along the top of headscarp (slip). The barriers are required to secure the site so that cars and pedestrians using the access lane are properly protected from the edge of the landslide. Once this is completed there is every intention of opening the lane so that people can access the rear of their businesses and utilise their private parking.</p> <p><b>When will the access lane open?</b></p> <p>The intention is that the lane should be open by Tuesday – and everything that is required to ensure this happens is being done. We will send another update to confirm the opening date, and let you know of any other new information, early next week.</p>
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# Rawene Road Update

Tuesday 6<sup>th</sup> March 2018



## Follow up from weekend media coverage

Over the weekend you may have seen a number of media reports about the Rawene slip and the recommendations made by specialist engineers. Some of the media reporting about the GHD assessment contained incorrect or incomplete information.

In 2015, engineering consultants GHD were commissioned by Auckland Transport to undertake an independent assessment of cracking and land movement at Rawene car park. The report was a technical engineering assessment required for operational decision making. Such reports are completed regularly on a range of operational matters and are not usually reported externally. In the interests of transparency a copy of the GHD report is attached to this update.

In summary:

- In its report GHD described three options that AT could take in relation to the cracking: monitoring the area, building a reinforced soil structure, and building a retaining wall;
- GHD recommended monitoring and maintenance as the most feasible and appropriate option, given the information available at that time; and
- On receipt of the advice, Auckland Transport implemented monthly monitoring of the site.

Geotechnical problems, by their nature, are extremely difficult to accurately assess. The decision at the time was to monitor performance of the site, and based on what AT and their consultants knew at that time, we are satisfied an appropriate decision was made. As sometimes happens, the site ultimately failed, and we acknowledge the impact that this has had on local business and residents. That is why, as part of our continuous improvement commitment, with AT we are looking at what lessons can be learnt and what might be done in the future at sites similar to Rawene Reserve.

Council's focus in the meantime remains on agreeing the remediation of the site, and implementing this, and putting plans in place to get Birkenhead back to normal. We aim to start the next stage of construction this Autumn.

You can listen to Auckland Council Geotechnical Engineer Ross Roberts discussing the Rawene slip on Radio NZ here:

<https://www.radionz.co.nz/national/programmes/sunday/audio/2018634577/engineers-recommended-cheap-option-for-birkenhead-slip>

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# Rawene Road Update

Thursday 1<sup>st</sup> March 2018



## Public Meeting and Feedback

Thank you to everybody who sent feedback following the public meeting. This feedback was designed to start a conversation with the local community about how you would like to see the area used in the future. The current work is focussed on stabilising the site following the two landslides last year. We have asked for feedback about future uses of the site to help ensure that the work we do doesn't preclude the local community's ideas for the site. Please remember that implementing these ideas won't be a part of this project, and will depend upon available funding.

We received 39 responses to the request for feedback from the community. These were mostly from individual landowners, residents and business owners but also the Birkenhead Residents' Association and the Mokoia Ridge Apartments Body Corporate.

### **Feedback on Phase 1 works (just completed):**

A number of respondents were thankful that during Phase 1 they had the opportunity to connect with the project team on site, via the communications email, and through the public meetings and this feedback. Respondents were pleased the works were complete and were looking to get back to normal business.

### **Feedback on Phase 2 options (upper slope):**

There were a number of respondents that made mention of the links that they would like to see strengthened between the rest of Highbury, the Mokoia Road shops and other features of Birkenhead (the library) and this site if any development were to proceed. In particular, a few people noted that the orientation of the existing commercial buildings created a 'built' barrier to the opportunities of the natural environment on their doorstep and that more could be made of the views afforded on this side of the shops. Some mentioned that pedestrian links between any reinstated carparking and the Highbury Mall would be preferable.

### **Feedback on Phase 3 options (lower slope):**

Comments relating to access from Mokoia Road to the Chelsea Heritage Park via the gully and coast generally highlighted the idea that walkways, native bush, and 'greenbelt' linkages would be attractive to visitors, and hence tourists. A number of respondents mentioned additional recreational facilities that might attract visitors such as sporting activities (walks, go karts, zip lines or gondolas), the bulk of which we would anticipate to take advantage of the natural landscape and the views from the ridge and gully towards the coast and the natural vegetation of the area.

Retaining native species, regenerating the bush and providing a natural environment in the gully were mentioned by approximately half of the respondents. They wished to see retention of the lower part of the gully as a public park, whether wholly as native bush or not, whilst maintaining links to Chelsea.

**Feedback on town centre upgrade:**

There was mention of the Town Centre upgrade and a desire to see collaborative and cohesive progress on the revitalisation of the area. The perception that projects, especially Council led initiatives, may be undertaken without cohesion between the community, business owners, developers and council was raised in the responses.

**Feedback on parking changes:**

Many respondents requested the reinstatement of more car parks than were there before, which we have taken to mean support of an option which does not preclude a multi-level car park or some other development. A number of these responses mentioned underground car parks, not just above ground, and some mentioned tiered or terraced development down the slope which will also be considered when we assess our slope stabilisation options.

Some respondents wanted the same number of car parks reinstated as a ground level only car park, whilst others sought fewer car parks noting that the area needed to be developed as a pedestrian friendly, public transport accessible and 'green' area.

Pedestrianisation of the urban environment was noted as preferable to more car parks by a few respondents, however they acknowledged that new wider parking initiatives in the suburb (that AT described at the public meeting) should alleviate some of the current congestion.

**Feedback on any other issues:**

A representative from a local resident interested in building a hotel on site attended the meeting and addressed the community. Feedback was received with regards to the idea of a hotel on site, with a third of respondents expressing their opposition to the idea. However, many thought that some sort of other development on the site (including car parking) would be acceptable. Suggestions ranged from restaurants, offices and apartments, tourist destinations (museums and walking tracks with viewing platforms) or other recreational facilities etc. There was a strong theme that the built environment should not turn its back on the gully, bush and foreshore and harbour. A small number of respondents supported the idea of a hotel, and others were supportively neutral, recognising the need for private investment to help achieve the provision of car parks they thought were still required on site.



	<p>A large number of respondents made mention of the concept of the area being a 'tourist destination' or potentially attractive to tourists. No one was formally opposed to the idea of tourism, however we were not aware of the area as a tourist destination to date and did not specifically ask about this or mention tourism at the public meeting.</p>
<b>Activities on site</b>	<p>Generally, as we are in the design and consultation phase for the next round of stabilisation works, there is not a lot of activity happening on the site at present. However, some hand augering is still being undertaken. This is the process of drilling small holes, by hand, for sampling and monitoring.</p> <p>The weather forecast includes a high chance of rain over the next 10 days. As usual, we will take note of the forecasts and be keeping an eye on the monitoring systems on site. Please contact us if you see any unusual pooling or flooding during heavy rain. Please send any queries or comments to <a href="mailto:rawene@aucklandcouncil.govt.nz">rawene@aucklandcouncil.govt.nz</a>.</p>
<b>Safety exclusion zones</b>	<p>New safety signs are in the pipeline to replace the AT signs on the exclusion fences at both the western and eastern areas of the site.</p> <p>With security guards no longer present on site, we ask that the signage and fence lines are respected as they are there for public safety.</p>
<b>Future activity</b>	<p>We are currently working on re-opening more of the car park from Friday 2<sup>nd</sup> March (or soon after). This will provide between 10 and 20 more car parking spaces. Attempts are also being made to be able to provide access to the private car parks behind the buildings at the top of the site either on the same day or shortly thereafter.</p> <p>As mentioned above, regards to physical works in the immediate future, only survey and monitoring activities will be carried out on site. As the design options are consulted upon and programme for the next phase of the remediation becomes clear we will provide updates on the potential construction activities and timeframes. We are working towards being able to start the next phase of works in late March or early April.</p>
<b>Consultation</b>	<p>Healthy Waters are about to contact those landowners on the eastern side of the site (Rawene Road landowners) regarding approvals to work on their land. Healthy Waters are preparing the design for a new temporary storm water pipe in the gully. If your property lies within the boundary of the proposed works you will be contacted shortly. You will not be contacted unless the proposed route of the pipe goes through your land. Not all properties on the eastern side will be affected.</p> <p>Property owners at the top of the landslide are also going to be contacted about approvals for works on their land, depending on the final design and mechanisms chosen. Amanda Blakey will be making contact with those affected shortly. An example of these works might be ground anchors on property, and an example of the effects to expect from the works includes temporary noise and vibration.</p>

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<p><b>Frequently asked questions</b></p>	<p>We will continue to provide Q and A's when we have information to share. A number of previous questions are on <a href="#">OurAuckland</a>.</p> <p><b>Parking enforcement was supposed to have begun last week – why are people still parking illegally in the Rawene Road carpark?</b></p> <p>AT have noted that in regards to enforcement they did take a soft compliance approach for the first week and focussed on getting visibility with the local businesses and community rather than issuing infringements. AT confirmed that they patrolled the wider Highbury area three times last week and the carpark twice. They are now going to increase their focus on non-compliant vehicles and this will include attendance to the off-street carpark on Rawene Road.</p>
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