

Q & As on the Herne Bay wastewater trunk sewer upgrade and Salisbury Reserve



What selection criteria was used to select our preferred Construction Support Areas (CSAs)?

The Project Team considered a range of sites to be used as CSAs to facilitate the construction of the Project and initially looked for a single CSA that could provide all the functions required.

The Project team considered the following criteria when selecting our CSAs:

1. Distance from the work sites – a reasonable distance from all the individual worksites in the Project from Bella Vista Road to Point Erin.
2. Workable area – gives a minimum area suitable for use as a CSA (2,000-2,500m² based on similar projects in an urban setting).
3. Transport links – access to roads for logistics of deliveries to maintain supply to worksites while maintaining traffic management requirements.
4. Traffic impacts – impacts to traffic in the overall project area as well as local to the CSA considering truck travel routes and number of movements. Also includes minimising disruption due to satellite construction area size, diversions, and road closures.
5. Impacts on neighbours – noise, dust, vibration, loss of amenity impacts to those immediately surrounding the CSA. Particularly for the road corridor, maintenance of vehicle access to properties was considered.
6. Reinstatement – works needed to return site to condition and amenity at least as good as prior to use as a CSA.
7. Amenity – disruption to site users during construction and post construction benefits from the Project.
8. Availability – after discussions with landowners were held, availability of the land for use as a CSA.

Why is Salisbury Reserve considered an appropriate site for a CSA?

The Salisbury Reserve was considered to be the preferred location for use as the primary CSA, based on the above criteria and Watercare's goals; to water improve quality in the Herne Bay area and provide value to our customers. We do acknowledge that there are constraints/restrictions associated with the use of Salisbury Reserve but recognise that this location provides us with the best opportunity to ensure successful delivery outcomes.

Ultimately the use of Salisbury Reserve as the primary CSA for the Project was determined necessary because:

- The central location of Salisbury Reserve means that the amount of light vehicle access required to the shaft sites will be reduced since technical staff will be able to walk from site offices at Salisbury Reserve to these sites. It also provides a single central location for the provision of site facilities for workers for pre-start briefings and training as well as break areas.
- The large flat area of the disused bowling green can be utilised without significant earthworks to prepare the area. Some drainage will be required to the bowling green that floods due to the enclosed nature of the green. On completion the area can be easily reinstated.
- There is natural screening of properties to the southeast of the site due to the raised ground that surrounds the disused bowling green.
- Alternate options were considered unfeasible.

The above, combined with the assessment of Salisbury Reserve against the other criteria, meant that Salisbury Reserve was determined to be necessary as the Primary CSA.

Were alternative sites for a CSA considered as part of the Project?

As part of our approach consideration was given to other areas for CSAs including the following locations.

- **Road Corridor (i.e. using residential roads and having the materials / offices immediately next to the shaft locations):** This location was discounted due to the large amount of space required in the road corridor, the number of driveways likely to be blocked, the amount of on-street parking that would need to be removed, the need to move the CSA several times (i.e. from shaft to shaft), and the overall level of significant adverse environmental effects and associated disruption this would cause to the entire Herne Bay community.
- **Cox's Bay Reserve:** This location was discounted due to the high use of the sports ground and the extra distance from the construction area. This would result in more adverse effects associated with construction traffic and disruption to the surrounding roads.
- **Point Erin pool carpark:** This location was discounted as there would be too much interference between the different contractors working on the Point Erin extension/Central Interceptor project, and this Project. Both projects will be underway at the same time. The cumulative effects of increased construction traffic in this area, in addition to effects on the use of the Point Erin pool, were also considered too significant for this location to be viable. For the assessment of this location, we were also informed by the assessment undertaken within our Central Interceptor project, which resulted in the decision not to use the Point Erin pool carpark. Instead, the CSA was proposed and consented in the grassed area within Point Erin Park itself. The Point Erin Pool carpark is also a considerable distance from the western end of the Herne Bay construction area.
- **Little Shoal Bay and Stafford Park:** These were both not viable locations due to natural hazards, logistical challenges on narrow streets, and the considerable distance from the Herne Bay construction area. Also, these sites were primarily considered as an alternative to 94 Shelley Beach Road, rather than an alternative to Salisbury Reserve as the primary CSA.
- **Onepoto Domain:** This location was discounted following feedback from the Kaipātiki Local Board on community impact. It was also deemed too far away from the Herne Bay construction area and would require vehicles to travel over the Auckland Harbour Bridge when moving between the Domain and the construction area. Furthermore, it was primarily considered as an alternative to 94a-94b Shelley Beach Road, rather than as an alternative to Salisbury Reserve as the primary CSA.

- **105-125 Curran Street:** Initial feedback from Eke Panuku was that it needed the whole of this site for their own project which was on a similar trajectory to this Project. However, more recently Watercare has been advised that Eke Panuku's project is on hold as it has not received the necessary funding to enable it to continue. Despite this, Eke Panuku is still indicating that they will need the site from the end of 2025 which does not align with the timeframes for the Herne Bay Sewer project. In any event, Curran Street was primarily considered as an alternative to 94 Shelley Beach Road, not an alternative to Salisbury Reserve as the primary CSA, and even if Eke Panuku were to make it available to Watercare now (despite its current advice to the contrary) we would still require Salisbury Reserve.
- **Victoria Park:** This was not considered a viable option due to the distance from the construction area and the high traffic volume during peak hours.

Extent of Salisbury Reserve to be used:

Watercare is proposing to use a section of land at 94 Shelly Beach Road and the northern section of Salisbury Reserve as CSAs for the Project.

The map on page 4 outlines the area of Salisbury Reserve requested to be used as the primary CSA for the Project. This is slightly different to what has been shown in Watercare's resource consent application, as since notification, Watercare has heard the concerns from the community and revised the extent of land required. The land required is now approximately 25% of the Reserve.

What will Salisbury Reserve be used for?

This CSA in Salisbury Reserve will be used for:

- Storage of materials for constructing the new pipes, some of which are very large like the new 2.1m diameter pipes.
- Storage of materials to support the tunnel boring machine and other works. This includes storage of fuel lubricants and spare parts.
- Assembly of equipment to support the tunnel boring machine operation.
- Site office and worker welfare facilities.
- Space for trucks and a crane to unload materials.

Key points about the use of Salisbury Reserve are:

- Watercare is only planning to use approximately 25% of the Reserve. The pétanque court, club room, playground and two smaller open grassed areas will remain unaffected.
- Pedestrian access to both Salisbury Street and Argyle Street will be maintained.
- Noise levels will be mitigated with a 2m high solid hoarding around the site boundary.
- The CSA is planned to be operating during construction times, between 7am and 6pm, Monday to Friday and 8am – 6pm on Saturdays.
- When construction is complete, Watercare is committed to completely restoring the Reserve to its original condition.

Extent of Salisbury Reserve to be used

