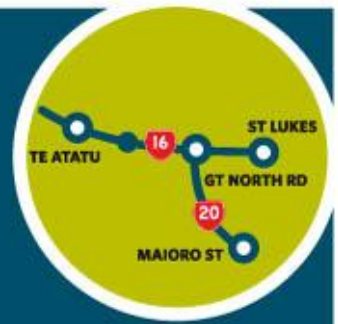




Western Ring Route – Waterview Connection



Technical Addendum Report



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Quality Assurance Statement

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1. Purpose of Report

This report has been prepared to provide a consolidation of further technical information to support the application of notices of requirement and resource consents for the Waterview Connection Project. This report should be read in conjunction with the Waterview Connection Assessment of Environmental Effects (August 2010) and associated technical reports (G.1 – G.30).

2. Minor Amendments to Text

A number of minor amendments to text in the Waterview Connection Assessment of Environmental Effects Report and technical reports have been identified and are summarised in Table 1.

Table 1: Minor AEE and Technical Report Text Changes

Change to:	Page No.	Existing Text	Replacement Text
Chapter 4 - AEE			
Part A Chapter 4 Section 4.4.9.5 – Key Structures	4.59- 4.60	“Bridging of Richardson Road allowing for two lanes of traffic, the potential for parking, a shared pedestrian and cycle path and on road cycle lanes. The three span bridge will be 24.6m wide, and constructed with Super-T precast beams supported on concrete wall piers on piles and piled abutment beams”;	“Bridging of Richardson Road allowing for two lanes of traffic, the potential for parking, a shared pedestrian and cycle path and on road cycle lanes. The three span bridge will be 14.2m wide, and constructed with Super-T precast beams supported on concrete wall piers on piles and piled abutment beams”;
Technical Report G.1 – Assessment of Air Quality Effects			
Figure 16.11 – Maximum NO ₂ Concentrations due to Discharges via the Tunnel Vent Stacks	164	The legend is currently labelled as “ mg/m³ ”	The legend should be labelled as “ ug/m³ ”
Technical Report G.11 – Assessment of Marine Ecological Effects			
Figure 1 Position in Technical Report	8	<i>Position of figure should be located between Pages 1 and 2</i>	
Figure 3.1 – Sector Diagram		Figure 3.1 – Sector Diagram	Figure 3 – Sector Diagram <i>This should follow Page 3 and the last paragraph on Page 3 should refer to Figure 3, not Figure 3.1.</i>
Figure 2 omitted		Figure 2 Auckland Regional Plan to be inserted (this is attached as Appendix 10) before Figure 2a in the report. Figure 2 and 2a should be after Figure 1 between Pages 2 and 3.	

Change to:	Page No.	Existing Text	Replacement Text
Technical Report G.15 – Assessment of Stormwater and Streamworks Effects			
Figure 8.7a	170	Flood extents for the with motorway, 100 year ARI scenario (upstream area)	Flood extents for the with motorway, 100 year ARI scenario (downstream area)
Figure 8.7b	170	Flood extents for the with motorway, 100 year ARI scenario (downstream area)	Flood extents for the with motorway, 100 year ARI scenario (upstream area)
Section 6.5.1	71	“The catchment for TD3A consists of the westbound section of motorway area from Ch 4400 to Ch 4400”	“The catchment for TD3A consists of the westbound section of motorway area from Ch 4300 to Ch 4400”
Section 6.5.1	71	“The catchment for TD3B consists of the westbound section of motorway area from Ch 4150 to Ch 4400 ”	““The catchment for TD3B consists of the westbound section of motorway area from Ch4150 to Ch 4300 ”
Figure 7.1	134	Missing label on left hand side is for “tunnel dirty water treatment system”	
Figure 7.1	134	label correction “concrete batching plant runoff &”	“concrete batching plant runoff”

3. Additional Technical Information

Table 2 summarises additional Technical information prepared in support of the application and appended to this report.

Table 2 – Additional Technical Information

Addendums to Technical Reports and Appendices	Appendix No.	Information Provided within Appendix
G.1- Assessment of Air Quality Effects	1	<ul style="list-style-type: none"> Additional Consideration of the best practicable option in relation to concrete batching.
G.2 – Assessment of Archaeological Effects	2	<ul style="list-style-type: none"> Explanatory note relating to criteria used for evaluation of archaeological effects.
G.6 – Assessment of Freshwater Ecological Effects	3	<ul style="list-style-type: none"> Inclusion of macroinvertebrate data from the single ARC monitoring site located within Oakley Creek; Discussion of Banded kokopu in Oakley Creek together with a comparison of the fish communities in Oakley Creek compared to other Auckland urban streams; and Inclusion of additional sediment quality and water quality data.
G.7 – Assessment of Groundwater Effects	4	<ul style="list-style-type: none"> Interpretation of groundwater systems (perched and regional) within the Waitemata Group (ECBF) ridge, and the associated model calibration on the western side of the tunnel alignment.
G.9 – Assessment of Land and Groundwater Contamination	5	<ul style="list-style-type: none"> Investigation of Jack Colvin Wetland and Oakley Creek Realignment; Re-sampling and testing of soils to resolve laboratory limit of detection issues;

		<ul style="list-style-type: none"> • Further characterisation of groundwater quality.
G.17 - Assessment of Terrestrial Vegetation	6	<ul style="list-style-type: none"> • Detailed vegetation map; • Description of communities/vegetation types.
G.19 - Assessment of Vibration Effects	7	<ul style="list-style-type: none"> • Assessment of human response to 24 hour tunnelling activities.
G.20 - Assessment of Visual and Landscape Effects	8	<ul style="list-style-type: none"> • Cross-referencing of Technical Report G.20 Assessment of Visual and Landscape Effects to other Technical Reports; • Mitigation options / alternatives applicable to key components of the proposed tunnel portal buildings and emergency exhaust stack in Cradock St, Avondale.
E.1 - Conditions	9	<ul style="list-style-type: none"> • Updated proposed conditions; • Summary of proposed conditions by consent/designation.
G.11 - Assessment of Marine Ecological Effects	10	<ul style="list-style-type: none"> • Figure 2 - coastal maps