

# Memo

**Date 11 January 2023**

To: Celia Davison – Manager – Central / South Planning  
 From: Vanessa Leddra, Policy Planner  
 Planning – Central/South

**Subject: Plan Modification: Clause 20A modification to Auckland Unitary Plan**

Corrections are required to the Auckland Unitary Plan (Operative in Part) 2016 (the AUP).

I seek your approval of this plan modification pursuant to clause 20A, first schedule, Resource Management Act 1991.

You have delegated authority, as a tier four manager, to make a decision to correct an error to an operative plan under clause 20A. Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register<sup>1</sup> authorises all powers, functions, and duties under RMA's first schedule (except clause 17 which cannot be delegated) to tier four positions.

<b>Rule or Section of Unitary Plan</b>	Chapter K Designations Auckland Transport
<b>Subject Site (if applicable)</b>	Designation 1439: Access Fairbanks Place Designation 1441: Access Ranui Station Road Designation 1442: Service Lane Henderson Square Designation 1444: Service Lane McNaughton Way Designation 1445: Service Lane James Laurie Street Designation 1447: Road Widening Clark Street Designation 1452: Road Widening Te Atatu South Road Designation 1469: Albany Highway
<b>Legal Description (if applicable)</b>	
<b>Nature of change</b>	<p>A Clause 20A modification is required to correct eight Auckland Transport Designations in the AUP</p> <p><b>Discussion</b>          In accordance with Section 184A of the Resource Management Act (the Act), designations lapse five years after being included in the plan unless the designation has been given effect to or the designation specified a different period when incorporated into the plan.</p> <p>A requiring authority, may within three months before the expiry of a lapse date, resolve that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fix a longer period (section 184A(3(b) of the Act).</p> <p>In February 2021, Auckland Council (Plans and Places)] advised AT about these</p>

<sup>1</sup> updated February 2021 and available on Kotahi at [Delegation Register](#)

lapsing designations as set out above and requested:

1. Confirmation as to which any designations due to expire in 2021/2022 had either been given effect to and if not whether a longer lapse period is required
2. Alternatively, if the designations should be allowed to lapse and be removed from the AUP
3. A review and confirmation of whether the information of each designation was correct.

AT have advised that several of these designations and their associated physical works pre-dated the 2010 creation of Auckland Council with one pre-dating the 1989 creation of the former Waitakere City Council.




AT is the Requiring Authority for multiple designations under the AUP which would have lapsed in November or December 2021 unless given effect to. According to AT, these eight designations set out in Figure 1 below, have been given effect to. These designations will remain in the AUP unless and until AT requests their removal.

Designation Number	Name	Purpose	Address	Date given effect to [completed]
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1439	Fairbanks Place	Road access	7 Fairbanks Place, Glendene	15/2/1987
1441	Ranui Station Road	Road Access	35 Ranui Station Road, Ranui	15/10/2015
1442	Henderson Square A	Service Lane	342-344 Great North Road, Henderson	30/11/2004
1444	McNaughton Way	Service Lane	McNaughton Way to 11 High Brown Drive, New Lynn	09/01/2009
1445	James Laurie Street	Service Lane	60 James Laurie Street to 240C-D Great North Road, Henderson	16/01/2020
1447	Clark Street	Road Widening	2-16, 24-26, 28-30 Clark Street, New Lynn	20/06/2005
1452	Te Atatu South Road	Road Widening	241-275, 272-294, 281-314, 300-326, 330-332, 338-342 and 354-358 Te Atatu Road South, 93 Royal View Road, 1, 82 and 85 Jaemont Avenue, 1A and 2A Covil Avenue and 2A Bridge	30/06/2017

	1469	Albany Highway	Road widening and improvement works	Avenue , Te Atatu Albany Highway, Albany	24/07/2016																																								
<b>Effect of change</b>	<p>These Auckland Transport designations are to be ‘given effect to’ as per the email requests 25 March 2022 and 20 September 2022 (see Attachment 1).</p> <p>Effectively this means that the lapse date for the designations set out in Chapter K Designations, Auckland Council’s schedule of designations, can be amended from ‘five years from being operative in the Unitary Plan unless given effect to prior’ to ‘given effect to i.e. no lapse date’.</p> <p>These changes are minor in nature. The amendments do not change the application or intent of the provisions and are administrative to reflect that the designations have been given effect to.</p> <p>Therefore, it is considered that this can be done via a First Schedule, clause 20a update to the AUP.</p>																																												
<b>Changes required to be made (text/in-text diagrams)</b>	<p><u>Designations to be Given effect to (i.e no lapse date)</u></p> <p>Amend Chapter K Designations – Auckland Transport for the following designations:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Designation Number</th> <th style="text-align: left;">Designation Name</th> <th style="text-align: left;">Purpose</th> <th style="text-align: left;">Address</th> <th style="text-align: left;">Date given effect to [completed]</th> </tr> </thead> <tbody> <tr> <td>1439</td> <td>Fairbanks Place</td> <td>Road access</td> <td>7 Fairbanks Place, Glendene</td> <td>15/2/1987</td> </tr> <tr> <td>1441</td> <td>Ranui Station Road</td> <td>Road Access</td> <td>35 Ranui Station Road, Ranui</td> <td>15/10/2015</td> </tr> <tr> <td>1442</td> <td>Henderson Square A</td> <td>Service Lane</td> <td>342-344 Great North Road, Henderson</td> <td>30/11/2004</td> </tr> <tr> <td>1444</td> <td>McNaughton Way</td> <td>Service Lane</td> <td>McNaughton Way to 11 High Brown Drive, New Lynn</td> <td>09/01/2009</td> </tr> <tr> <td>1445</td> <td>James Laurie Street</td> <td>Service Lane</td> <td>60 James Laurie Street to 240C-D Great North Road, Henderson</td> <td>16/01/2020</td> </tr> <tr> <td>1447</td> <td>Clark Street</td> <td>Road Widening</td> <td>2-16, 24-26, 28-30 Clark Street, New Lynn</td> <td>20/06/2005</td> </tr> <tr> <td>1452</td> <td>Te Atatu South Road</td> <td>Road Widening</td> <td>241-275, 272-294, 281-314, 300-326, 330-</td> <td>30/06/2017</td> </tr> </tbody> </table>					Designation Number	Designation Name	Purpose	Address	Date given effect to [completed]	1439	Fairbanks Place	Road access	7 Fairbanks Place, Glendene	15/2/1987	1441	Ranui Station Road	Road Access	35 Ranui Station Road, Ranui	15/10/2015	1442	Henderson Square A	Service Lane	342-344 Great North Road, Henderson	30/11/2004	1444	McNaughton Way	Service Lane	McNaughton Way to 11 High Brown Drive, New Lynn	09/01/2009	1445	James Laurie Street	Service Lane	60 James Laurie Street to 240C-D Great North Road, Henderson	16/01/2020	1447	Clark Street	Road Widening	2-16, 24-26, 28-30 Clark Street, New Lynn	20/06/2005	1452	Te Atatu South Road	Road Widening	241-275, 272-294, 281-314, 300-326, 330-	30/06/2017
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	1469	Albany Highway	Road widening and improvement works	Albany Highway, Albany	24/07/2016
<b>Changes required to be made (maps)</b>	N/A				
<b>Attachments</b>	Attachment 1: Auckland Transport request – emails dated 25 March 2022 and 20 September 2022 - Designations 1439, 1441, 1442, 1444, 1445, 1447, 1452 and 1469 Attachment 2: Corrections to text (strikethrough/underscore) Attachment 3: Corrected text				

<b>Prepared by:</b> Vanessa Leddra Policy Planner	<b>Text Entered by:</b> Bronnie Styles Planning Technician
<b>Signature:</b> 	<b>Signature:</b> 
<b>Maps prepared by:</b> Geospatial Analyst	<b>Reviewed by:</b> Craig Cairncross Team Leader
<b>Signature:</b>  n/a	<b>Signature:</b> 
<b>Decision:</b> I agree to authorise the Clause 20A	

modification using my delegated authority

Celia Davison  
Manager Planning – Central/South  
Date:17/1/2023

**Signature:**



## **Auckland Transport Request**

25 March 2022

Plans and Places  
Auckland Council  
Private Bag 92300  
Auckland 1142

Attn: Jo Hart – Senior Policy Planner

Via email: [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

Dear Jo,

### **Auckland Transport designations which have been given effect to - UPDATED**

This letter is an updated version of my earlier letter to you dated 18 November 2021. Table 1 below has been updated so that the “designation details” and “purpose” fields match more precisely Schedule K of the Unitary Plan.

Auckland Transport is the requiring authority for multiple designations under the Auckland Unitary Plan (the Unitary Plan) which would lapse in November or December 2021, unless given effect to. We have already applied separately to extend the lapse dates for several of these designations, pursuant to section 184(1)(b) of the Resource Management Act 1991.

As part of our application for those extensions, we have demonstrated that we have given “substantial progress or effort...towards giving effect to the designation[s]”, as per section 184(1)(b).

There are other designations which have already been given effect to. These designations will therefore remain in the Unitary Plan unless and until Auckland Transport requests their removal.

The purpose of this letter is to specify, for record-keeping purposes, the eleven designations that Auckland Transport considers have been given effect to and therefore will not lapse in November or December 2021. These designations are listed in Table 1 below.

Table 1 – Designations which have been given effect to

Source: AUP, Chapter K

Designation number	Designation details	Purpose	Address
1439	Road Access - Fairbanks Place	Roading Access Purposes	7 Fairbanks Place, Glendene
1441	Road Access - Ranui Station Road	Road Access Purposes	35 Ranui Station Road, Ranui
1442	Service Lane - Henderson Square A	Service Lane	342-344 Great North Road, Henderson
1444	Service Lane - McNaughton Way	Service Lane	McNaughton Way to 11 High Brown Drive, New Lynn
1445	Service Lane - James Laurie Street	Service Lane	60 James Laurie Street to 240C-D Great North Road, Henderson
1447	Road Widening - Clark Street	Road Widening purposes	2-16, 24-26, 28-30 Clark Street, New Lynn
1452	Road Widening - Te Atatu South Road	Road Widening purposes	241-275, 272-294, 281-314, 300-326, 330-332, 338-342 and 354-358 Te Atatu Road South, 93 Royal View Road, 1, 82 and 85 Jaemont Avenue, 1A and 2A Covil Avenue and 2A Bridge Avenue , Te Atatu
1469	Albany Highway	Road widening and improvement works	Albany Highway, Albany
1573	Road Widening - Halsey Street	Building line for road widening purposes	109 Fanshawe Street, Auckland Central
1802	Road Widening - Ormiston Road	Road Widening	128 Ormiston Road, Flat Bush
1833	Road Widening - Murphy's Road and Flat Bush School Road	Road Widening	Flat Bush School Road and Murphys Road, Flat Bush

I appreciate that the team has also requested dates for completion for each of these projects. We are still working to identify this information and will provide it once available.

Yours faithfully,



Lloyd Johnson  
Principal Planner – Consent Planning





20 September 2022

Plans and Places  
Auckland Council  
Private Bag 92300  
Auckland 1142

Attn: Vanessa Leddra – Policy Planner

Via email: [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

Dear Vanessa,

**Completion dates for Auckland Transport designations which have been given effect to**

This letter follows on from my earlier letters on this topic dated 18 November 2021 and 25 March 2022. We have now identified completion dates for all schemes listed in Table 1 overleaf.

Firstly, I would like to thank you for your patience during this lengthy search. By way of explanation, several of these designations and their associated physical works pre-dated the 2010 creation of Auckland Council and Auckland Transport (**AT**), with one even pre-dating the 1989 creation of the former Waitakere City Council.

Turning to the core purpose of this letter – Auckland Transport is the requiring authority for multiple designations under the Auckland Unitary Plan (**AUP**) which would have lapsed in November or December 2021, unless given effect to.

The eleven designations listed in Table 1 overleaf have been given effect to and we would kindly request that this information is reflected in the AUP during its next regular update. These designations should now remain in the AUP unless and until Auckland Transport requests their removal.

I hope that this is helpful, and thank you again for your patience in this matter.

Yours faithfully,



Lloyd Johnson  
**Principal Planner – Consent Planning**

**Table 1 – Designations which have been given effect to**

**Source: AUP, Chapter K**

Designation number	Designation name details	Purpose	Street address(es) or nearest street address	Completion date
1439	Road Access - Fairbanks Place	Roading access purposes	7 Fairbanks Place, Glendene	15/02/1987
1441	Road Access - Ranui Station Road	Roading access purposes	35 Ranui Station Road, Ranui	15/10/2015
1442	Service Lane - Henderson Square A	Service lane	342-344 Great North Road, Henderson	30/11/2004
1444	Service Lane - McNaughton Way	Service lane	McNaughton Way to 11 High Brown Drive, New Lynn	09/01/2009
1445	Service Lane - James Laurie Street	Service lane	60 James Laurie Street to 240C-D Great North Road, Henderson	16/01/2020
1447	Road Widening - Clark Street	Road widening purposes	2-16, 24-26, 28-30 Clark Street, New Lynn	20/06/2005
1452	Road Widening - Te Atatu South Road	Road widening purposes	241-275, 272-294, 281-314, 300-326, 330-332, 338-342 and 354-358 Te Atatu Road South, 93 Royal View Road, 1, 82 and 85 Jaemont Avenue, 1A and 2A Covil Avenue and 2A Bridge Avenue , Te Atatu	30/06/2017
1469	Albany Highway	Road widening and improvement works	Albany Highway, Albany	24/07/2016
1573	Road Widening - Halsey Street	Building line for road widening purposes	109 Fanshawe Street, Auckland Central	28/12/2018
1802	Road Widening - Ormiston Road	Road widening	128 Ormiston Road, Flat Bush	01/12/2015
1833	Road Widening - Murphy's Road and Flat Bush School Road	Road widening	Flat Bush School Road and Murphys Road, Flat Bush	01/08/2020



**1439 Access Fairbanks Place**

**1441 Access Ranui Station Road**

**1442 Service Lane Henderson Square**

**1444 Service Lane McNaughton Way**

**1445 Service Lane James Laurie Street**

**1447 Road Widening Clark Street**

**1452 Road Widening Te Atatu South Road**

**1469 Albany Highway**

**Corrections to text (strikethrough/underscore)**

## 1439 Road Access - Fairbanks Place

Designation Number	1439
Requiring Authority	Auckland Transport
Location	7 Fairbanks Place, Glendene
Rollover Designation	Yes
Legacy Reference	Designation A11, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	<del>5 years from being operative in the Unitary Plan unless given effect to prior</del> <u>Given effect to (i.e. no lapse date)</u>

## Purpose

Roading access purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:

- a. It is given effect to before the end of that period; or
- b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
- c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1441 Road Access - Ranui Station Road

Designation Number	1441
Requiring Authority	Auckland Transport
Location	35 Ranui Station Road, Ranui
Rollover Designation	Yes
Legacy Reference	Designation A32, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	<del>Five years from being operative in the Unitary Plan unless given effect to prior</del> <u>Given effect to (i.e. no lapse date)</u>

## Purpose

Roading access purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1442 Service Lane - Henderson Square A

Designation Number	1442
Requiring Authority	Auckland Transport
Location	342-344 Great North Road (Henderson Square A), Henderson
Rollover Designation	Yes
Legacy Reference	Designation SL1, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	<del>Five years from being operative in the Unitary Plan unless given effect to prior</del> <u>Given effect to (i.e. no lapse date)</u>

## Purpose

Service lane.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1444 Service Lane - McNaughton Way

Designation Number	1444
Requiring Authority	Auckland Transport
Location	McNaughton Way to 11 High Brown Drive, New Lynn
Rollover Designation	Yes
Legacy Reference	Designation SL3, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	<del>Five years from being operative in the Unitary Plan unless given effect to prior</del> <u>Given effect to (i.e. no lapse date)</u>

## Purpose

Service lane.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1445 Service Lane - James Laurie Street

Designation Number	1445
Requiring Authority	Auckland Transport
Location	60 James Laurie Street to 240C-D Great North Road, Henderson
Rollover Designation	Yes
Legacy Reference	Designation SL4, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	<del>Five years from being operative in the Unitary Plan unless given effect to prior</del> <u>Given effect to (i.e. no lapse date)</u>

## Purpose

Service lane.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.



## 1447 Road Widening - Clark Street

Designation Number	1447
Requiring Authority	Auckland Transport
Location	2-16, 24-26, 28-30 Clark Street, New Lynn
Rollover Designation	Yes
Legacy Reference	Designation RW2, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	<del>Five years from being operative in the Unitary Plan unless given effect to prior</del> <u>Given effect to (i.e. no lapse date)</u>

## Description

Road widening purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1452 Road Widening - Te Atatu South Road

Designation Number	1452
Requiring Authority	Auckland Transport
Location	241-275, 272-294, 281-314, 300-326, 330-332, 338-342 and 354-358 Te Atatu Road South, 93 Royal View Road, 1, 82 and 85 Jaemont Avenue, 1A and 2A Covil Avenue and 2A Bridge Avenue , Te Atatu
Rollover Designation	Yes
Legacy Reference	Designation RW9, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	<del>Five years from being operative in the Unitary Plan unless given effect to prior</del> Given effect to (i.e. no lapse date)

## Purpose

Road widening purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse Five years from being operative in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1469 Albany Highway

Designation Number	1469
Requiring Authority	Auckland Transport
Location	Albany Highway, Albany
Rollover Designation	Yes
Legacy Reference	Designation 190, Auckland Council District Plan (North Shore Section) 2003
Lapse Date	<del>Five years from being operative in the Unitary Plan unless given effect to prior</del> <u>Given effect to (i.e. no lapse date)</u>

## Purpose

Road widening and improvement works.

## Conditions

### General

1. That the scope and extent of the works within the designated area be generally in accordance with the plans submitted as part of the Notice of Requirement dated 22 September 2011, as modified (with respect to access to 329 Albany Highway) by drawing no.51-30100-SK444 dated 15 December 2011) and as modified (with respect to access to 281 Albany Highway) by drawing no SK281A- 281 Albany Highway - Rev 8 - Agreed Access Arrangements; and in accordance with the conditions set out below.
2. In accordance with Section 184(1) of the Resource Management Act 1991, the alteration to the designation shall lapse ~~Five years from being operative in the Unitary Plan if it has not been given effect to before the end of that period.~~
3. Before any construction is commenced an Outline Plan(s) shall be submitted In terms of Section 176A of the Resource Management Act 1991 to the Auckland Council. The Outline Plan(s) shall show those matters required by Section 176A of the Act and those matters specified in the following conditions. All work shall be undertaken in accordance with the Outline Plan(s). In addition to the requirements of Section 176A, no works shall commence until the specific mitigation plans referred to below have been approved to the satisfaction of Auckland Council. All works shall also be In accordance with the details of these specific mitigation plans.
4. That prior to any works being commenced, the Requiring Authority shall obtain all resource consents required under the Resource Management Act.
5. The Requiring Authority shall ensure that all reasonable steps are taken to prevent any nuisance and damage to adjacent properties during construction. The Requiring Authority shall reinstate any property damaged during construction or provide compensation to the affected owner if reinstatement is not possible.
6. At all times, reasonable physical vehicular and pedestrian access shall be maintained to private properties not directly affected by construction works in the area affected. Where private properties are directly affected by construction causing vehicular access to be temporarily prevented and no

alternative can be utilised, the Requiring Authority shall ensure that the property owner (and occupier if relevant), is consulted with respect to the most suitable time for carrying out the work and the Requiring Authority shall minimise the period during which access is prevented. Particular regard shall be given to those properties where the Requiring Authority is aware of owners/occupiers with physical impairments. Fences removed as a result of this project shall be reinstated at the Requiring Authority's expense unless alternative arrangements have been made with the landowner.

7. Fences removed as a result of this project shall be reinstated at the Requiring Authority's expense unless alternative arrangements have been made with the landowner.

### **Heritage / Archaeological**

8. Prior to submitting the Outline Plan of Works to the Council for approval in terms of Condition 3 above, the Requiring Authority shall request confirmation from the NZ Historic Places Trust whether an authority under the Historic Places Act 1993 is required to damage, modify or destroy any archaeological material, based on the archaeological assessment of the corridor by Russell Foster and Associates dated November 2011. If the archaeological assessment identifies any material of significant value, steps shall be undertaken by the Requiring Authority, where possible, to avoid damaging, modifying or destroying that material.

9. If any urupa, traditional sites, taonga (significant artefacts), or koiwi (human remains) are exposed during site works, then the following procedures shall apply:

- a. Works in the immediate vicinity of the site that has been exposed shall cease;
- b. The site supervisor shall immediately secure the area in a way that ensures that any remains or artefacts are untouched;
- c. The site supervisor shall notify representatives of relevant tangata whenua, the New Zealand Historic Places Trust, the Auckland Council and, in the case of human remains, the New Zealand Police; and
- d. The notification in (c) above shall allow such persons being given a reasonable time to record and recover archaeological features discovered before work may recommence on the exposed site. Should archaeological material be discovered, works shall not recommence until approval has been obtained from the New Zealand Historic Places Trust, under the Historic Places Act 1993.

10. Prior to the commencement of works, detailed protocols for the management of the exhuming and relocation of the unmarked graves in the Albany Cemetery identified as No. 7, protected as a Category A site, in the Auckland Council District Plan (North Shore Section-Appendix 11A Schedule of Buildings, Objects and Places of Heritage Significance) shall be developed in consultation with representatives of the relevant Tangata Whenua, the New Zealand Historic Places Trust, Presbyterian Church Trustees and Auckland Council.

### **Traffic Noise**

11. The surface of the Albany Highway shall be constructed of a suitable and practicable medium such as asphalt, or a road surface with equivalent or greater acoustic performance. The same medium, or a medium with equivalent or greater acoustic performance, shall be used for all future re-laying of the road surface.

12. As a minimum standard, the Requiring Authority shall design and construct works to satisfy the requirements of NZS 6806:2010 Acoustics - Road Traffic Noise- New And Altered Roads.

13. At the outline plan stage and prior to the commencement of the construction works, a Noise

Management Plan shall be provided to the Council's satisfaction from a suitably qualified acoustic consultant in accordance with section 14.9.1(b) of the Auckland District Plan (North Shore Section). The Plan shall provide measured

a ambient noise levels at appropriate representative monitoring points for all affected Properties And Facilities (PPF's) and the following information for each affected property

- a. The ambient sound levels to all PPF's prior to construction work commencing;
- b. The do-nothing traffic noise levels to all PPFs for the design year, a minimum of 10 years after the completion of the road widening;
- c. The do-minimum traffic noise levels to all PPFs for the design year, a minimum of 10 years after the completion of the road widening;
- d. Options for effective noise mitigation measures, either singly or in combination, including noise barriers and building insulation.
- e. Traffic noise levels for the design year to all PPFs with the proposed mitigation in place.

### **Construction Noise**

14. Noise generated by the construction works associated with the Albany Highway Corridor Upgrade shall, where practicable, comply with the *New Zealand Standard NZS 6803:1999 "Acoustics - Construction Noise"* except that where compliance with the standard is not practicable or possible, alternative methodologies that will minimise adverse effects shall be developed In consultation with the owners and/or occupiers of the affected properties, to the satisfaction of Auckland Council.

### **Construction Management Plan**

15. At least one month before the commencement of any construction activities authorised by this designation and associated with the proposed widening and upgrade of Albany Highway, the Requiring Authority, shall submit a Construction Management Plan to the Team Leader Compliance Monitoring (The Manager) - Northern, Auckland Council. The manager's approval must not be unreasonably withheld and, if provided, will be provided within 10 working days (of all information being received by the council). Works will only be able to proceed once approval has been granted. The construction management plan shall make provision for the following:

- a. Methods for avoiding or minimising noise nuisance;
- b. Methods for avoiding or minimising any dust nuisance from construction, including, in particular, any dust nuisance which may cause damage to utilities;
- c. Methods of avoiding or minimising any vibration or ground Instability effects, including, in particular, any such effects which may cause damage to utilities;
- d. Methods for protecting those trees that are to be retained and potentially affected by construction works;
- e. Methods for implementing the recommendations of the Landscape Mitigation Plan and the Arborist report prepared by Arborlab Consultancy Services Ltd dated April 2011;
- f. Methods for the demolition and/or removal of any building on properties required for the works;
- g. Methods for liaising with network utility operators;
- h. Methods for ensuring that any vehicles leaving the site do not deposit soil or other debris on public roads
- i. Details of the site manager, including their contact details (phone, fax, email and postal address);
- j. The location of a large notice board at each end of the works, which clearly identifies the name, telephone number, and address of the site manager;
- k. Methods for retaining access to all properties during the construction period;
- l. Methods for ensuring the safety of cyclists and pedestrians during construction.
- m. The location of the site office and workers' toilet and proposed parking arrangements for workers;

- n. The location of all material storage areas and protection measures (if required);
- o. Proposed hours of work on site;
- p. Locations at which construction equipment will be parked *over* night;
- q. The signage to be erected at the site during the construction period to advise motorists, pedestrians and cyclists of the works, and of the routes they should follow;
- r. A requirement to implement the Traffic Mitigation Plan;
- s. Proposed construction methodology;
- t. Proposed method of risk management;
- u. Measures for silt control and treatment of stormwater during construction;
- v. Proposed programme;
- w. Measures to manage access for emergency vehicles;
- x. Measures to manage the effects of construction vehicles (delivery routes, times, parking etc.);
- y. Measures to remediate any contaminated land (if any).

### **Communications Plan**

16. The requiring authority shall prepare, and submit for the approval with the Construction Management Plan, a Communication Plan that sets out procedures for communicating with the public, the owners and occupiers in the immediate vicinity of the construction area, and all schools in the immediate vicinity (including Albany Junior High and Senior High Schools, Kristin School, Albany Primary School and Pinehurst School) throughout the construction period. The communications plan must include a copy of the Traffic Mitigation Plan prepared under Condition 23 as well as procedures for:

- a. Giving notice of the commencement of construction activities;
- b. Providing information about the expected duration of work, including a programme of works;
- c. Giving notice of any changes to the programme of works.
- d. Handling complaints on noise, vibration, dust or any other matter.

17. The approved Communications Plan is to be implemented and maintained for the duration of the project.

18. The Requiring Authority must ensure that the Local Board, and the owners and occupiers of properties in the immediate vicinity of the construction area, are given notice of the commencement of construction activities and a programme of works at least 10 working days prior to construction commencing.

19. The Requiring Authority must, at all times, from the date the designation is confirmed until the works are complete, ensure that all affected persons are able to contact the delegated officer(s) or agents(s) whose duty it will be to liaise with all parties on the concerns arising out of the completion of the proposed works. This person shall be appointed after confirmation of the designation and affected owners/occupiers notified of the appointment in writing.

### **Construction Noise Management Plan**

20. A Construction Noise Management Plan ('CNMP') shall be prepared by a suitably qualified acoustic consultant and submitted to the Team Leader Compliance Monitoring (the Manager) - Northern, Auckland Council. The Manager's approval must not be unreasonably withheld and, if provided, will be provided within 10 working days (of all information being received by the Council). The Plan shall refer to noise management measures set out in Appendix E of NZS6803:1999 "Acoustics - Construction Noise" and shall detail the construction methodologies that will be employed to, as far as practicable, comply with NZS 6803:1999. As a minimum, the CNMP shall address the following:

- a. Construction sequence;
- b. Machinery and equipment to be used;

- c. Hours of operation, including times and days when noisy construction would occur;
- d. The design of noise mitigation measures such as temporary barriers or enclosures;
- e. Construction noise limits for specific areas;
- f. Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with residents and occupiers to achieve acceptable outcomes;
- g. Methods for monitoring and responding to complaints about construction noise.

The Requiring Authority shall ensure that the Construction Management Plan and Construction Noise Management Plan are complied with at all times during construction and that a copy of each is kept at the site offices.

21. The Requiring Authority shall advise neighbouring owners and occupiers of the construction timetable, including the date on which construction is expected to start and the expected duration of the work.

### **Traffic Mitigation Plan**

22. Prior to the commencement of construction, the Requiring Authority shall submit a Traffic Mitigation Plan ('TMP') to the Manager, Road Corridor Access, Auckland Transport (the manager). The Manager's approval must not be unreasonably withheld and, if provided, will be provided within 10 working days (of all information being provided to Auckland Transport). The Traffic Mitigation Plan shall:

- a. Address methods of mitigating the local and network wide effects of both the construction of individual elements of the project to be opened to traffic while other sections are under construction; and
- b. Provide details of how individual properties will be affected in terms of on site car parking and manoeuvring and what measures the Requiring Authority will be implementing to ensure that each property retains either the existing provision for on-site car parking or manoeuvring or compliance with District Plan requirements for on-site car parking and manoeuvring.
- c. Provide details of whether during construction the over dimension vehicle envelope of 9.5m by 6.5m is provided, or an alternative route is available.

#### *Advice Note:*

In particular, the TMP should give consideration to the following:

- Whether school holiday periods can be used for critical construction works to minimise disruption and delays caused by school traffic (7- 9am, 3-4pm)
- Whether it is possible to keep open one lane of traffic in each direction at peak times.
- Whether road closures (for either direction) can be avoided for the following: 7am to 9am on school days - for the entire length of the corridor (Bush Road/Albany Highway to Albany Expressway/Albany Highway). 3pm to 4pm on School days - for the section from Rosedale Road/Albany Highway to Albany Expressway/Albany Highway. 4.30pm to 6pm - at the Rosedale Road/Albany Highway, on the south approach between Appleby Rd and Rosedale Rd and on the east approach from William Pickering Dr and Albany Highway. (The above being existing congested areas that have been identified from an on-site survey).

### **Public Utilities**

#### **General Conditions**

23. The Requiring Authority shall, during the preparation of tender documents and the Construction Management Plan, take into account the location of the existing infrastructure and utility services and the likely location of future infrastructure and utility services, and undertake consultation with the

appropriate Council departments and network utility operators as necessary.

24. The Requiring Authority shall adopt best practice techniques for construction to ensure that all network utility operators' and Council's infrastructure is protected and public safety is ensured. The Requiring Authority shall liaise with public utility operators and use its best endeavours to ensure that all planned utility upgrading along the Albany Highway is carried out during the construction period.

***The following condition applies to Vector Limited and Transpower NZ Limited Electricity Infrastructure:***

25. The Requiring Authority shall consult with Vector Limited and Transpower NZ Limited at least 15 working days before carrying out any of the following activities on land that is subject of Designations 179 and 179A:

- a. Any activity where damage is caused, or is likely to be caused, to underground transmission lines assets through excavation or works;
- b. Any excavation in, or under, the road (including drilling, tunnelling, thrusting or similar); or
- c. Establishment, maintenance or replacement of street trees.

***The conditions below apply only to Watercare Services Limited's Infrastructure***

26. The Requiring Authority shall ensure that Watercare's ability to operate, maintain or upgrade its assets is not unduly restricted or prevented during construction and post construction.

27. The Requiring Authority shall consult with Watercare (or any other agent nominated from time to time) at least 15 working days prior to any works being carried out in close proximity to Watercare's assets and obtain any approvals required from Watercare.

28. The Requiring Authority shall, at the Outline Plan of Works stage, clearly show any actual and/or potential effects of the proposed works on Watercare's infrastructure.

**Emergency works**

29. Emergency works and urgent works, including provision for 24 hour access, can be undertaken by any other Network Utility Operator without the need for express written approval from the Requiring Authority. The party undertaking the emergency or urgent works must advise the Requiring Authority, within 2 working days, that the activity has been undertaken and seek written approval if the work is ongoing.

"Emergency works" means works defined under section 330(1) of the RMA or Section 6.22.1 of the Draft National Code of Practice for Utilities Access to the Transport Corridors (March 2009) of the Code of Practice of Working in the Road (Auckland Region) or any replacement code.

"Urgent work" is defined in section 69 of the Local Government Act (Auckland Council) Act 2009 as work that is urgent and necessary as a result of any defective equipment or other emergency equipment or other emergency.

The above condition shall apply to land that is within the road designation, whether it is formed or not.

**Written Approvals**

30. In providing written approvals for works in roads under section 176 of the RMA, the Requiring Authority shall comply with the requirements, procedures and timeframes set out in the Code of Practice for Working in the Road (Auckland Region) or any replacement of the regional code by the Code of Practice of Utilities Access to the Transportation Corridors.



*Advice Note:*

The process implemented for providing requiring authority approvals above could be incorporated into the process for granting access to the road network such that a single process for both requiring authority approvals and road access approvals is implemented unless otherwise requested by the party seeking approval.

**Vegetation and Corridor Mitigation**

31. The Requiring Authority shall submit a comprehensive Landscape Mitigation Plan as part of the Outline Plan, in consultation with the Council's Urban Design - Built Environment (Environmental Strategy and Policy), Park Arborists and the Northern Ward Arborist for approval and to the satisfaction of Auckland Council. The Plan shall take account of:

- a. Mitigation measures as outlined in the 'Landscape Plans' and 'Landscape and Urban Design Framework' report prepared by Isthmus Landscape Architecture/Urban Design dated April 2011 (Appendix 2 and 3 of the Landscape, Visual and Urban Design Assessment Report).
- b. Modifications to the measures outlined in the Landscape Plans and Landscape and Urban Design Framework report required to give effect to detailed design safety audit recommendations, geometric design constraints and access arrangements for 329 Albany Highway shown on drawing no. 51-30100-SK44 dated 15 December 2011.
- c. Where there is a conflict between tree location and utilities, alternatives are explored in order that trees are planted close to the locations shown on the 'Landscape Plans'. Such alternatives may include minor relocation of planting (which may entail changes in tree spacing or minor adjustments to footpath and cycle path alignment), changes to tree planting details (such as changes in tree planter detail), or minor realignment of the more flexible services where it is practicable and does not add significantly to cost. Where such alternatives are not practicable, such trees shown on the 'Landscape Plans' shall be planted elsewhere in the corridor.
- d. Consultation with individual property owners and Cycle Action Auckland (in regards to the design of the cycle pathways).
- e. The high sensitivity and potential complexity of the works associated with the reserve land along the Albany Highway Corridor, and in particular, the Albany Cemetery (R539) and Oteha Stream (R473).

32. The Plan shall provide for:

- a. The implementation of the design parameters detailed in the Landscape and Urban Design Framework (Appendix 3 of the Landscape, Visual and Urban Design Assessment report) that provides guidance on the detailed design of:
  - Pedestrian and cycle pathways
  - Medians
  - Intersections
  - Mid-block crossings
  - Pedestrian refuge islands
  - Driveways and shared accessways
  - Retaining walls
  - Street furniture (lights, signs, bush shelters)
  - Boundary walls
  - Existing vegetation
  - Planting within the berm
  - Planting within property boundaries
  - Stormwater
  - Days Bridge

- Utilities.
  - b. The identification of existing trees and vegetation affected by the proposed works which, where practicable, are to be retained. These trees shall be protected during the construction programme.
  - c. The identification of any existing trees and vegetation affected by the proposed works that are to be relocated.
  - d. A schedule of species to be planted, including their location, botanical name, average plant size at time of planting, with a minimum size of PB95 being used for all specimen street trees, and average mature height.
  - e. Detailed design of acoustic barriers (in consultation with a suitable qualified acoustic consultant) following consultation with individual property owners.
  - f. A maintenance period for vegetation retention of no less than 2 years from the certified date of practical completion of all the planting. The maintenance shall include performance standards specifying survival rates for planting and strategies to address non optimal growth rates and measures including control of invasive root species. It shall also provide for replanting where unsatisfactory planting results have occurred and the timing of planting which could, - in consultation with landowners, include opportunities for early planting.
  - g. Details of street tree planting within medians and berms along the corridor length.
  - h. Replacement fencing, walling and boundary planting including outcome of discussions with individual owners.

*Advice Notes:*

In the preparation of the Landscape Mitigation Plan consideration should also be given to the following matters:

1. Retaining Walls

- The use of stepped structures with planting to assist the visual mitigation where retaining walls are required to be higher than 1.2m.
- The use of pre cast panels between the slip road adjacent to 234a- 246 Albany Highway and the highway itself with consideration to a planting strip at the base of the wall to allow for shrub or climber planting to soften the retaining structure.
- The use of art to enliven this route used by adults and children - retaining walls offer a variety of opportunities, particularly near intersections and bus stops.

2. Boundary Treatment

- To the use of hedge, low shrub or climber planting on the highway side of timber fences where space between footpath and boundary permits, in order to create a 'greener' streetscape and reduce the potential for graffiti, so long as such planting does not compromise passive surveillance objectives. Consideration should be given to the adequacy of on-going maintenance of such planting. A decision on such planting should take into account the wishes of adjacent property owners.
- Fencing to be designed with some variations along the corridor in context with adjacent properties, but in a way that creates a coherent and uncluttered appearance as described in the Landscape and Urban Design Framework

3. Street Furniture and Lighting

- The quality of fittings should be of similar standard to that implemented in the Albany Town Centre as a minimum.

4. Shrub and Groundcover Species

- The use of a limited number of consistent shrub and groundcover species within all three different native planting mixes to encourage a sense of continuity and cohesion throughout the highway corridor.

#### 5. Street Tree Planting

- The use of a planting trench in the grassed berm between the pedestrian path and cycleway, where it is capable of being developed, such as between the footpath and cycle path between 265 Albany Highway and Appleby Road, in order to provide good growing conditions for street trees. Note that construction of such planting trenches shall take into account potential conflict with utilities.

#### 6. Paving Materials

- The use of a coherent system of paving materials and signage to distinguish footpaths, cycle paths, and shared paths. Such materials should complement each other so that they contribute to visual amenity. Signage and graphics should similarly contribute to amenity,
- The use of paving for pedestrian refuge areas within the central median consistent with that use/ for shared paths on the adjacent berms. This approach could be extended to pedestrian crossover areas of roads feeding into the highway subject to traffic engineering recommendations.

#### 7. Other Detailed Design Issues

- Impractical berm configuration that results in acute angles for planting or grassed areas that will not support successful plant establishment e.g. LP002 adjacent 221 Albany Highway and LP011 east side of corridor adjacent Lucas Creek tributary.
- Potential conflict between lighting standard and vehicular access points e.g. LP007 adjacent 427 Albany Highway.
- Potential conflict between bush shelter and vehicular access points LP007 adjacent 419 Albany Highway.
- Feasibility of retaining existing trees e.g. LPOOB adjacent 437b Albany Highway. (Note: the general approach of retaining existing significant trees/notable trees is supported in principle).
- Practicality of footpath layout e.g. LPOOB absence of paved link between bus stop and footpath near 460 Albany Highway.
- Comprehensive treatment of all berms e.g. LP012 adjacent R21 where no treatment is shown for the berm between the shared cycleway / footpath and the property boundary.
- Review of the intersection widths and radii to reduce pedestrian crossing distances and turning vehicle speeds down.

#### *Parkhead Reserve RB*

- Replacement planting within the Reserve to reinstate the existing well established leafy reserve character that prevails.
- Attention should also be paid to the sensitive design of any level changes between the highway and reserve to ensure an attractive and seamless transition between the two. Retaining, if required, should be detailed so as to avoid interfering with the open expansive feel between the carriageway and reserve and should be either formed in a high quality material that does not require screening or screened by low planting or a self clinging climber.

#### *R323*

- Replacement planting of two totara in the adjacent reserve.

#### *Oteha Stream R473*

- To encourage the use of clean and simple lines, and visually recessive colours and avoid the use of applied motifs for Days Bridge.

#### *Albany Cemetery*

- It may be appropriate to consider the use of an alternative species to kanuka within the Albany Cemetery as replacement for the existing trees.
- Use of natural stone facing material on the retaining wall below the Cemetery.

34. All planting in the road reserve will be subject to normal Council maintenance after the specific period identified in the Landscape Mitigation Plan.

35. All landscape mitigation planting shall be implemented no later than in the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practical opportunity. Following completion of planting, the Requiring Authority shall submit to the Council a report by an independent and appropriately qualified landscape architect on the implementation of the Landscape and Urban Design Plan providing a quantitative and qualitative assessment of the performance criteria detailed in the plan. During the maintenance period, the landscape architect shall carry out a qualitative and quantitative inspection every three months during the first 12 months following planting (or more frequently if considered necessary), and then six monthly for a period up to 24 months from completion of each planting area or until the performance standards detailed in the maintenance contract are met.

Stormwater / Contaminants Prior to lodgement of the Outline Plan of Works, consultation shall be undertaken with the Auckland Council Stormwater Unit on the proposed treatment and discharge of stormwater.

*Advice Notes:*

1. Consultation should be undertaken with the Auckland Council Stormwater Unit regarding the following bullet points relating to the stormwater management infrastructure catering for the proposed road design:
  - Operation and maintenance of proposed stormwater management devices
  - Maintenance access requirements for stormwater management ponds (or other such devices) located within private property
  - Interim and long term responsibility for pond maintenance and other such devices
  - Maintenance access requirements for stormwater management devices located within the road corridor
  - Location of stormwater manholes within the road corridor
  - Connection of existing stormwater infrastructure into any new roading stormwater network
  - Any maintenance requirements for stormwater management devices immediately prior to any transfer of responsibility of those devices to Auckland Council, including but not limited to a full clean-out of proprietary devices including filter medium and cartridge replacement where required.
2. Stormwater pond(s) (or other such devices) located on private property that have been identified for the purpose of treating stormwater runoff from the proposed road corridor should, if possible, have an Easement in Gross over the private land to enable routine maintenance and operation of the stormwater management pond(s). The area comprising the stormwater pond(s) should, if practicable be defined as an Easement for Drainage Purposes, or become a Drainage Reserve vested in Auckland Council.
3. Operation and maintenance access to any stormwater pond should be provided to an 'all weather' standard as per the legacy Council requirements - NSCC-IDSM 2009 Issue 10.
4. Operation I Maintenance Manuals with Engineering Drawings should be provided to Auckland

Council Stormwater Unit for all stormwater devices, including ponds. The manuals should include catchment plans, summary cafes, drawings, as built, etc - as per the legacy Council requirements - NSCC IDSM 2009 Issue 10.

5. The forebays of existing ponds should be jointly inspected before road works commence, assessed, and photos taken. Any road construction wash materials I debris identified that have accumulated during the construction phase of the project should be removed from the forebay(s) by the Requiring Authority upon completion of the activity, at no cost to Council and to Councils satisfaction. Liaison regarding any required stormwater pond forebay clean out is with Auckland Council's Stormwater Consents Engineer.

## Attachments

No attachments.

**1439 Access Fairbanks Place**

**1441 Access Ranui Station Road**

**1442 Service Lane Henderson Square**

**1444 Service Lane McNaughton Way**

**1445 Service Lane James Laurie Street**

**1447 Road Widening Clark Street**

**1452 Road Widening Te Atatu South Road**

**1469 Albany Highway**

**Corrected text**

## 1439 Road Access - Fairbanks Place

Designation Number	1439
Requiring Authority	Auckland Transport
Location	7 Fairbanks Place, Glendene
Rollover Designation	Yes
Legacy Reference	Designation A11, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Roading access purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:

- a. It is given effect to before the end of that period; or
- b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
- c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1441 Road Access - Ranui Station Road

Designation Number	1441
Requiring Authority	Auckland Transport
Location	35 Ranui Station Road, Ranui
Rollover Designation	Yes
Legacy Reference	Designation A32, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Roading access purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.



## 1442 Service Lane - Henderson Square A

Designation Number	1442
Requiring Authority	Auckland Transport
Location	342-344 Great North Road (Henderson Square A), Henderson
Rollover Designation	Yes
Legacy Reference	Designation SL1, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Service lane.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1444 Service Lane - McNaughton Way

Designation Number	1444
Requiring Authority	Auckland Transport
Location	McNaughton Way to 11 High Brown Drive, New Lynn
Rollover Designation	Yes
Legacy Reference	Designation SL3, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Service lane.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1445 Service Lane - James Laurie Street

Designation Number	1445
Requiring Authority	Auckland Transport
Location	60 James Laurie Street to 240C-D Great North Road, Henderson
Rollover Designation	Yes
Legacy Reference	Designation SL4, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Service lane.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1447 Road Widening - Clark Street

Designation Number	1447
Requiring Authority	Auckland Transport
Location	2-16, 24-26, 28-30 Clark Street, New Lynn
Rollover Designation	Yes
Legacy Reference	Designation RW2, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Description

Road widening purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1452 Road Widening - Te Atatu South Road

Designation Number	1452
Requiring Authority	Auckland Transport
Location	241-275, 272-294, 281-314, 300-326, 330-332, 338-342 and 354-358 Te Atatu Road South, 93 Royal View Road, 1, 82 and 85 Jaemont Avenue, 1A and 2A Covil Avenue and 2A Bridge Avenue , Te Atatu
Rollover Designation	Yes
Legacy Reference	Designation RW9, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Road widening purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse Five years from being operative in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1469 Albany Highway

Designation Number	1469
Requiring Authority	Auckland Transport
Location	Albany Highway, Albany
Rollover Designation	Yes
Legacy Reference	Designation 190, Auckland Council District Plan (North Shore Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Road widening and improvement works.

## Conditions

### General

1. That the scope and extent of the works within the designated area be generally in accordance with the plans submitted as part of the Notice of Requirement dated 22 September 2011, as modified (with respect to access to 329 Albany Highway) by drawing no.51-30100-SK444 dated 15 December 2011) and as modified (with respect to access to 281 Albany Highway) by drawing no SK281A- 281 Albany Highway - Rev 8 - Agreed Access Arrangements; and in accordance with the conditions set out below.

2. In accordance with Section 184(1) of the Resource Management Act 1991, the alteration to the designation shall lapse Five years from being operative in the Unitary Plan if it has not been given effect to before the end of that period.

3. Before any construction is commenced an Outline Plan(s) shall be submitted In terms of Section 176A of the Resource Management Act 1991 to the Auckland Council. The Outline Plan(s) shall show those matters required by Section 176A of the Act and those matters specified in the following conditions. All work shall be undertaken in accordance with the Outline Plan(s). In addition to the requirements of Section 176A, no works shall commence until the specific mitigation plans referred to below have been approved to the satisfaction of Auckland Council. All works shall also be In accordance with the details of these specific mitigation plans.

4. That prior to any works being commenced, the Requiring Authority shall obtain all resource consents required under the Resource Management Act.

5. The Requiring Authority shall ensure that all reasonable steps are taken to prevent any nuisance and damage to adjacent properties during construction. The Requiring Authority shall reinstate any property damaged during construction or provide compensation to the affected owner if reinstatement is not possible.

6. At all times, reasonable physical vehicular and pedestrian access shall be maintained to private properties not directly affected by construction works in the area affected. Where private properties are directly affected by construction causing vehicular access to be temporarily prevented and no alternative can be utilised, the Requiring Authority shall ensure that the property owner (and occupier

if relevant), is consulted with respect to the most suitable time for carrying out the work and the Requiring Authority shall minimise the period during which access is prevented. Particular regard shall be given to those properties where the Requiring Authority is aware of owners/occupiers with physical impairments. Fences removed as a result of this project shall be reinstated at the Requiring Authority's expense unless alternative arrangements have been made with the landowner.

7. Fences removed as a result of this project shall be reinstated at the Requiring Authority's expense unless alternative arrangements have been made with the landowner.

### **Heritage / Archaeological**

8. Prior to submitting the Outline Plan of Works to the Council for approval in terms of Condition 3 above, the Requiring Authority shall request confirmation from the NZ Historic Places Trust whether an authority under the Historic Places Act 1993 is required to damage, modify or destroy any archaeological material, based on the archaeological assessment of the corridor by Russell Foster and Associates dated November 2011. If the archaeological assessment identifies any material of significant value, steps shall be undertaken by the Requiring Authority, where possible, to avoid damaging, modifying or destroying that material.

9. If any urupa, traditional sites, taonga (significant artefacts), or koiwi (human remains) are exposed during site works, then the following procedures shall apply:

- a. Works in the immediate vicinity of the site that has been exposed shall cease;
- b. The site supervisor shall immediately secure the area in a way that ensures that any remains or artefacts are untouched;
- c. The site supervisor shall notify representatives of relevant tangata whenua, the New Zealand Historic Places Trust, the Auckland Council and, in the case of human remains, the New Zealand Police; and
- d. The notification in (c) above shall allow such persons being given a reasonable time to record and recover archaeological features discovered before work may recommence on the exposed site. Should archaeological material be discovered, works shall not recommence until approval has been obtained from the New Zealand Historic Places Trust, under the Historic Places Act 1993.

10. Prior to the commencement of works, detailed protocols for the management of the exhuming and relocation of the unmarked graves in the Albany Cemetery identified as No. 7, protected as a Category A site, in the Auckland Council District Plan (North Shore Section-Appendix 11A Schedule of Buildings, Objects and Places of Heritage Significance) shall be developed in consultation with representatives of the relevant Tangata Whenua, the New Zealand Historic Places Trust, Presbyterian Church Trustees and Auckland Council.

### **Traffic Noise**

11. The surface of the Albany Highway shall be constructed of a suitable and practicable medium such as asphalt, or a road surface with equivalent or greater acoustic performance. The same medium, or a medium with equivalent or greater acoustic performance, shall be used for all future re-laying of the road surface.

12. As a minimum standard, the Requiring Authority shall design and construct works to satisfy the requirements of NZS 6806:2010 Acoustics - Road Traffic Noise- New And Altered Roads.

13. At the outline plan stage and prior to the commencement of the construction works, a Noise Management Plan shall be provided to the Council's satisfaction from a suitably qualified acoustic

consultant in accordance with section 14.9.1(b) of the Auckland District Plan (North Shore Section). The Plan shall provide measured

a ambient noise levels at appropriate representative monitoring points for all affected Properties And Facilities (PPF's) and the following information for each affected property

- a. The ambient sound levels to all PPF's prior to construction work commencing;
- b. The do-nothing traffic noise levels to all PPFs for the design year, a minimum of 10 years after the completion of the road widening;
- c. The do-minimum traffic noise levels to all PPFs for the design year, a minimum of 10 years after the completion of the road widening;
- d. Options for effective noise mitigation measures, either singly or in combination, including noise barriers and building insulation.
- e. Traffic noise levels for the design year to all PPFs with the proposed mitigation in place.

### **Construction Noise**

14. Noise generated by the construction works associated with the Albany Highway Corridor Upgrade shall, where practicable, comply with the *New Zealand Standard NZS 6803:1999 "Acoustics - Construction Noise"* except that where compliance with the standard is not practicable or possible, alternative methodologies that will minimise adverse effects shall be developed In consultation with the owners and/or occupiers of the affected properties, to the satisfaction of Auckland Council.

### **Construction Management Plan**

15. At least one month before the commencement of any construction activities authorised by this designation and associated with the proposed widening and upgrade of Albany Highway, the Requiring Authority, shall submit a Construction Management Plan to the Team Leader Compliance Monitoring (The Manager) - Northern, Auckland Council. The manager's approval must not be unreasonably withheld and, if provided, will be provided within 10 working days (of all information being received by the council). Works will only be able to proceed once approval has been granted. The construction management plan shall make provision for the following:

- a. Methods for avoiding or minimising noise nuisance;
- b. Methods for avoiding or minimising any dust nuisance from construction, including, in particular, any dust nuisance which may cause damage to utilities;
- c. Methods of avoiding or minimising any vibration or ground Instability effects, including, in particular, any such effects which may cause damage to utilities;
- d. Methods for protecting those trees that are to be retained and potentially affected by construction works;
- e. Methods for implementing the recommendations of the Landscape Mitigation Plan and the Arborist report prepared by Arborlab Consultancy Services Ltd dated April 2011;
- f. Methods for the demolition and/or removal of any building on properties required for the works;
- g. Methods for liaising with network utility operators;
- h. Methods for ensuring that any vehicles leaving the site do not deposit soil or other debris on public roads
- i. Details of the site manager, including their contact details (phone, fax, email and postal address);
- j. The location of a large notice board at each end of the works, which clearly identifies the name, telephone number, and address of the site manager;
- k. Methods for retaining access to all properties during the construction period;
- l. Methods for ensuring the safety of cyclists and pedestrians during construction.
- m. The location of the site office and workers' toilet and proposed parking arrangements for workers;
- n. The location of all material storage areas and protection measures (if required);



- o. Proposed hours of work on site;
- p. Locations at which construction equipment will be parked over night;
- q. The signage to be erected at the site during the construction period to advise motorists, pedestrians and cyclists of the works, and of the routes they should follow;
- r. A requirement to implement the Traffic Mitigation Plan;
- s. Proposed construction methodology;
- t. Proposed method of risk management;
- u. Measures for silt control and treatment of stormwater during construction;
- v. Proposed programme;
- w. Measures to manage access for emergency vehicles;
- x. Measures to manage the effects of construction vehicles (delivery routes, times, parking etc.);
- y. Measures to remediate any contaminated land (if any).

### **Communications Plan**

16. The requiring authority shall prepare, and submit for the approval with the Construction Management Plan, a Communication Plan that sets out procedures for communicating with the public, the owners and occupiers in the immediate vicinity of the construction area, and all schools in the immediate vicinity (including Albany Junior High and Senior High Schools, Kristin School, Albany Primary School and Pinehurst School) throughout the construction period. The communications plan must include a copy of the Traffic Mitigation Plan prepared under Condition 23 as well as procedures for:

- a. Giving notice of the commencement of construction activities;
- b. Providing information about the expected duration of work, including a programme of works;
- c. Giving notice of any changes to the programme of works.
- d. Handling complaints on noise, vibration, dust or any other matter.

17. The approved Communications Plan is to be implemented and maintained for the duration of the project.

18. The Requiring Authority must ensure that the Local Board, and the owners and occupiers of properties in the immediate vicinity of the construction area, are given notice of the commencement of construction activities and a programme of works at least 10 working days prior to construction commencing.

19. The Requiring Authority must, at all times, from the date the designation is confirmed until the works are complete, ensure that all affected persons are able to contact the delegated officer(s) or agents(s) whose duty it will be to liaise with all parties on the concerns arising out of the completion of the proposed works. This person shall be appointed after confirmation of the designation and affected owners/occupiers notified of the appointment in writing.

### **Construction Noise Management Plan**

20. A Construction Noise Management Plan ('CNMP') shall be prepared by a suitably qualified acoustic consultant and submitted to the Team Leader Compliance Monitoring (the Manager) - Northern, Auckland Council. The Manager's approval must not be unreasonably withheld and, if provided, will be provided within 10 working days (of all information being received by the Council). The Plan shall refer to noise management measures set out in Appendix E of NZS6803:1999 "Acoustics - Construction Noise" and shall detail the construction methodologies that will be employed to, as far as practicable, comply with NZS 6803:1999. As a minimum, the CNMP shall address the following:

- a. Construction sequence;
- b. Machinery and equipment to be used;
- c. Hours of operation, including times and days when noisy construction would occur;
- d. The design of noise mitigation measures such as temporary barriers or enclosures;

- e. Construction noise limits for specific areas;
- f. Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with residents and occupiers to achieve acceptable outcomes;
- g. Methods for monitoring and responding to complaints about construction noise.

The Requiring Authority shall ensure that the Construction Management Plan and Construction Noise Management Plan are complied with at all times during construction and that a copy of each is kept at the site offices.

21. The Requiring Authority shall advise neighbouring owners and occupiers of the construction timetable, including the date on which construction is expected to start and the expected duration of the work.

### **Traffic Mitigation Plan**

22. Prior to the commencement of construction, the Requiring Authority shall submit a Traffic Mitigation Plan ('TMP') to the Manager, Road Corridor Access, Auckland Transport (the manager). The Manager's approval must not be unreasonably withheld and, if provided, will be provided within 10 working days (of all information being provided to Auckland Transport). The Traffic Mitigation Plan shall:

- a. Address methods of mitigating the local and network wide effects of both the construction of individual elements of the project to be opened to traffic while other sections are under construction; and
- b. Provide details of how individual properties will be affected in terms of on site car parking and manoeuvring and what measures the Requiring Authority will be implementing to ensure that each property retains either the existing provision for on-site car parking or manoeuvring or compliance with District Plan requirements for on-site car parking and manoeuvring.
- c. Provide details of whether during construction the over dimension vehicle envelope of 9.5m by 6.5m is provided, or an alternative route is available.

#### *Advice Note:*

In particular, the TMP should give consideration to the following:

- Whether school holiday periods can be used for critical construction works to minimise disruption and delays caused by school traffic (7- 9am, 3-4pm)
- Whether it is possible to keep open one lane of traffic in each direction at peak times.
- Whether road closures (for either direction) can be avoided for the following: 7am to 9am on school days - for the entire length of the corridor (Bush Road/Albany Highway to Albany Expressway/Albany Highway). 3pm to 4pm on School days - for the section from Rosedale Road/Albany Highway to Albany Expressway/Albany Highway. 4.30pm to 6pm - at the Rosedale Road/Albany Highway, on the south approach between Appleby Rd and Rosedale Rd and on the east approach from William Pickering Dr and Albany Highway. (The above being existing congested areas that have been identified from an on-site survey).

### **Public Utilities**

#### **General Conditions**

23. The Requiring Authority shall, during the preparation of tender documents and the Construction Management Plan, take into account the location of the existing infrastructure and utility services and the likely location of future infrastructure and utility services, and undertake consultation with the appropriate Council departments and network utility operators as necessary.

24. The Requiring Authority shall adopt best practice techniques for construction to ensure that all network utility operators' and Council's infrastructure is protected and public safety is ensured. The Requiring Authority shall liaise with public utility operators and use its best endeavours to ensure that all planned utility upgrading along the Albany Highway is carried out during the construction period.

***The following condition applies to Vector Limited and Transpower NZ Limited Electricity Infrastructure:***

25. The Requiring Authority shall consult with Vector Limited and Transpower NZ Limited at least 15 working days before carrying out any of the following activities on land that is subject of Designations 179 and 179A:

- a. Any activity where damage is caused, or is likely to be caused, to underground transmission lines assets through excavation or works;
- b. Any excavation in, or under, the road (including drilling, tunnelling, thrusting or similar); or
- c. Establishment, maintenance or replacement of street trees.

***The conditions below apply only to Watercare Services Limited's Infrastructure***

26. The Requiring Authority shall ensure that Watercare's ability to operate, maintain or upgrade its assets is not unduly restricted or prevented during construction and post construction.

27. The Requiring Authority shall consult with Watercare (or any other agent nominated from time to time) at least 15 working days prior to any works being carried out in close proximity to Watercare's assets and obtain any approvals required from Watercare.

28. The Requiring Authority shall, at the Outline Plan of Works stage, clearly show any actual and/or potential effects of the proposed works on Watercare's infrastructure.

**Emergency works**

29. Emergency works and urgent works, including provision for 24 hour access, can be undertaken by any other Network Utility Operator without the need for express written approval from the Requiring Authority. The party undertaking the emergency or urgent works must advise the Requiring Authority, within 2 working days, that the activity has been undertaken and seek written approval if the work is ongoing.

"Emergency works" means works defined under section 330(1) of the RMA or Section 6.22.1 of the Draft National Code of Practice for Utilities Access to the Transport Corridors (March 2009) of the Code of Practice of Working in the Road (Auckland Region) or any replacement code.

"Urgent work" is defined in section 69 of the Local Government Act (Auckland Council) Act 2009 as work that is urgent and necessary as a result of any defective equipment or other emergency equipment or other emergency.

The above condition shall apply to land that is within the road designation, whether it is formed or not.

**Written Approvals**

30. In providing written approvals for works in roads under section 176 of the RMA, the Requiring Authority shall comply with the requirements, procedures and timeframes set out in the Code of Practice for Working in the Road (Auckland Region) or any replacement of the regional code by the Code of Practice of Utilities Access to the Transportation Corridors.

*Advice Note:*

The process implemented for providing requiring authority approvals above could be incorporated into the process for granting access to the road network such that a single process for both requiring authority approvals and road access approvals is implemented unless otherwise requested by the party seeking approval.

### **Vegetation and Corridor Mitigation**

31. The Requiring Authority shall submit a comprehensive Landscape Mitigation Plan as part of the Outline Plan, in consultation with the Council's Urban Design - Built Environment (Environmental Strategy and Policy), Park Arborists and the Northern Ward Arborist for approval and to the satisfaction of Auckland Council. The Plan shall take account of:

- a. Mitigation measures as outlined in the 'Landscape Plans' and 'Landscape and Urban Design Framework' report prepared by Isthmus Landscape Architecture/Urban Design dated April 2011 (Appendix 2 and 3 of the Landscape, Visual and Urban Design Assessment Report).
- b. Modifications to the measures outlined in the Landscape Plans and Landscape and Urban Design Framework report required to give effect to detailed design safety audit recommendations, geometric design constraints and access arrangements for 329 Albany Highway shown on drawing no. 51-30100-SK44 dated 15 December 2011.
- c. Where there is a conflict between tree location and utilities, alternatives are explored in order that trees are planted close to the locations shown on the 'Landscape Plans'. Such alternatives may include minor relocation of planting (which may entail changes in tree spacing or minor adjustments to footpath and cycle path alignment), changes to tree planting details (such as changes in tree planter detail), or minor realignment of the more flexible services where it is practicable and does not add significantly to cost. Where such alternatives are not practicable, such trees shown on the 'Landscape Plans' shall be planted elsewhere in the corridor.
- d. Consultation with individual property owners and Cycle Action Auckland (in regards to the design of the cycle pathways).
- e. The high sensitivity and potential complexity of the works associated with the reserve land along the Albany Highway Corridor, and in particular, the Albany Cemetery (R539) and Oteha Stream (R473).

32. The Plan shall provide for:

- a. The implementation of the design parameters detailed in the Landscape and Urban Design Framework (Appendix 3 of the Landscape, Visual and Urban Design Assessment report) that provides guidance on the detailed design of:
  - Pedestrian and cycle pathways
  - Medians
  - Intersections
  - Mid-block crossings
  - Pedestrian refuge islands
  - Driveways and shared accessways
  - Retaining walls
  - Street furniture (lights, signs, bush shelters)
  - Boundary walls
  - Existing vegetation
  - Planting within the berm
  - Planting within property boundaries
  - Stormwater
  - Days Bridge
  - Utilities.

- b. The identification of existing trees and vegetation affected by the proposed works which, where practicable, are to be retained. These trees shall be protected during the construction programme.
- c. The identification of any existing trees and vegetation affected by the proposed works that are to be relocated.
- d. A schedule of species to be planted, including their location, botanical name, average plant size at time of planting, with a minimum size of PB95 being used for all specimen street trees, and average mature height.
- e. Detailed design of acoustic barriers (in consultation with a suitable qualified acoustic consultant) following consultation with individual property owners.
- f. A maintenance period for vegetation retention of no less than 2 years from the certified date of practical completion of all the planting. The maintenance shall include performance standards specifying survival rates for planting and strategies to address non optimal growth rates and measures including control of invasive root species. It shall also provide for replanting where unsatisfactory planting results have occurred and the timing of planting which could, - in consultation with landowners, include opportunities for early planting.
- g. Details of street tree planting within medians and berms along the corridor length.
- h. Replacement fencing, walling and boundary planting including outcome of discussions with individual owners.

*Advice Notes:*

In the preparation of the Landscape Mitigation Plan consideration should also be given to the following matters:

1. Retaining Walls

- The use of stepped structures with planting to assist the visual mitigation where retaining walls are required to be higher than 1.2m.
- The use of pre cast panels between the slip road adjacent to 234a- 246 Albany Highway and the highway itself with consideration to a planting strip at the base of the wall to allow for shrub or climber planting to soften the retaining structure.
- The use of art to enliven this route used by adults and children - retaining walls offer a variety of opportunities, particularly near intersections and bus stops.

2. Boundary Treatment

- To the use of hedge, low shrub or climber planting on the highway side of timber fences where space between footpath and boundary permits, in order to create a 'greener' streetscape and reduce the potential for graffiti, so long as such planting does not compromise passive surveillance objectives. Consideration should be given to the adequacy of on-going maintenance of such planting. A decision on such planting should take into account the wishes of adjacent property owners.
- Fencing to be designed with some variations along the corridor in context with adjacent properties, but in a way that creates a coherent and uncluttered appearance as described in the Landscape and Urban Design Framework

3. Street Furniture and Lighting

- The quality of fittings should be of similar standard to that implemented in the Albany Town Centre as a minimum.

4. Shrub and Groundcover Species

- The use of a limited number of consistent shrub and groundcover species within all three different native planting mixes to encourage a sense of continuity and cohesion throughout the highway corridor.

#### 5. Street Tree Planting

- The use of a planting trench in the grassed berm between the pedestrian path and cycleway, where it is capable of being developed, such as between the footpath and cycle path between 265 Albany Highway and Appleby Road, in order to provide good growing conditions for street trees. Note that construction of such planting trenches shall take into account potential conflict with utilities.

#### 6. Paving Materials

- The use of a coherent system of paving materials and signage to distinguish footpaths, cycle paths, and shared paths. Such materials should complement each other so that they contribute to visual amenity. Signage and graphics should similarly contribute to amenity,
- The use of paving for pedestrian refuge areas within the central median consistent with that use/ for shared paths on the adjacent berms. This approach could be extended to pedestrian crossover areas of roads feeding into the highway subject to traffic engineering recommendations.

#### 7. Other Detailed Design Issues

- Impractical berm configuration that results in acute angles for planting or grassed areas that will not support successful plant establishment e.g. LP002 adjacent 221 Albany Highway and LP011 east side of corridor adjacent Lucas Creek tributary.
- Potential conflict between lighting standard and vehicular access points e.g. LP007 adjacent 427 Albany Highway.
- Potential conflict between bush shelter and vehicular access points LP007 adjacent 419 Albany Highway.
- Feasibility of retaining existing trees e.g. LPOOB adjacent 437b Albany Highway. (Note: the general approach of retaining existing significant trees/notable trees is supported in principle).
- Practicality of footpath layout e.g. LPOOB absence of paved link between bus stop and footpath near 460 Albany Highway.
- Comprehensive treatment of all berms e.g. LP012 adjacent R21 where no treatment is shown for the berm between the shared cycleway / footpath and the property boundary.
- Review of the intersection widths and radii to reduce pedestrian crossing distances and turning vehicle speeds down.

#### *Parkhead Reserve RB*

- Replacement planting within the Reserve to reinstate the existing well established leafy reserve character that prevails.
- Attention should also be paid to the sensitive design of any level changes between the highway and reserve to ensure an attractive and seamless transition between the two. Retaining, if required, should be detailed so as to avoid interfering with the open expansive feel between the carriageway and reserve and should be either formed in a high quality material that does not require screening or screened by low planting or a self clinging climber.

#### *R323*

- Replacement planting of two totara in the adjacent reserve.

#### *Oteha Stream R473*

- To encourage the use of clean and simple lines, and visually recessive colours and avoid the use of applied motifs for Days Bridge.

#### *Albany Cemetery*

- It may be appropriate to consider the use of an alternative species to kanuka within the Albany Cemetery as replacement for the existing trees.
- Use of natural stone facing material on the retaining wall below the Cemetery.

34. All planting in the road reserve will be subject to normal Council maintenance after the specific period identified in the Landscape Mitigation Plan.

35. All landscape mitigation planting shall be implemented no later than in the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practical opportunity. Following completion of planting, the Requiring Authority shall submit to the Council a report by an independent and appropriately qualified landscape architect on the implementation of the Landscape and Urban Design Plan providing a quantitative and qualitative assessment of the performance criteria detailed in the plan. During the maintenance period, the landscape architect shall carry out a qualitative and quantitative inspection every three months during the first 12 months following planting (or more frequently if considered necessary), and then six monthly for a period up to 24 months from completion of each planting area or until the performance standards detailed in the maintenance contract are met.

Stormwater / Contaminants Prior to lodgement of the Outline Plan of Works, consultation shall be undertaken with the Auckland Council Stormwater Unit on the proposed treatment and discharge of stormwater.

*Advice Notes:*

1. Consultation should be undertaken with the Auckland Council Stormwater Unit regarding the following bullet points relating to the stormwater management infrastructure catering for the proposed road design:
  - Operation and maintenance of proposed stormwater management devices
  - Maintenance access requirements for stormwater management ponds (or other such devices) located within private property
  - Interim and long term responsibility for pond maintenance and other such devices
  - Maintenance access requirements for stormwater management devices located within the road corridor
  - Location of stormwater manholes within the road corridor
  - Connection of existing stormwater infrastructure into any new roading stormwater network
  - Any maintenance requirements for stormwater management devices immediately prior to any transfer of responsibility of those devices to Auckland Council, including but not limited to a full clean-out of proprietary devices including filter medium and cartridge replacement where required.
2. Stormwater pond(s) (or other such devices) located on private property that have been identified for the purpose of treating stormwater runoff from the proposed road corridor should, if possible, have an Easement in Gross over the private land to enable routine maintenance and operation of the stormwater management pond(s). The area comprising the stormwater pond(s) should, if practicable be defined as an Easement for Drainage Purposes, or become a Drainage Reserve vested in Auckland Council.
3. Operation and maintenance access to any stormwater pond should be provided to an 'all weather' standard as per the legacy Council requirements - NSCC-IDSM 2009 Issue 10.
4. Operation I Maintenance Manuals with Engineering Drawings should be provided to Auckland

Council Stormwater Unit for all stormwater devices, including ponds. The manuals should include catchment plans, summary cafes, drawings, as built, etc - as per the legacy Council requirements - NSCC IDSM 2009 Issue 10.

5. The forebays of existing ponds should be jointly inspected before road works commence, assessed, and photos taken. Any road construction wash materials I debris identified that have accumulated during the construction phase of the project should be removed from the forebay(s) by the Requiring Authority upon completion of the activity, at no cost to Council and to Councils satisfaction. Liaison regarding any required stormwater pond forebay clean out is with Auckland Council's Stormwater Consents Engineer.

## Attachments

No attachments.