

**BEFORE A BOARD OF INQUIRY
NORTHERN CORRIDOR IMPROVEMENTS PROJECT**

IN THE MATTER of the Resource Management Act 1991 (RMA)

AND

IN THE MATTER Of A Board Of Inquiry Appointed Under S149j Of The
Resource Management Act 1991 To Consider Notice Of
Requirements And Applications For Resource Consent
Made By The New Zealand Transport Agency In Relation
To The Northern Corridor Improvements (NCI) Rooding
Project In Auckland

**STATEMENT OF EVIDENCE OF STEPHEN KENNETH BROWN ON
BEHALF OF AUCKLAND COUNCIL (LANDSCAPE & URBAN DESIGN)**

Dated: 21 July 2017

SUMMARY STATEMENT OF STEPHEN KENNETH BROWN FOR AUCKLAND COUNCIL

Introduction

1. This statement provides a summary of my evidence on the landscape and urban design effects of the proposed Northern Corridor Improvements (NCI) project. It is based on my previous review of the project in January 2017, but also takes into account the review of the proposal by Auckland Council's Urban Design Panel on March 15th 2017. My analysis particularly focuses on two matters:
 - a) Urban Design & Connectivity; and
 - b) Effects on Amenity

Summary of Evidence in Chief

2. My review and the subsequent Urban Design Panel recommendations criticised the NCI project for a shortage of detail over design and mitigation measures. Concern was expressed about a lack of precision in relation to the assessment of amenity effects on particular residential catchments. These matters have been discussed with NZTA, their consultants Boffa Miskell Ltd (BML) and Shannon Bray, who has prepared evidence on the landscape and urban design effects of the NCI project. Mr Bray's statement and accompanying drawings indicate that a number of significant and positive changes have been made to the NCI project, including:
 - a) Confirmation that all areas of planting shown in the Attachment 6 to Mr Bray's statement will be implemented.
 - b) Relocation of the Albany busway overbridge and termination of it at the eastern edge of the Albany Bus Station car park.
 - c) Provision of additional cycleways and walkways both sides of the proposed McClymonts Bridge.
 - d) Confirmation that a stormwater pond will be located in Rook Reserve, in conjunction with redevelopment of the wider park.

- e) The provision of new screen fencing near Barbados Drive to address the amenity effects of the Paul Matthews Drive interchange.
3. Of particular importance from my standpoint, Mr Bray has also undertaken detailed analysis of the NCI's effects on key residential catchments and locations. He has identified that the NCI would have a high level of effect on a small number of residential lots near Colliston Rise and Greville Road, as well as a cluster of residences on Barbados Drive near the proposed Paul Matthews Drive interchange. The first grouping of lots has yet to be fully developed and sold, while screen fencing is now proposed next to the Barbados Drive properties. All other residential catchments would experience a relatively low to minimal level of effect from the NCI, including that part of Oteha Valley facing the proposed busway extension and overbridge to the Albany Bus Station.
4. Moving away from amenity effects, it is also recognised that the proposed SUP would offer appreciable benefit in relation to walkway and cycleway connectivity at both the local and more strategic levels. I do, however, retain concern about three key aspects of the proposed SH18 SUP:
- a) Alignment of that SUP, for the most-part down the northern side of the highway. This would largely isolate it from the large, Unsworth Heights residential area to the south, as well as Rook Reserve (to a lesser degree) and Bluebird Reserve.
 - b) The current underpass between Rook Reserve and Alexandra Stream, that could afford meaningful connection between Unsworth Heights and the new SUP, but is not suitable for that role at present. It is quite inadequate functionally, in terms of CPTED and pedestrian / cyclist amenity, but NZTA has not agreed to its replacement as part of the project.
 - c) Lastly, there is no current proposal for an SUP link from Paul Matthews Drive through to Rook Reserve, even though such a link clearly makes sense in terms of expanding the SUP connections with Unsworth Heights and beyond.
5. In my opinion, all of these matters should be addressed to maximise the utility and appeal of the proposed SH18 SUP. Finally, one of the more wide-ranging matters that arose in my original review was the apparent absence of any

proposed design details, theme and 'narrative' as part of the NCI proposal. Mr Bray explains that this has been addressed via revisions to Sections 4, 5 and 6 of the UDLF, and 'tightening up' of the connections between the Revised UDLF and a future Urban Design Landscape Plan (UDLP), while revised conditions offer Council the opportunity to both review, and provide input to the finished project.

6. Turning, therefore, to my Recommendations to the Board, I now consider that the effects of the NCI project have been appropriately evaluated and that the revised NCI conditions appropriately address the design of the project. Even so, it remains my view that NZTA should modify the project to incorporate the changes to the SH18 SUP and Rook Reserve underpass outlined above.

A handwritten signature in black ink, appearing to read 'S. Brown', with a long horizontal flourish extending to the right.

Stephen Brown

21 July 2017