

Vic Park Tunnel

Project Overview

VPT ARC Resource Consents - Executive Summary for Notification

Transit New Zealand (Transit) is proposing improvements to State Highway 1 (SH1) between the southern end of the Auckland Harbour Bridge to Wellington Street as part of the overall Central Motorway Improvements. The project, called the Vic Park Tunnel (VPT) project, will include a three lane tunnel beneath Victoria Park for northbound traffic combined with lane additions through St Mary's Bay. The existing Victoria Park viaduct will be retained and dedicated to southbound traffic.

The key aims of the VPT Project are to:

- Make best use of the existing capacity of the Harbour Bridge;
- Improve safety and efficiency of access by road between the North Shore and Auckland, and between Central Auckland and surrounding areas; and
- Complete the Central Motorway improvements programme to realise the full traffic benefits of this programme.

In addition to achieving the objectives above, the VPT Project will provide the following benefits:

- Improved traffic capacity and priority for buses;
- Better pedestrian linkages from St Mary's Bay to Westhaven and Victoria Park;
- Reduction of noise effects due to the use of a tunnel and the construction of noise walls;
- Improvements in the water quality of stormwater discharges;
- Predicted overall improvements in air quality as a result of reduced congestion; and
- Retention of public open space in Victoria Park through the use of a tunnel in preference to an above ground option.

To enable the project to be undertaken, new designations and alterations to existing designations are required, together with a range of resource consents, to authorise the various activities associated with the construction and operation of the VPT project. Auckland City Council publicly notified the Notices of Requirement for designations and alterations to designations for the VPT project in March 2006. Resource consent applications have also been lodged with the Auckland Regional Council.

The information below has been prepared to provide a description of the resource consent applications, the activity to which it relates, the potential adverse environmental effects and the proposed mitigation options.

Consent for the Take, Use and Diversion of Groundwater

This consent is required to provide for groundwater take, use and diversion during construction of the tunnel and to enable groundwater movement around the tunnel structure once completed. Dewatering of the tunnel area is required during the construction of the tunnel and this has the potential to result in localised ground settlement. To manage the risk of settlement, groundwater levels in the area surrounding the tunnel will be monitored throughout the construction period. If required, recharge of groundwater will occur via injection wells in order to maintain existing groundwater levels and avoid potential settlement impacts. The area of potential short-term (construction) settlement is indicated on the attached plan B. Once completed, the tunnel design will allow groundwater flows to travel both above and below the tunnel structure and groundwater should revert to preconstruction levels. Further information can be found in sections 4.2, 5.1,

7.1, and Appendix A and B of the Assessment of Environmental Effects (AEE) provided with the application. Investigations into groundwater and settlement issues are currently ongoing and will be further refined during the detailed design phase.

Consents for the Discharge of Contaminants (passive & recharging)

These consents are required for the excavation, storage and discharge of contaminated land and groundwater during the construction of the tunnel and for the potential 'mixing' of contaminated groundwater in the vicinity of the tunnel structure once completed. The Victoria Park area is an existing site of known contamination and precautions have been proposed to avoid the potential effects of this contamination. Any contaminated material excavated will be appropriately disposed of to a consented disposal facility. Contaminated groundwater will be collected and treated prior to sewer disposal or groundwater recharge. Additional information can be found in sections 4.3, 7.2 and Appendix C, C1, D, F, H and I of the AEE accompanying the application. Site investigations into contamination issues will continue through the detailed design phase.

Consent for Land Disturbing Activities

This consent is for the earthworks required for the construction of the tunnel and for general project construction activities including noise walls and new carriageway alignments. The tunnel will be constructed using the 'cut and cover' technique. The total area of proposed earthworks is approximately 4 ha. The site involves minor areas of earthworks on generally flat slopes or large areas of below ground excavations so the sediment yield potential is relatively minor. The areas of land disturbance are indicated on the attached plan B.

During construction, mitigation measures are likely to include a combination of silt fences; stormwater inlet protection and cleanwater diversions; dirty water diversions draining to ponds where possible and dewatering. Construction management plans will be implemented to guide construction activities. In particular, traffic, dust, noise and vibration effects will be addressed, to minimise the adverse effects of construction in accordance with designation and consent conditions and Transit New Zealand guidelines.

In addition sewer and stormwater pipelines and telecommunications cables, as well as a range of other services, will be relocated as part of the project. The general location of earthworks is shown on attached plans A and B. Further information can be found in sections 3.5, 5.2, 7.3 and Appendix E, H and I of the AEE accompanying the application.

Consent for Diversion and Discharge of Stormwater and Coastal Permits

These consents are to enable the discharge of stormwater from new and existing carriageway areas into the coastal marine area. Stormwater runoff from the motorway will be collected and discharged into existing stormwater networks using existing outfall structures. Stormwater treatment devices will be included in the design to improve the overall quality of the stormwater discharge into the coastal marine area. The location of stormwater discharge points are shown on the attached Plans A and B. Further information can be found in sections 4.5, 5.3, 7.4 and Appendix G of the AEE accompanying the application.

Further Information

A full copy of the applications, including the assessment of environmental effects and technical appendices, is available on the Transit website <http://cmi.transit.govt.nz/>

A summary document 'Vic Park Tunnel Project Summary' is available from Transit or the VPT Project team. For additional information please contact:

The VPT Project Team

Ph: (09) 300 9131

Email: vpt@beca.com

Or

Andrew Fleming
Project Manager
Transit New Zealand

Ph: (09) 368 2000

Email:

andrew.fleming@transit.govt.nz

Or

Bryce Julyan
Planning Consultation Manager
Beca, Carter, Hollings & Ferner
Ph: (09) 300 9286

Email: bryce.julyan@beca.com