



NOTICE OF EMERGENCY MEETING

CITY DEVELOPMENT COMMITTEE

I hereby give notice that pursuant to Standing Order 14.3 that an Emergency Meeting will be held on:-

DATE: **Tuesday, 12 March 2002** **TIME:** **1.30 pm**

VENUE: **Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City**

to consider an update on SH18 and to take any necessary action connected therewith.

12 March 2002

Audrey Chan
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8603

MEMBERSHIP:

Councillors	CA	Stone (Chairperson)
	GB	Presland (Deputy Chairperson)
	DQ	Battersby, JP
	BA	Brady, JP
	JM	Clews, QSO, JP
	RP	Dallow, QPM, JP
	AC	Fenton
	OE	Hoskin, JP
	PA	Hulse
	JP	Lawley
	GE	Nash, JP
	VS	Neeson, JP
	GW	Russell
	DA	Yates, JP

Mayor, Bob Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR AN EMERGENCY MEETING OF THE CITY DEVELOPMENT COMMITTEE
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON TUESDAY, 12 MARCH 2002,
COMMENCING AT 1.30 PM.**

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1 APOLOGIES



2 STATE HIGHWAY 18 UPDATE

PURPOSE OF THE REPORT

The purpose of the report is to:

- Update the City Development Committee on the development of State Highway 16 and State Highway 18.
- Seek support to formalise a process for resolving issues between Transit New Zealand and Waitakere City Council.
- Seek confirmation of Council's commitment to pursuing a motorway interchange at the Hobsonville Peninsula.

A brief review of issues is provided and these will be expanded on at the Committee meeting.

BACKGROUND

Transit New Zealand is currently working through significant proposals to extend the motorway network within and adjacent to Waitakere City. Transit New Zealand intends to extend State Highway 16 from its current end point at Massey North/Westgate through to the intersection of Brighams Creek Road and the existing State Highway 16 near Kumeu. This will reduce the distance between Kumeu and Massey North/Westgate and provide safety benefits. Transit New Zealand also intends to add lanes to the motorway between the Waterview onramps and Massey North/Westgate.

Transit New Zealand intends to build a new motorway, State Highway 18, between Constellation Drive and Massy North/Westgate. This will be approximately 400m to 1000m to the north of the existing Hobsonville Road.

Council staff are working with Transit New Zealand and their consultants, Opus International Consultants Limited on these two projects to promote integration of the local and regional road networks and to support a range of other land use, infrastructure, parks, and environmental goals.

An Iwi blessing ceremony was held on the North Shore City side on 15 February 2002 prior to the start of the Ashby Fill Enabling Contract. This contract is on the Greenhithe section and comprises the foundation preparation for the largest fill on the project.

The earliest date for construction on the Waitakere City side will be in September 2003. This will be dependent largely on whether planning proceeds smoothly (ie. appeals on the resource consents can be resolved) and land purchase.

STRATEGIC CONTEXT

The development of State Highway 18 is important to Waitakere City. It will provide better access for the city's residents to North Shore City, and an alternative route to the south of the region. It will also enhance development opportunities at Massey North/Westgate and the Hobsonville Peninsula, as well as increase pressure to develop these areas.

The State Highway 18 project is part of a region-wide plan to provide an alternative to State Highway 1 for travel to the north and south of the region. It is intended to eventually provide a motorway link from Albany to Manukau City via Massey North/Westgate and the Hillsborough areas (State Highway 20).

Council has undertaken concept planning work for the Hobsonville Peninsula and plans to undertake work on the Massey North/Westgate and Hobsonville corridor area this year. Massey North/Westgate is intended to become one of the three major centres in the City, along with Henderson and New Lynn.

ISSUES

There are a number of outstanding issues with Transit New Zealand's State Highway 16 and 18 proposals that Council officers are working through with Transit New Zealand staff and Opus International Consultants Limited. The intention is to deliver a coherent package of investment that supports Council's development goals as well as meeting Transit New Zealand's goals. Key issues that are being worked through by Council officers and Transit New Zealand staff are:

- **Hobsonville/Brighams Creek Area Road Development** - Council officers are working with Transit New Zealand staff to put together a comprehensive package of road development options that facilitate local development as well as meeting the needs for state highway travel. Transit New Zealand staff are considering a number of changes to their original proposals for dealing with Brighams Creek Road, Sinton Road and Ockleston Road. Council staff have sought the addition of an interchange directly onto the Hobsonville Peninsula following the Hobsonville workshop in March 2001.
- **Hobsonville Interchange/Buckley Avenue** - As part of the planning work for the Hobsonville Peninsula Council officers identified the need to have a motorway interchange leading directly from the motorway to the Peninsula (the Hobsonville Interchange). This will enhance the development of the Peninsula and promote business and other development in the Hobsonville area. This item is considered critical by staff and is yet to be resolved with Transit New Zealand.

The proposal is to have a 'half diamond' interchange adjacent to the Peninsula allowing direct access to and from the North Shore City plus another 'half diamond' interchange at Brighams Creek Road allowing access to and from the west. Without the through traffic this option provides development on the Hobsonville Peninsula would be slowed. The proposal also enables Transit New Zealand to provide similar access to that currently provided by Hobsonville Road to North Shore City for the Hobsonville area, a requirement of the Transit New Zealand Act.

Transit New Zealand has developed the geometry for the interchange and agreed to model the transport implications of this option. Once that information is available, and if the option still appears reasonable, discussions will have to be held over the funding of the interchange. Given the importance of this option the Committee is asked to confirm its support for the interchange.

- **Brighams Creek** - Transit New Zealand has proposed a 'full diamond' interchange at Brigham Creek Road for State Highway 18. This is the alternative to the two 'half diamonds' favoured by Council staff, outlined above. The motorway at Brighams Creek was approved in the consent process with a bridge over Brighams Creek Road. Since that time the position for the bridge has been moved westwards by about 300 metres to avoid an expensive telecom cable and the costs involved in road/interchange elevation to avoid the cable (if the cable is broken it could cost several million dollars a day). Council officers are not necessarily against the changes but want this interchange developed as part of a comprehensive package including the Hobsonville Interchange.
- **Sinton Road** - An underpass was proposed in the consent process to State Highway 18 in November 2001. Opus International Consultants Limited approached Council officers to do away with this underpass, and provide an alternative roading connection to the new Brighams Creek interchange via a paper road. The deletion of the proposed Sinton Road Bridge would significantly reduce Transit New Zealand's costs but add two kilometres to the trip of residents each time they want to cross State Highway 18 to go to Hobsonville or further east. Officers support this option being further investigated but want to resolve it as part of the total roading package for the area.
- **Ockleston Road** - Council officers wanted a footbridge over State Highway 18 at Ockleston Road and this was promoted at the designation hearing. In the end this was forfeited because of the Sinton Road Bridge underpass, as it would have provided the link across State Highway 18. Again the total roading package may affect the importance of this pedestrian crossing. If Sinton Road underpass is not provided some provision should be made for cyclists and pedestrians at Ockleston Road.
- **Upper Harbour Bridge/Causeway** - Transit New Zealand has only made provision for a 2.6 metre wide walk/cycleway over the new upper harbour bridge. This will be on the northern side of the bridge. This width is not considered adequate to provide for pedestrian and cycle use. Council has supported North Shore City Council in its appeal to the Environmental Court requesting four metres plus for this facility. A verbal offer has been obtained from Transit New Zealand to provide a 3.6 metre causeway on the bridge. Officers are continuing to negotiate on this matter and believe this width is workable because of the contingency of providing for pedestrians separately on the existing bridge, an option that Transit New Zealand has also reacted favourably to.

Associated with this appeal over the width of pedestrian/cycle access over the upper harbour bridge, officers have prepared a plan for the possible implementation of a cycleway from the bridge to Massey North/Westgate, mainly alongside the new State Highway 18.

- **Trigg Road Interchange and Massey North/Westgate Local Roads** - Transit New Zealand has proposed that an interchange is to be built at Trigg Road. Council officers support this and have had a report completed for the local road connections to the north side of this interchange. The report covers possible local road connections between Trigg Road and the existing State Highway 16 route to Kumeu, including a Fern Hill Road extension northwards from Westgate. Officers have begun referring to this proposed route from Trigg Road as Northside Drive. Council officers would like the implementation of the Trigg Road interchange with State Highway 18 to be completed in the first construction phase. The local road proposal will be reviewed further at the Committee meeting.

- **North Facing Ramps SH16** - The proposed Westgate interchange does not provide for Massey North/Westgate north facing on and off ramps. Transit New Zealand considered that traffic between Massey North/Westgate and the north would be catered for by the existing State Highway 16. Council has completed preliminary plans for the provision of north facing ramps on Northside Drive. This would offer direct access to Westgate and complete a connection between State Highway 16 and State Highway 18 via Northside Drive and the east facing ramps at Trigg Road. Council officers suggest that the earthworks be completed for the sections of the ramp within the designation during the construction phase. Analysis to date has shown that this infrastructure will not be cost beneficial in the short term. However, these corridors should be protected by designation.
- **Kedgley Drive** - Currently a private access road exists from the end of State Highway 16 at Massey North/Westgate into private properties to the north of Hobsonville Road. Transit New Zealand has to replace this access and is negotiating to buy land to re-form Kedgley Drive from opposite the eastern most access to Westgate to an agreed plan developed by Council in consultation with Transit New Zealand and property owners. If Transit New Zealand land purchase negotiations prove too difficult they may opt to re-form Kedgley Drive within part of their existing designation. Council officers would not support this. This matter is yet to be resolved. Council's proposal caters for the future expansion of Massey North/Westgate across Hobsonville Road and would make use of the reformed Kedgley Drive.
- **Bus Lane** - Council officers are eager to obtain a 3.5 metre wide shoulder on State Highway 18 to be used at a later stage as a bus lane. Transit New Zealand plans did allow for this. The proposed cross-section for State Highway 18 allows for future reconfiguration for the provision of a bus/high occupancy vehicle lane. Council officers consider that this should be implemented as soon as justified by traffic conditions and bus frequencies. Despite the fact that it is not expected to be required initially blockages may occur because State Highway 16 is not proposed to be widened between Massey North/Westgate and Avondale for some years following.
- **Parks** - Council aims to ensure that the high quality parks and access to parks are retained within the Hobsonville area. Compensation for Hobsonville Domain and Duke Park is currently being negotiated with Transit New Zealand. This compensation may involve equivalent land purchase or value.
- **Heritage** - To manage Sinton House removal and Clark Lane protection. This will involve removal of Sinton House, reuse of material (possible art works) and possible display. Staff are also involved in negotiations to arrange shifting of Clarks Lane cottages to other sites on the same lane to protect heritage context. One of the tasks ahead will be to establish a Trust to manage the funding Transit New Zealand is contributing as heritage 'mitigation'. This will involve working with key heritage groups on historic sites in the area such as Clarke House and the Landing. Ockelston House also requires relocation to another appropriate site. At this stage sites which retain some connection to the original site and which therefore protect heritage value are being investigated.
- **Visual/Art** - Opportunities are being sought to utilise the motorway as an aesthetic entryway into Waitakere City. Earth use, noise mitigation measures, and retaining walls, developed using site-specific art and design principles are being investigated. This would be an extension of the work the city is already doing in the area of arts/design or integrated art. It opens the potential to take some of the inevitable visual components of the motorway (acoustic barriers, concrete walls, cycleway fences, etc) and translate them into attractive, but not distracting, visual amenities. There is also the possibility of creating a significant entry statement at the city boundary with North Shore City, to integrate a series of arts/environmental projects around the Totara Stream wetland where pedestrian access is desirable and to use rubble from the Sinton House demolition to create an arts/heritage installation.

These arts projects are predicated on continuing dialogue with Transit New Zealand and an eventual agreement on how to achieve implementation. Funding and cost sharing is a key issue. Work is progressing on both defining the achievable projects and scoping potential funders. It is planned that arts projects would be managed by Waitakere City staff in a parallel process with the motorway construction contractors. There are process issues associated with getting status and sign-off for these proposals. The establishment of a Councillor led working party to promote the arts projects would assist their achievement.

- **Communications Cable** - Some work was undertaken to investigate the provision of ducts for telecommunication and similar cables/services. This has been dropped due to lack of interest from Telecom and Clear Communications, as they believe they have sufficient infrastructure in the north of the City to cater for future growth.
- **Services - Water/Wastewater/Stormwater** - To ensure services for water wastewater and stormwater are adequate to meet future needs, Council officers have been working with Transit New Zealand to agree on all the services which will require relocating. Council officers are endeavouring to ensure that the total costs of these relocations are met by Transit New Zealand. However, it is yet to be confirmed in writing by Transit New Zealand that they will meet all the relocation costs.
- **Stormwater Capacity** - Capacity of culverts under the proposed motorway to allow for future growth is one of the critical stormwater issues. Council has submitted on this issue to the Auckland Regional Council as part of Transit New Zealand's resource consent process, however it is unclear from the Auckland Regional Council decision whether this issue has been resolved satisfactorily to meet Council's needs.
- **Stormwater Quality Treatment** - Council officers have discussed the level of stormwater treatment proposed by Transit New Zealand for the Motorway and made submissions to the Auckland Regional Council as part of Transit New Zealand resource consent that the level of treatment proposed was too low to mitigate adverse effects in the receiving environment.

The consequences for Council of this could be that Auckland Regional Council refuses consents for the two Comprehensive Stormwater Consents in the same area presently before the Auckland Regional Council. The Auckland Regional Council would base their refusal on arguing that all the available contaminant load into the upper harbour had been taken up by the State Highway 16/18 project. If these comprehensive consents were refused consent then the development of the Hobsonville Corridor could not proceed.

Joint Quality Ponds - Council officers have discussed the possibility of joint water quality ponds to serve the motorway and the proposed living environment land in the Hobsonville Corridor. This issue will need final resolution once the Auckland Regional Council consents are finalised.

- **Ecology** - Restoration of the Totara Creek riparian margins, re-habilitation of the Totara wetlands and fish passage for culverts.
- **WaterCare Services Limited** - Transit New Zealand need to move a major WaterCare Pumping Station - 2000m² of land is required for the resiting. The new pumping station will be resited to the west of the existing location adjacent to the Westgate Centre.

- **Massey North/Westgate Town Centre Development** - To ensure that the new motorway aligns with the development of the Massey North/Westgate town centre. One lane off ramp from the existing State Highway 16 (motorway) to Massey North/Westgate (Hobsonville Road) is to be provided and one lane on ramp from Hobsonville Road on to State Highway 16. East facing on and off ramps to State Highway 18 are also to be provided at the Massey North/ Westgate Interchange.
- **Hobsonville Road - Future Development** - The future development of Hobsonville Road will be affected by the type of development and land use along the corridor. Transit New Zealand is likely to want to focus development on vehicle throughput. Council has a broader focus for this area, with objectives based on increasing the amount of working environment land and promoting sustainable development. At present Transit New Zealand wishes to retain ownership of Hobsonville Road as a State Highway. The future control of Hobsonville Road has been raised at the City Development Committee at its March meeting.
- **Auckland Regional Council Resource Consent Application** - Transit New Zealand has lodged consent applications with the Auckland Regional Council and a hearing was held on January 21, 2002. The Council has been advised of the Auckland Regional Council decision and officers are at present analysing the decision. Advice will be provided to the Council on its legal position and whether or not to appeal the Auckland Regional Council decision to the Environment Court. The closing date for submissions is 14 March 2002. A separate report will be provided to the Committee on this issue.

Process for Resolving Issues

Council officers have been meeting regularly with Transit New Zealand staff and their consultants to address the issues outlined in this report. Officers have also represented this Council at the Auckland Regional Council consent hearings. Transit New Zealand has asked that all outstanding issues be resolved within the next three to four months if possible. After that Transit New Zealand will begin to prepare tender documents for a design and construct proposal from contractors.

Transit New Zealand's intention to use a design and construct process to build the motorways raises some practical issues for Council. Once the design and construct tender has been let the contractor will not necessarily want to alter their design (the design and build process gives the contractor the ability to alter the "sample design") and Council will have difficulty accessing them, as we will have to go through Transit New Zealand. In effect we will be 'twice removed' from the construction.

It is proposed that a formal process be put in place to resolve issues with Transit New Zealand and to enable Council to interact with Transit New Zealand's contractors. This is viewed as important in order to facilitate a successful relationship with Transit New Zealand and avoid the use of statutory processes. A draft document outlining processes for settling disagreements over the planning and construction of the highways and associated facilities has been prepared. A response on this has not been received from Transit New Zealand as yet. It is proposed that this draft agreement be brought back to the Committee for its consideration once Transit New Zealand's initial response to the idea has been received. Manukau City Council has found agreements of this type helpful in working with Transit New Zealand in the past. Transit New Zealand are themselves wanting to find ways to ensure a successful and positive relationship with Council is maintained throughout all stages of this project.

It is also suggested that a working party led by Councillors be established to work through issues associated with delivering the arts elements of this project. That working party should include the Chair of this Committee as this Committee is leading Council's position on the overall project.

RESOURCES

Council officers have budgeted for most of the various elements of work associated with this project. There has been some reallocation of budget to enable extra work on the cycling and local road elements of the project.

It will be necessary to reallocate further budget to pay for the development of the issues resolution agreement with Transit New Zealand. This is expected to cost \$10,000 and can be found within existing unit budgets.

CONCLUSION

Work is progressing on the planning of State Highways 16 and 18. These are important projects for the development of the city. There are a number of issues still to be resolved with Transit New Zealand and it is suggested that a formal process be established for doing this. The Committee is asked to support further work on the development of an agreement with Transit New Zealand.

The most important issue yet to be resolved in this project is the establishment of access to the Hobsonville Peninsula. The Committee is asked to confirm its support for the establishment of an interchange from the motorway directly onto the Hobsonville Peninsula, the Hobsonville Interchange.

RECOMMENDATIONS

1. That the information be received.
2. That the City Development Committee confirms its desire to have an interchange from the motorway directly onto the Hobsonville Peninsula.
3. That the City Development Committee endorse further work on the preparation of an agreement to resolve issues in the planning and construction of State Highways 16 and 18 and associated works, and that a draft of this agreement be reported back to the Committee.
4. That a working party led by Councillors be established to assist achievement of the arts elements of this project.
5. That the report be forwarded to the Massey Community Board for their information.

Report prepared by: Jeff Murray, Manager: Transport Projects.

