

Minutes of Meeting

Purpose of Meeting **Causeway Upgrade Project
Community Liaison Group (CLG) Environmental Mitigation Meeting**

Project Causeway Upgrade Project

Prepared By Rachel Purdy

Place of Meeting SH16 Causeway Upgrade Site **Date** 26 August 2013
 Office - Taupuni
 Opposite 382 Te Atatu Road, Te
 Atatu

Present: Community Liaison Group members (approx 20 attendees)
 Kevin Stevens (Causeway Alliance)
 Elizabeth Collins (Causeway Alliance)
 Rachel Purdy (Causeway Alliance)

Apologies

Distribution Website and by email to Community Liaison Group members

1.	Introduction
	<ul style="list-style-type: none"> - Welcome and introductions - Purpose of Meeting - to provide background on the types of mitigation requirements, identify mitigation outcomes, outputs and options which could be included as part of upgrading (and widening) of the SH16 Causeway through the Marine Reserve.
2.	Project overview
	<ul style="list-style-type: none"> • SH16 Causeway Upgrade Project extends from Great North Road Interchange (GNRI) at Waterview in the east through to Te Atatu in the west. Key elements of the Project include: • Works at GNRI include earthworks and ground improvements. The motorway will be widened to 5 west-bound lanes and 4 least-bound lanes. The Well Connected Alliance will be constructing the new motorway ramps across to SH20 and tunnels • Widening of the existing Causeway will occur to the north • A new bridge will be constructed on the northern side of the existing Causeway Bridge to accommodate the additional lanes • New groynes will be constructed to the north of the Causeway to provide coastal protection and habitat areas • There will be a lane drop west-bound at Rosebank where 4 lanes will continue through to Te Atatu • A new pedestrian underpass will be constructed at Patiki Road • The Alliance is proposing a fill embankment for the shared path at Rosebank (next to the Rosebank westbound off-ramp) instead of a timber footbridge

- A new, sealed shared path 3m in width will be established
- The Whau River Bridge will be widened on both sides to allow for additional lanes and the 3m wide shared path (on southern side)
- Connect into Te Atatu Project
- The Project is broken into a number of zones for construction purposes

3. Environmental mitigation background

There are 3 types of mitigation categories:

1. The Board of Inquiry (BoI) conditions outline a number of Project mitigation measures, including environmental management plans, physical mitigation measures – these are not part of the subject discussion.
2. Works in the Motu Manawa (Pollen Island) Marine Reserve (MMPIMR) offered in a letter from the Transport Agency (NZTA) to the Department of Conservation (DoC), and specifically the 'Traherne Island boardwalk' to provide improved public access. This is already in the Alliance's Project scope and is part of the subject discussion. Note:
 - A. An alternative to the boardwalk proposal has been progressed with the CLG as 'viewing platforms/lookouts'
 - B. The other mitigations offered by the Transport Agency to DoC (ie: documentation of the history of early European and Maori inhabitants and preparation of an Management Framework) are being progressed as a separate project by the Transport Agency (David Grieg) to develop an Integrated Management Plan, and a technical working group will be formed for progressing this item.
3. A desire by the Causeway Alliance to leave behind environmental legacy projects as part of the Upgrade Project. While there is no set budget for these projects, their delivery is part of a 'Key Result Area' (KRA) set for the Alliance. Approval to proceed with these individual legacy projects will be solely from the Causeway's Project Alliance Board (which consists of a member from each of the 5 private sector Alliance partners and from the Transport Agency). The scope of these legacy projects is part of the subject discussion.

Questions/Comments

As there are no consent conditions for item 2 are they are essentially a voluntary obligation from the Transport Agency?

- The scope of the items was agreed between DoC and the Transport Agency as part of the mitigation for undertaking reclamation works in the Marine Reserve. The Alliance is consulting with stakeholders on what this overall mitigation will look like, for example we are seeking feedback from the CLG on the potential boardwalk or viewing platforms/buildouts. The Alliance will also consult with DoC, Council, iwi and the NZ Historic Places Trust in relation to statutory and technical responsibilities.

	<p><i>When will the integrated management plan be finalised?</i></p> <ul style="list-style-type: none"> - The draft Plan will take approximately 4-5 months to complete. <p><i>The Transport Agency and DoC have an agreement to produce a Plan. But this does not require that anything be delivered out of it?</i></p> <ul style="list-style-type: none"> - Yes, that is correct <p><i>Will the boardwalk be located to the south side of the Causeway, connected to the shared path?</i></p> <ul style="list-style-type: none"> - Yes, that is correct
4.	<p>Alliance Legacy Projects</p>
	<p>There is no specific number of mitigation projects to be delivered, however 10 to 20 projects would be ideal over the next three years, depending on their size (ie: a larger project with several sub-projects could count as more than one).</p> <p><u>Questions/Comments</u></p> <p><i>Is this process related, i.e. how do you compared processes to something tangible?</i></p> <ul style="list-style-type: none"> - The KRAs are assessed to demonstrate whether the Causeway Alliance has delivered in those areas. Legacy projects need to be identified to be counted, such as documents, processes or something tangible. <p><i>What about Traherne Island management?</i></p> <ul style="list-style-type: none"> - This will be undertaken in accordance with the Traherne Island Management Plan (managed by the Transport Agency). Works within the State Highway designation are the responsibility of the Causeway Alliance, while works outside the designation are the responsibility of Transport Agency
5.	<p>Outcomes, outputs and options</p>
	<p>The following mitigation outcomes and outputs were suggested by the group:</p> <ol style="list-style-type: none"> 1. Increased community awareness i.e. educational programme for schools, so they gain a better understanding of the Marine Reserve, the harbour and values. Could include aerial mapping and better signage. 2. Partnership projects i.e. with local schools, planting programmes 3. Assessment of environmental impacts of mangroves with research of sedimentation, mangrove creep etc. 4. Greater plant and animal pest control. The local board does pest control on boundaries of the Marine Reserve/harbour and NZTA at Traherne Island, but there are a number of other opportunities 5. Increase urban biodiversity, for land and sea 6. Better public awareness of the Marine Reserve, such as educational, location and directional signage - directing people to places to view the Maine Reserve (ie: Harbourview Orangihina), lookouts to improve access and understanding 7. Meaningful celebration of heritage and culture through art and design, including the use of tupuna names for cultural identification. Highlight heritage sites, such as Rosebank Point, which was the settlement of Rangi Matariki, through lighting or design elements. Revive traditional name for Traherne Island in signage. 8. Biodiversity – use of native species as opposed to exotic species. Ngati Whatua O Orakei offer of involvement with planting work 9. Waterways were a signifier of early Maori settlement. Whau River was once a

large waka route that linked with New Lynn and Green Bay – highlight heritage aspects and connection to multiple places, art walk.

10. There is a lack of public access to the Whau River (Te Atatu Boat Club private access). The waka club have a project to build public wharf/boat ramp. A legacy project could be around improving public access to the River.

11. Stormwater mitigation and enhancement resulting in stormwater runoff neutrality, as typical RMA standards are not considered good enough.

12. Safe access to the coastal marine area at Whau River Bridge (ie: steps incorporated into rock revetment at the south-eastern end) to enable easier access to Marine Reserve and Pollen Island for conservation groups/bird watches/botanists etc. not wider public access.

13. Boardwalk south east of Traherne Island would provide access to areas that cannot be seen from the shared path.

14. Extend existing shared path alongside of the back of the Te Atatu Pony Club (TAPC) to under the western side of the Whau River Bridge through to Bridge Avenue (by Boat Club).

15. Creation of a greenway along Whau River, from Bridge Avenue through to New Lynn.

16. Interactive social media to allow the public and schools to be involved in monitoring. Development of an application to monitor predators, fish and birds (like fernbird, white heron) that will allow photos, GPS positions to be taken and sent to a central database. Could also build in biodiversity, culture and heritage, mapping of urban forests. Could be integrated with educational tools.

17. Re-vegetate north Traherne Island with fernbird friendly vegetation, (such as tree daisy, Muehlenbeckia complexa) to allow fern bird opportunities to migrate from Pollen Island to north Traherne Island.

19. The Transport Agency sponsors a project to reintroduce fernbird to south Traherne Island. Planting of appropriate species, such as Oioi, would also provide habitat for banded rail. Destruction of wattle and other exotics on both sides of the Island

20. Unitec students are undertaking an urban forest mapping project involving scheduling trees onto an online map to create a biodiversity footprint and understand the water, carbon dioxide benefits of each tree. This could link to bird, skink and predator sightings and the history project. Suggestion to have QR or hash-tag codes on signage – could do a pilot trial.

21. Expansion of the Marine Reserve across to the shoreline of the Te Atatu Peninsula. Transport Agency research data collected for monitoring the SH16 Causeway Upgrade Project could be used to assist in justifying this.

22. Planting the land below the TAPC which Auckland Council took off the Club to turn into park, but instead has become a gorse forest. Continue planting of appropriate species along the coast – this will require an integrated approach.

23. Traherne Island Management Plan principles – use this across along the SH16 Causeway.

24. Pest control monitoring programme – need baseline done first. Ensure pest control includes lower part of Oakley Creek.

25. Monitoring and protection of archaeological sites

26. Navigational access by kayaks to Waterview Estuary

Note: Forest & Bird tabled the attached document '*Objectives of Forest and Bird Motu Manawa Restoration Group Re: Causeway Alliance's Environmental Community Liaison Group Meeting with NZTA 26 August 2013*' that contains a number of suggested mitigation measures.

Questions/Comments

How does the Urban Design and Landscape Plan translate into the mitigation?

- The Bol Urban Design and Landscaping Plan is required as part of the Project scope (to demonstrate compliance with Bol conditions), so anything already in the Plan won't count as additional mitigation items
- The draft plan has been discussed at several CLG meetings and can be viewed on the Project webpage.

Signage

- Signage can be really good or really bad. It needs to be integrated well with stories and infrastructure to be effective.

Te Kawerau a Maki

- Te Kawerau a Maki support biodiversity, through pest control, ecosystem enhancement, eco sourced vegetation, support for cultural interpretation and celebration. Agree that signage not always best way forward and this could be through design elements

Shared path underneath western end of the Whau River Bridge

- Auckland Transport is currently looking at this proposal as part of the feasibility study for the proposed Te Atatu bus interchange location. If appropriate an extension to the shared path could be installed as part of these works or later.
- This would allow greater access across the Whau River Bridge and opportunities for fishing and swimming in the River (as were realised in previous years)
- Completion of Auckland Transport feasibility study is expected in November 2013.

Marine Reserve Access

- Motu Manawa Pollen Island Marine Reserve has open public access. Pollen Island is a scientific reserve (within the Marine Reserve). In accordance with the Marine Reserves Act (1971) there is the right to public access of Marine Reserves unless otherwise gazetted.

Reinstatement of Te Atatu Construction Yard area – what will happen to the existing buildings and car park located in TAPC area

- Bol conditions require an Open Space Restoration Plan (OSRP) be prepared and approved by Auckland Council for both Construction Yard 1 at Harbourview Orangihina and the Rosebank Park Domain. The Plan will be discussed with the Local Board to determine what and how we leave things behind, prior to approval by Council.
- The CLG will be invited to review and comment on the OSRP.
- An OSRP needs to be prepared within 3 years for Harbourview Orangihina and 12 months for Rosebank Park Domain

How does Rosebank Park Domain fit in?

- It is managed by Auckland Council. The OSRP will cover the area of the Domain the Alliance is working in.

Open Space Restoration Plans – will these be presented to the CLG?

- Yes
- Suggestion for the CLG to provide input into the structure of the draft Plan. This was done by the Well Connected Alliance and it resulted in a much better outcome rather than being presented with a draft.

Is there any predator control on Traherne Island?

- Yes, this is undertaken by the Transport Agency and is required by the Bol conditions.

	<ul style="list-style-type: none"> - Updated species list for Traherne Island is the ideal list to select from rather than bringing in other plants <p><i>Waterview Estuary/Oakley Creek</i></p> <ul style="list-style-type: none"> - The perimeter of Waterview Estuary is a combination of private and publically owned land that interfaces with the Marine Reserve and the surrounding industrial area. Hard landscaping does it provide habitat. - A Conservation Management Strategy was submitted to DoC and included the potential of a boardwalk around the Marine Reserve on the Waterview coastal edge. Interpretive signage on the Marine Reserve has been installed at Heron Park and Howlett Reserve. <p><i>Marine Reserve Extension</i></p> <ul style="list-style-type: none"> - If we extend the Marine Reserve too far, it will reduce opportunities for fishing? <p><i>Causeway and Whau River Bridge Extension – safe navigation</i></p> <ul style="list-style-type: none"> - New bridge beams under both the Whau bridge widening and new Causeway bridge (on northern side of Causeway) won't be any deeper than the current ones (ie: clearance to water level is the same) to allow for the current navigation by boats and kayakers under these bridges. <p><i>Limitations on mitigation opportunities – are these limited to the sides of the motorway?</i></p> <ul style="list-style-type: none"> - There are no limits at this stage (except where access is required from the shared path).
6.	Boardwalk or Viewing Platforms / buildouts
	<ul style="list-style-type: none"> - A proposed timber boardwalk (eg: to the east of south Traherne Island - location is not confirmed) is included in the Causeway Alliance scope. The Alliance has also proposed the alternative option of viewing platforms/build outs as opposed to the boardwalk. - Boardwalk/pier east of south Traherne Island off shared path – would need new consents and could potentially result in public notification (additional cost). - Preliminary designs of the viewing platforms have been presented at previous CLG meeting. The platforms could be located at the Causeway Bridge, Whau River Bridge and near Traherne Island as a place to stop, sit, read, view. - The Alliance is also considering viewing buildouts along the shared path (instead of timber structures) - A timber boardwalk could be considered in addition to the viewing platforms/buildouts, as part of the mitigation options. <p><u>Questions/Comments</u></p> <p><i>Is the southern side of the motorway sacrosanct for the location?</i></p> <ul style="list-style-type: none"> - Yes - the viewing platforms/boardwalk options are located on the southern side as you need to be on the shared path for access. <p><i>Will the platform at the Causeway Bridge require additional piers in the coastal environment?</i></p> <ul style="list-style-type: none"> - No - the viewing area would be located on the southern side of the existing bridge (ie: on the bridge), in space that will be free, so it would not require additional piers. <p><i>The platform at the Whau River could offer fishing opportunities for fisherman</i></p> <p><i>Acknowledge different locations of each platform through art work, signage etc.</i></p> <p><i>Are you open to reviewing the number of platforms as part of mitigation?</i></p> <ul style="list-style-type: none"> - Yes. <p><i>Are you assuming that people will walk to platforms from Waterview?</i></p>

	<ul style="list-style-type: none"> - Yes, people would have to walk along the shared path to access the platforms. <p><i>Would the boardwalk provide different opportunities than the viewing platforms?</i></p> <ul style="list-style-type: none"> - The boardwalk would allow you to get further out into the marine reserve area, but the viewing platforms would likely provide greater opportunities for the public using the shared path (ie: seating and a place to rest) <p><i>Would the design of the viewing platforms be a raised platform with steps or at ground level?</i></p> <ul style="list-style-type: none"> - The viewing platforms/buildouts would be at the same level as the shared path, so those with disabilities can access. <p><i>A timber boardwalk option would need to have an area where you could stop on the way and observe, so there was some educational benefit.</i></p> <p><i>Other examples of timber boardwalks exist (at Ash Street and Te Atatu).</i></p>
Moving forward – next steps	
	<ol style="list-style-type: none"> 1. The outcomes and options identified will be reviewed, prioritised and sent out for comment. 2. More outcomes and options can be forwarded by email to the Causeway Alliance’s Communications and Stakeholder Manager, Elizabeth.Collins@sh16causeway.co.nz. 3. There will be a further update of outcomes and options at the next CLG in November 4. Suggestion that if we have another environmental CLG meeting it be held 3-5pm or after dinner at 7 – 9 pm.

Objectives of Frost & Bird Motu Manawa Restoration Group

Re: Causeway Alliance's Environmental Community Liaison Group meeting with NZTA
26 August 2013

1. **Marine Reserve Mitigation & Conditions**

- 1.1 Marine Reserve viewing platforms along causeway cycleway
- 1.2 Educational signage for the marine reserve / Waterview Bay environs, and signs for Traherne Island
- 1.3 Safe access under Whau bridge (east end) for foot access to Pollen Island as well continuous access to Traherne Island for the conservation-minded community groups, ie F&B, FoW, Geo Club for educational guided walks, weeding bee, & predator control etc (Pollen Cleanup planned for Nov 2013)
- 1.4 Vegetation management of causeway, including northern Traherne Island & tip of Rosebank Peninsula.
- 1.5 Pollution monitoring & prevention, ie littering & rubbish, mud sediment in Waterview Bay, Oakley Creek outlet, & Whau river mouth
- 1.6 Fernbrid reintroduction program to Traherne Island (north and south)
- 1.7 Predator control on causeway cycleway
- 1.8 Motorway signs for direction to local designated "Marine Reserve Lookouts" as destinations

2. **Traherne Island Management Plan** to be published with progress, results, statistics for pest control and weed management etc.
3. **Marine Reserve extension** - NZTA to make available to its research work for support the objective.
4. **Greater integration of environmental management** between NZTA, DoC, and Auckland Council
5. **Harbourview bird counts** to be published and **Pony Club Causeway Depot** to remained fenced, grazed/mowed so that it continues to be the most important high tide shorebird roosting area in the Waitemata Harbour.
6. We advocate for **NZTA's support to Whau Greenways** - considering a NZTA legacy for the people of Te Atatu by establishing improved pedestrian access and enjoyable corridor connection between southern end of Harbourview and Te Atatu Boat Club along the western shoreline of Whau River Bridge.