

- My contact details are: David Barnard, [REDACTED] retired Quality Assurance Industrial Chemist. My hearing ID number is 126661. Please telephone me at home [REDACTED] any time (I am home most times but if not leave a message).

I have two components to my address:

1. The effect of the changes to Captain Springs Rd on all users of the Dalewool Band Hall, 98 Captain Springs Road, due to the proximity of the new road lanes and the vibration from heavy traffic.
2. The hazards created by having large volumes of heavy traffic merging on and off the motorway (SH 20 southbound) between Hillsborough Rd underpass and the East-West Link and Neilson St on-ramps, with the need for frequent and multiple lane changes across 1 or several lanes, some traffic from left to right and in the same area of the motorway other traffic from right to left. No engineering studies of traffic counts were done on this section of motorway as the Waterview Tunnels had not opened. They now have, and this section of motorway is now carrying 60.000 additional vehicles per day, before any East-West on-ramps near Neilson St are added.

NZ Transport regards this area as dangerous and has placed a permanent speed limit of 80km/hr on it. A further concern is the banning of vehicles carrying dangerous goods from the highway 20 as they are not permitted through the waterview tunnels. This is forcing all such vehicles on to

secondary roads in/out of Onehunga, that were never intended to carry these vehicles. Another unresolved problem is the possibility that Mercury Energy may require a ban on dangerous goods vehicles travelling on the East-West link in close proximity to their Southdown Gas Turbine Power station, irrespective of whether it is operating, or mothballed.

First, the Captain Springs Rd effects on music rehearsals, concerts and band practice in the Dalewool Hall.

- The effect of heavy traffic vibration and noise very close to the Dalewool Band practice Hall, 98 Captain Springs Road, Onehunga.
- An extra lane (3.3m), and footpath is being added in the existing 4.8 metre space between the existing Capt. Springs Rd kerb and the side of the hall for left turning traffic as you travel towards the intersection with Neilson St. The present 4.8 metres will reduce to 1.5 metres space between heavy trucks and the side of the hall. As a member of the Organ, Piano and Keyboard Society of Auckland (OPKSA), the functioning and enjoyment of our music performances is expected to be affected by both vibration and traffic noise. We meet Wednesdays 9.00am-2.00pm and have concerts for paying guests on Sunday afternoons, with practice taking place at other times. Similarly, everything noted also applies to the other bands practicing in the hall

at other times including City of Sails Pipe Band, and City of Sails Brass Band, formally the Dalewool Brass Band. This last band is over 100 years old and is the longest running A grade band in Auckland.

- Another concern is the loss of street parking in parts of Captain Springs Rd adjacent the Hall and the creation of clearways. The small parking area serving the hall and Waikaraka park's playing field is already in demand by local factory workers quite apart from sporting and hall users. I have had a discussion with Cara Hartshorne of Auckland Transport who was not able to be specific about the distance the new kerb would be from the side of the hall, or the precise details of the parking restrictions. She advised that there would be clearways on both sides of Capt. Springs Rd for specific times. A new parking area was going to be provided at the end of Capt. Springs Rd at the far end of Waikaraka Park. This is of little compensation to our members, most of whom are elderly and walking the long distance involved under winter conditions is not acceptable.
- We require specific to-scale drawings to better gauge the degree of interference with music group activities, and clearly designated adequate car parking drawings replacing the loss of road parking for all hall users. These are not available. Our access to the parking area will be restricted by heavy trucks waiting to turn left. We do not control the parking area,(it is owned by Auckland City Council) so cannot place

barriers to restrict use to hall users. It is also used extensively at weekends by the sport field users. It appears impractical to erect any sort of sound barrier between the road and the hall as expansion of the road leaves little room for such construction. The noise and vibration conditions that are ongoing (as compared to construction noise) need to be acknowledged. The only real solution to the problem we see is using Alfred St instead of Capt. Springs Rd as the exit from the East-West Link. There has been no consultation or explanation as to why Capt. Springs Rd was chosen as the East-West Link connection.

- I have attached three drawings to further clarify these points.
 1. Effects on parking section 6.12.1 in Technical Report 1 – Traffic And Transport Assessment, showing Capt Springs Rd between the planned East West Expressway and Neilson St. The position of the Dalewool Hall is marked.
 2. An Enlargement of a section of NZ Transport Drawing East-West Link AEE-G-103 rev2. This shows the relationship between the lane expansions of Capt Springs Rd in close proximity to the Dalewool Hall. There is other infrastructure close to the hall that appears to conflict with the planned lane expansions. There is a large underground sewerage pumping facility adjacent to the Waikaraka Park entrance, with Electrical control boxes and transformers next

to it, above ground. A watercare monitoring well for groundwater and leachate level observation is between the hall and the kerb.

I have spoken to Mr Bruce Habershon, a member of Auckland Studio Potters who are the neighbours of the hall and they have made a written submission expressing the same concerns as they also have parking problems, using for the most part only Capt Springs Rd.

3. Finally, an enlarged drawing to scale of the section of Captain Springs Rd between the Dalewool Hall and the intersection with Neilson St (drawn by the writer) is provided to indicate exact measurements between the existing hall and roadside kerb, and what is planned. It is not clear how the planned lane expansions will negotiate the pumping station, its electrical substation and switchgear, and the geotechnics groundwater observation well immediately in front of the hall. There is also the issue of the heritage stone wall, stone house and the protected large Pohutukawa tree which has its roots extending to the kerb at the corner, where only recently Auckland City Council spent a considerable amount of money building a wooden platform raised 35cm over the roots of the Pohutukawa to enable the concrete path being constructed along Neilson St to continue as a raised wooden pathway without destruction of the trees roots.

- 3. Highway 20: Hillsborough Motorway, from Hillsborough Rd underpass, down the hill passing Hillsborough Rd on-ramp, Queenstown Rd on-ramp, Neilson St off-ramp and just pass this off-ramp will be the new East-West on-ramp to bring traffic from Mt Wellington on to the motorway heading south over Mangere Bridge followed by the Neilson St existing on-ramp.
- The traffic congestion in this area of the motorway is becoming dangerous, and the East-West traffic to merge on to the motorway nearer the bridge and causing back-ups is yet to arrive. Auckland Transport now restricts this area to 80kph. Why? The answer is obvious to all regular users of this motorway. Design criteria traffic counts were not available to the designers as the Waterview tunnels had not opened. Now they have. From the beginning of August the traffic counts coming from the tunnels has gone up 60,000 vehicles per day. (Auckland Transport published figure, NZ Herald).
- Two motorway lanes from the west pass under Hillsborough Rd, two on-ramps from Hillsborough Rd (one from the west, one from Mt Albert Rd) merge in to one with stop/go lights and become a third

motorway lane. Two more lanes (one from Queenstown Rd, the other from Pah Rd) also are merged with stop/go lights into one lane that then becomes the compulsory exit lane to Neilson St. The consequence of this present situation is that any traffic from the west that wants to exit to Onehunga has to switch at least two lanes left, some may need move three lanes left. At the same time most traffic from Hillsborough Rd heading over Mangere Bridge has to move at least 1 lane to the right, if the airport is their destination then they usually try and move 2 lanes to the right. Traffic from Pah & Queenstown Rds is compelled to move 1 lane to the right very quickly as they do not want to be forced in to the Neilson St exit, which their lane continues on to become. If they want to avoid slow traffic, or want to ensure they are in a lane heading to the airport, they need to merge 2 or 3 lanes to their right. This is producing a "circus dodgem" situation of traffic scrambling to change lanes to move left while traffic on their left is trying to move right. But this is going to get even more dangerous.

- When heavy East-West traffic is merged on to the motorway near Neilson St according to the proposed design, it will predominately be slow, heavy trucks executing a tight U-turn before entering the motorway. This will inevitably bank up traffic (which is already happening in rush hours) and produce a very dangerous set of conditions where all the traffic trying to switch lanes also has to

contend with traffic in front of them slowing and backing up due to congestion. This is nose-to-tail territory and becomes worse on the hill down from Hillsborough Rd under wet conditions where visibility is restricted (there is a bend in the hill going down) and heavy vehicles have large stopping distances. Traffic is banking back up the hill now, without the Neilson St East-West Link additional on-ramp adding two more slow lanes to the motorway.

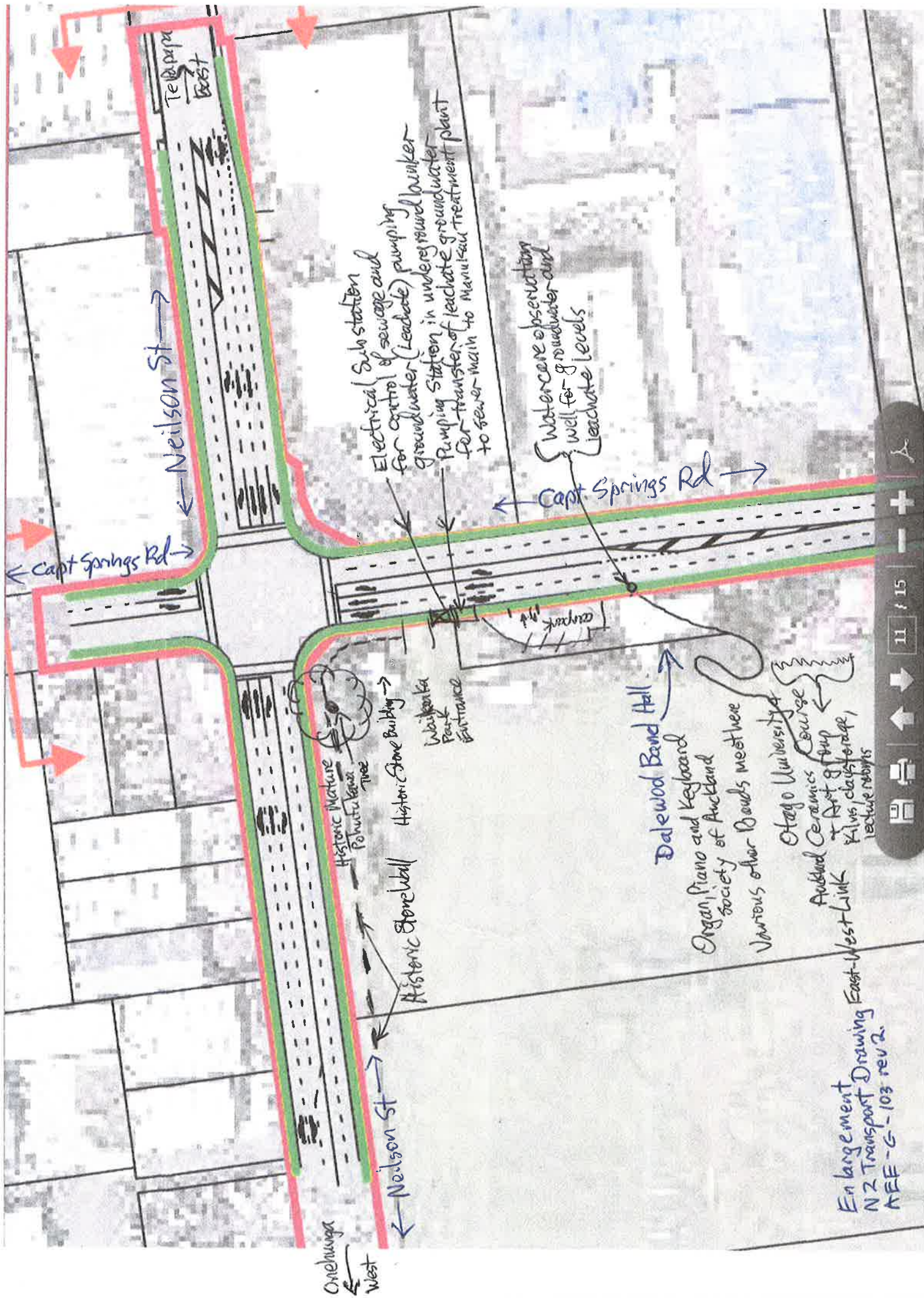
- Why is this East-West traffic wanting to cross Mangere Bridge being channeled past the Onehunga Port (restricting access), to the Orpheus Drive area of Highway 20 in an excavated channel where it then goes up an incline, over the motorway, does a U-turn contortion before merging with the motorway to head south where it has just come from?
- Surely it could be taken directly from the highway adjacent to Waikaraka Park up a viaduct out over the harbour in a smooth left-hand climbing turn to join Mangere Bridge, leaving the port, the parks, the scouts (and others) usage of the Onehunga foreshore untouched.
- There are around 320 new apartments about to start construction for completion over the next 18 months in the Onehunga foreshore and Springs Rd vicinity (Fabric 240 & Beachcroft 88 both to begin Sept/Oct17), with these alone adding around 800 new citizens to the

Onehunga foreshore area and the need for recreation, parks and general enhancement with wide access to the port, boat ramps and the recently recreated beaches has never been greater. The present design of the East-West Link flies in the face of the growing needs of this locality and creates restrictions on that locality that need to be addressed and that Onehunga does not deserve.

- The trench that carries the traffic to join SH20 (both heading West as well as doing the loop and heading back to the Mangere bridge fits perfectly the definition of a medieval “HaHa”. It is a depressed walled obstacle that frustrates any (attacker) approaching it as their progress is blocked, and they cannot reach their objective. In this case Onehunga citizens are blocked from reaching their areas harbour edge and parks, without extensive detours and extra effort. They do not think the Onehunga “HaHa” is amusing. The existing SH20 is a big enough problem that has only recently been softened by the “TOES” efforts to restore what should not have been left in a damaged state in the first place. Taumanu Park is a tribute to what can be done, and Onehunga residents want this environment extended all the way round the foreshore to the port.
- It is the writer’s impression that while the need for the East-West Link is clearly needed, the alternative design promoted by “TOES” where airport traffic is taken off the foreshore before Mangere Bridge and

then conveyed either on to Mangere bridge or separately by another bridge to the south is a simpler option with less interference with Onehunga life, and probably at a similar cost. The balance between greater Auckland's "Through Transport" with a vital and developing community's needs for growing recreational opportunities in open space must be struck. Social and arts focus areas such as the Dolphin Theatre (Spring St) and the Dalewool Hall (Capt. Springs St) with growing sports facilities such as the Hillsborough Bowling Club moving to Selwyn St to combine with the Onehunga club, merging as the Royal Oak Bowling Club, effective 1st September 2017, all require increased space for developing infrastructure, parking and sports use.

- A motorway link is needed, but not in a way that is at the cost stifling a rapidly emerging sub-component of Auckland's diversity. Onehunga deserves better.



6.12.1 Effects on Parking

The upgrade to Captain Springs Road from two to four lanes will impact on on-street parking and approximately 20 out of the available 70 parking spaces at the northern end of Captain Springs Road will be removed to allow for the intersection design as shown on Figure 6.3. This will leave 50 spaces for on street parking.

Figure 6-3: Concept Drawing: Proposed Changes to Captain Springs Road Layout



The existing private road at the southern end does not currently provide for public on-street parking. However, the private road will become the connection to EWL. A concept drawing is provided in Figure 6-3 and this shows the design of the intersection with EWL.

West ← Neilson St. East →

