

The Onehunga Enhancement Society - Proposed Amended Conditions

EWL Trench and Land Bridge

LV.5C	NoR 1	<p>The ULDMP shall include developed design details for the EWL Trench and EWL Land Bridge and immediately adjacent land to achieve the following outcomes:</p> <p>(a) Provide a generous connection between the vicinity of The Landing (2 Onehunga Harbour Road) and Onehunga Wharf, with one EWL Land Bridge to be a minimum of <u>90m</u> 70m in length, being the distance between its western and eastern end, <u>separated from a further EWL Heavy Vehicle Land Bridge to be a minimum of 25m in length, being the distance between its western and eastern end.</u></p>
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Onehunga Wharf and Taumanu Reserve Connection

LV.5D	NoR 1	<p>The ULDMP shall include developed design details for the pedestrian and cycle connection area between Onehunga Wharf and the eastern extent of Taumanu Reserve to achieve the following outcomes:</p> <p>(a) A slow street / shared space design for Orpheus Drive <u>north of the trenched section</u> that minimises traffic speeds and deters use by heavy vehicles, including narrowing carriageway width and including 2m wide space for pedestrians (such as through <u>use of</u> different materials).</p> <p>(b) a new 4 to 7m wide coastal walkway (separated from Orpheus Drive and the remains of Te Hopua and involving the creation of a number of new 'islands' and boardwalks, including amenity features such as lookouts and seating). See TOES Condition TOES.1 and Indicative Plan below.</p> <p>(b) Space for at least 10 car parks beside / near the Sea Scouts building to assist with the on going re use of this historic building, should it not be shifted, and creation of an appropriately located <u>and designed outdoor seating area / activities area to replace lost access to Gloucester Park south</u></p> <p>minimum of 4m width, with occasional wider sections where practicable for amenity features such as lookouts or seating; and</p> <p>(C) Continuous screen planting of coastal trees (such as Pohutukawa) and associated landscape treatment where practicable, <u>of 3 to 5m in width from the northern end of the port trench to north of the Sea Scouts building on the eastern (inland) side of Orpheus Drive to soften hard edges screen retaining walls and embankments of the EWL and to integrate the new structures with the coastal environment. Note this may require minor changes to road alignments.</u></p> <p>(d) noise attenuation barriers on the western edge of the EWL to contain operational noise effects within the EWL corridor and to limit noise spill into coastal promenade and the integration of these barriers into the design of the EWL link retaining walls and screen planting.</p>
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Aotea Sea Scouts and the Aotea Sea Scouts Hall

C.4A	<p>(a) The Consent Holder shall undertake the following enhancement works in the foreshore area adjacent to Orpheus Drive and Onehunga Harbour Road identified in the Auckland Unitary Plan as Outstanding Natural Feature:</p> <p>(i) Remove rubbish, concrete debris, old wharf piles and broken disused pipes from the Outstanding Natural Feature; and</p> <p>(ii) To the immediate north of the Aotea Sea Scouts Building remove loose boulders to improve visibility of the intertidal volcanic tuff exposure.</p> <p>(iii) Repair and extend the stairs to the foreshore located to the immediate south of the Aotea Sea Scouts Building</p> <p>(b) Parking shall be provided adjacent to the Aotea Sea Scouts Building</p>
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Te Hōpua a Rangi and Gloucester Park

LV.5B	<p>(c) The ULDMP shall include plans to remove rubble and rebar debris/rubbish from the north area of Gloucester Park North.</p> <p>(d) The ULDMP shall include plans for parking in the north area of Gloucester Park North adjacent to Selwyn Street.</p>
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CL.2	<p>The CLMP shall be in general accordance with the draft Contaminated Land Management Plan listed in Condition RC.1, and shall include:</p> <p>(a) Any soil, groundwater, stormwater, and landfill gas investigations undertaken in closed landfills and uncontrolled fill at Gloucester Park North and South (especially investigations of the stormwater from the outfall from Gloucester Park to the foreshore located south of the Sea Scouts Building) to characterise potential hazards associated with works in those areas and to inform development of the CLMP;</p>
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Light Rail

DC.12A	<p>As part of the Outline Plan(s) prepared under section 176A of the RMA, <u>the Requiring Authority shall demonstrate how the following proposed transport projects are not precluded, and where practicable, are accommodated by the Project:</u></p> <p>iv) A future Mass Rapid Transit connection to the Onehunga Wharf</p>
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New coastal walkway

Future use: Townhome

Green and public space

Highway to be constructed using regional

Access: Tuff blocks preserved to connect with cultural and history

Series of small islands surrounding bridge that connected with early history site location bridge

Design: Innovation for sustainable built things preserved for future generations to see and understand

Reconstructed & preserved historic town houses building over water with small jetty to get enough storage in the water

Family Beach with water wing

Development from Part of Challenge designed connected to Maritime and used to build Townhome, restaurant

Shoreline Park Museum Center

Small islands and water reserve storage

Port of Challenge

Undergrounding Transpower Lines and Towers

TOES.2	<p><u>For the purpose of mitigating significant adverse effects on Sector 1 (Onehunga End of the EWL), both during the construction years and longer term, particularly in the Onehunga community (other mitigation having been held by the Board of Inquiry not to be adequate) the following applies:</u></p> <p><u>(a) The NZTA shall contribute \$30M (in October 2017 New Zealand dollars) to underground the following transmission towers on the Mangere-Mt Roskill A 110Kv line from Onehunga to the southern side of the Mangere Inlet have been removed, and the transmission lines between them (from Tower 35 (adjacent to Taumanu Reserve Bridge) to the southern side of the Mangere Inlet (Tower 29 east of SH20/Mahunga Drive) (including Towers 34 (adjacent to Manukau Cruising Club), Tower 33 (adjacent to Sea Scouts Building), Tower 32 (Gloucester Park South), Tower 31 (Onehunga Wharf) and Tower 30 (Kiwi Esplanade Reserve, Mangere Bridge).</u></p> <p><u>(b) The NZTA's obligations under condition (a) arise when either the NZTA or Transpower (or both) have obtained all necessary resource consents required for the undergrounding.</u></p> <p><u>(c) NZTA must apply for, or procure Transpower to apply for, and use its best endeavours to obtain, the necessary resource consents immediately after the commencement of these resource consents.</u></p>
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Dredging

TOES.3	<p><u>The Requiring Authority shall prioritise dredging from within the Onehunga Port area and environs.</u></p>
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