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PROJECT C
Redoubt Road-Mill Road
Corridor Project



CONSULTANT
AEDOM
121 Rastvor Street
Hamilton Z204
+64 7 834 8880 tel +64 7 834 8881 fax
www.aedom.com

REGISTRATION

PROJECT MANAGEMENT INITIALS

(FOR INFORMATION ONLY)

ISSUE/REVISION

D	24.06.14	General updates
C	08.06.14	General updates
B	22.06.14	General updates
A	01.06.14	For information Only
DATE	DATE	DESCRIPTION

PROJECT NUMBER

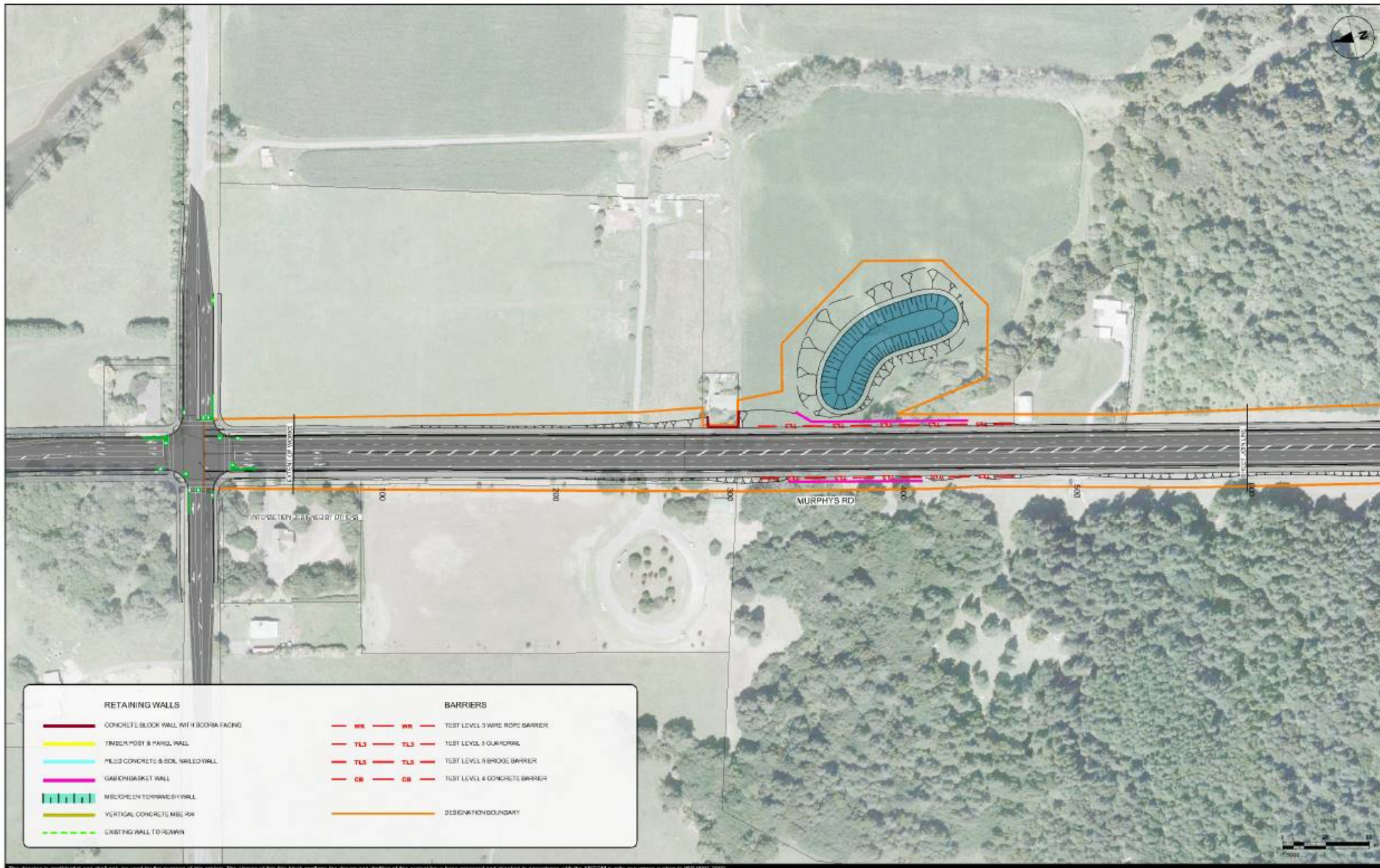
60317081

SHEET TITLE

Retaining Walls & Barriers

SHEET NUMBER

60317081-SHT-30-0000-CD-0514



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FURTHER INFORMATION RESPONSE – PARKS AND OPEN SPACE MATTERS

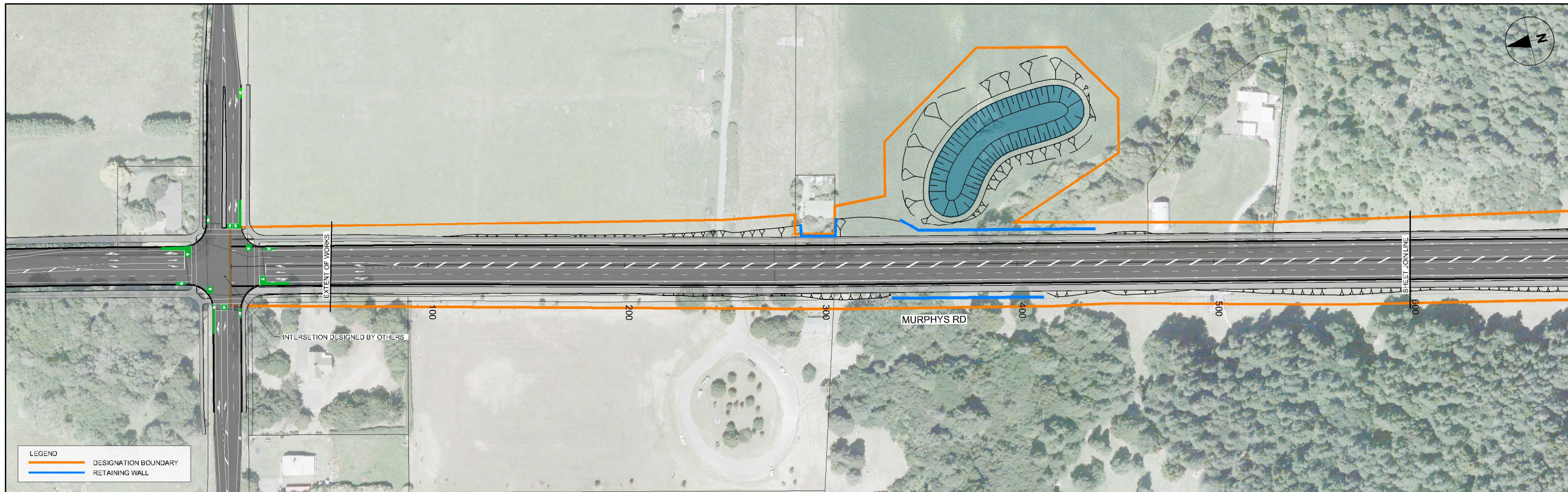
The following table responds to the comments made by the Auckland Council Parks team during a site visit on 21 January 2015.

Item No.	Information Requested	Response
1	<i>Will connectivity be achieved from Murphys Bush recreation facilities across Murphys Road to the new proposed Parks facilities at the Ostrich Farm?</i>	This will be investigated as part of detailed design and in consultation with Council parks Staff. It is noted that the Ostrich Farm masterplan is still in draft form. The opportunity exists for collaboration between Auckland Council Parks and Auckland Transport around connectivity prior to finalisation of the masterplan. Similar dialogue can also occur as part of the detailed design phase for the road corridor.
2	<i>Need to check the status of trees within the proposed designation to be removed along Murphys Road – are they protected? Are they all within existing road reserve what are the district plan rules around their removal?</i>	<p>Schedule 6C of the Manukau District Plan contains Species of Trees over 6 metres in height to be Protected (i.e requiring resource consent for works within the dripline, or removal). The schedule contains most common New Zealand native tree species. Along Murphys Road, A few karaka, puriri, tawa, titoki and mahoe most likely exceeding 6m together with native shrubs will be affected by the road widening.</p> <p>The removal of any scheduled tree from a Road Zone or Public Open Space zone (i.e Murphys Park) would ordinarily require resource consent as a Discretionary Activity. It is noted that Auckland Transport are applying for a Notice of Requirement that will ultimately lead to the corridor being designated. The effect of a designation is that any work within the designated purpose is not subject to the tree rules in the operative or proposed District Plans. Notwithstanding this, the effects of removing the trees are assessed in the NoR ecological assessment, the open space assessment and the landscape assessment.</p> <p>The proposed designation conditions require preparation of an Urban Design and Landscape Work Delivery Plan (DWP). The objective of the Urban Design and Landscape DWP is to enable the integration of the Redoubt Road - Mill Road Corridor Projects permanent works into the surrounding landscape and urban design context. The associated designation condition requires the DWP to demonstrate how the Auckland Council Parks Department are to be communicated and liaised with on the management of the adverse effects relating to the removal of trees and vegetation.</p> <p>The proposed designation conditions require that any landscaping will be</p>

Item No.	Information Requested	Response
		maintained by the Requiring Authority for a period of 5 years for specimen trees and 3 years for all other landscape planting.
3	<i>Will the trees outside the entrance to the Murphys Bush carpark at 160R (northern most entrance) need to be removed.</i>	The trunks of the trees outside 160R Murphys Road are sitting within the current road reserve rather than within the park. Works will occur within the drip lines of these trees for the establishment of a shared path facility. It may be possible to retain these trees which will be investigated as part of detailed design.
4	<i>Query over who would maintain the wetland areas? AT would own and AC maintain – is that correct?</i>	Maintenance of the wetlands will need to stay with Auckland Transport as it is needed/necessary for on-going operation purposes. The only instance this would not apply is when an alternative agreement is put in place, i.e. where Auckland Council take over the land area (the designation is removed/reduced so it does not include the wetland area) but legal and physical access is retained in perpetuity for AT and agreement is reached over maintenance responsibility and costs.
5	<i>How would truck access to the stockyards in Totara Park be managed/maintained?</i>	<p>Drawing 60317081-SHT-30-0000 (attached) shows the access arrangements to the pre-existing farm sheds and stock yard immediately adjacent Redoubt Road. Due to proposed batter slopes in this vicinity, retaining walls will be required to support the proposed vehicle access.</p> <p>The double gated farm access points to the east of 193 Redoubt Road will not be replaced in their current location. An alternative access arrangement will be required. This could possibly be achieved of the main northern access or via the Totara Park Pony Club access. This will be investigated further in consultation with parks as part of detailed design.</p>
6	<i>Will the Pohutukawa trees along Redoubt Road (outside 45-47 Redoubt Road) be removed? Do they have any existing protection under the District Plan?</i>	The row of Pohutukawa trees outside 45-47 Redoubt Road will be removed by the corridor widening. The trees appear over 6m in height and ordinarily would be afforded protection under Schedule 6C of the Manukau District Plan and require consent as a Discretionary Activity for removal. However the application is for a Notice of Requirement seeking to designate the corridor. The effect of a designation is that any work within the designated purpose is not subject to the rules in the operative or proposed District Plans, thus the trees will not require resource consent for removal at a later date.

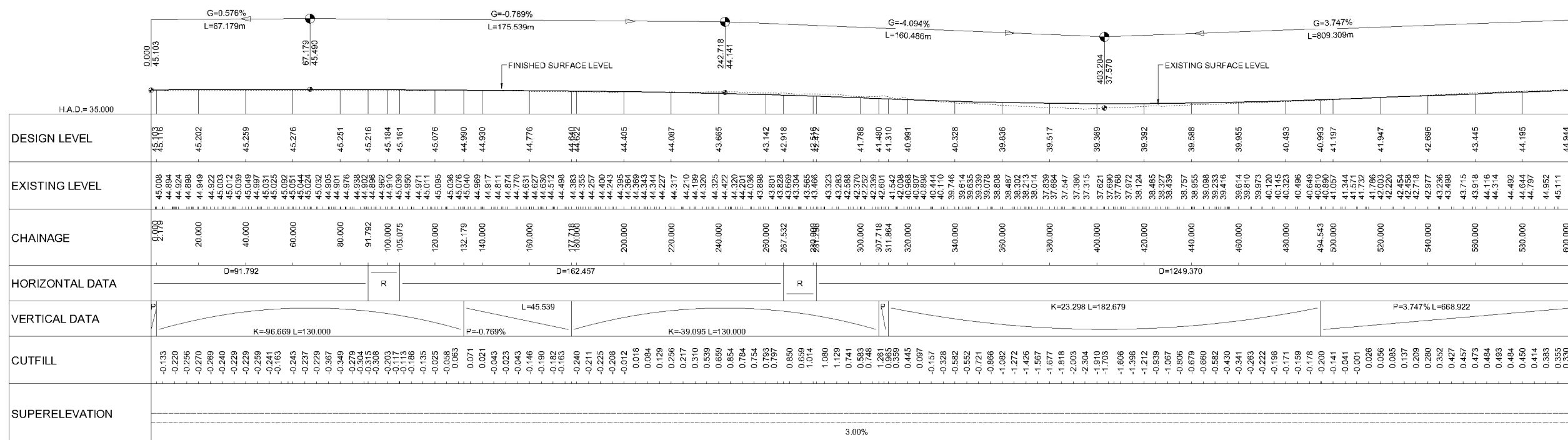
Item No.	Information Requested	Response
		The designation conditions require preparation of an Urban Design and Landscape DWP. The objective of the Urban Design and Landscape DWP is to enable the integration of the Redoubt Road - Mill Road Corridor Projects permanent works into the surrounding landscape and urban design context. The DWP is required to demonstrate how the Auckland Council Parks Department are communicated and liaised with on the management of the adverse effects relating to the removal of trees and vegetation.
7	<i>Check extent of works down Murphys Road – do the works go all the way to the intersection with Flatbush School Road? Parks would like to avoid trees near this intersection.</i>	The extent of the proposed works is shown on drawing SHT-30-0000-CD-0116 (attached). The extent of works falls short of the trees located near the intersection. The proposed road improvements will “tie in” to the recent Flatbush School Road/Murphys Road intersection upgrade works which have managed to avoid the trees. Some minor remedial widening of the pre-existing footpath adjacent the trees will need to occur in order to “tie in” to the proposed shared path facility which is wider than the current footpath. This will be investigated further as part of detailed design along with appropriate mitigation measures should any works occur within the root zone of this stand of trees.
8	<i>Road levels relative to Murphys Bush carparking areas. Will the proposed road levels maintain easy access to Murphys Bush park?</i>	Preliminary road gradients have been designed so that that the road level sits at a similar level to the Murphys Road park entrances (refer attached drawings SHT-30-0000-CD-0116 and SHT-30-0000-CD-0117). The park entrance at the southern edge of Murphys Bush at approximate chainage 740 (refer drawing SHT-30-0000-CD-0117) will require minor re-grading. The proposed designation boundary identified by the orange line on the drawing has been widened at this point to accommodate the minor re-grading works. Following completion of the works, the designation boundary will be pulled back to align with the finished road corridor.
9	<i>Parks to be provided a copy of the updated Heritage assessment which has more detail around St Johns Redoubt.</i>	A copy of the revised Heritage assessment has been forwarded to the Parks Team.
10	<i>Parks to be provided a copy of the revised recreation effects assessment.</i>	A copy of the revised recreation effects assessment has been forwarded to the Parks team.
11	<i>Maintain dialogue with Parks team in relation to the motel site and the ability to transfer land to Parks.</i>	Auckland Transport will maintain dialogue with the Council Parks Team in relation to the purchase of the Motel site and potential transfer of the land

Item No.	Information Requested	Response
		to Parks.
12	<i>Acquisition of rural residential lots adjacent Totara Park was discussed during the recent site visit. Parks would like to be kept informed of full versus partial acquisitions.</i>	Auckland Transport will maintain dialogue with Parks in relation to full and partial acquisitions along the Totara Park edge.
13	<i>There is an informal bridle path running along Redoubt Road adjacent the park. What will happen to this?</i>	The proposed shared path facility will be constructed in the current location of the informal bridle trail adjacent to Totara Park. There is unlikely to be room within the designation footprint to accommodate an informal bridle trail following completion of works. For safety and surface durability reasons, it would be inappropriate to share the shared path facilities with equestrians.
14	<i>Confirm whether access will be maintained from the minor park entrance that connects to Mill Road? Will there be an underpass beneath the new Mill Road where it crosses over the old Mill Road?</i>	With the stopping of the current Mill Road, the pedestrian access to the Park in its south east corner will be maintained albeit from a quiet no-exit street. It is not proposed at this stage to have an underpass beneath the new Mill Road corridor where it crosses over the old Mill Road.
15	<i>A brief discussion around the proposed stormwater wetland on Murphys parkland was discussed. It was suggested that an AT representative attend fortnightly meetings held by Auckland Council in relation to development in Flatbush.</i>	Auckland Transport is investigating having a representative attend the meetings held by Council relating to Flatbush.
16	<i>Will landscaping, bridle trails and mountain bike tracks in Totara Park be restored? What is the mechanism to achieve this?</i>	Landscaping, bridle trails and mountain bike tracks in Totara Park will be re-instated by Auckland Transport in consultation with the parks team as required under the NoR Urban Design and Landscape DWP conditions.



PLAN - MC20

Scale 1:1000 @ A1, 1:2000 @ A3



LONGITUDINAL SECTION - MC20

Scale 1:1000 - Horizontal, 1:1000 - Vertical (A1)



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CONSULTANT

AECOM
121 Rostrevor Street
Hamilton 3204
+64 7 834 8980 tel +64 7 834 8981 fax
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REGISTRATION

PROJECT MANAGEMENT INITIALS

D. Marshall	D. Maritz	G. Booth
DESIGNER	CHECKED	APPROVED

FOR INFORMATION ONLY

ISSUE/REVISION

C	22.08.14	General updates
B	05.08.14	For Information Only
A	01.08.14	For Information Only
I/R	DATE	DESCRIPTION

PROJECT NUMBER

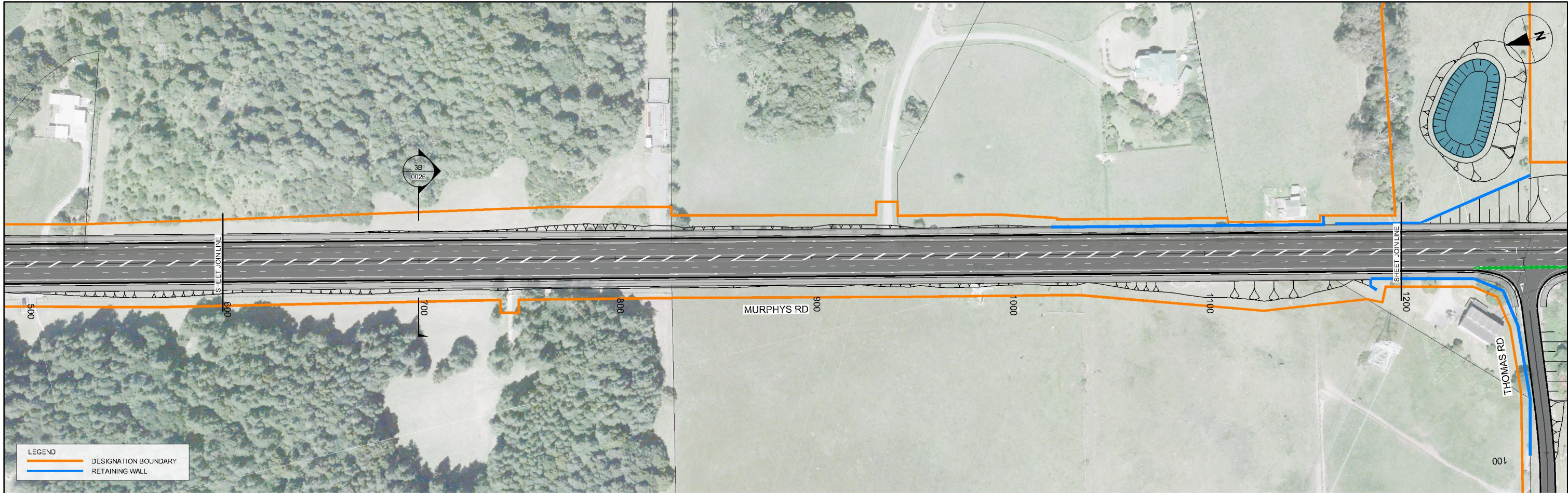
60317081

SHEET TITLE

Plan & Long Section
Murphys Road

SHEET NUMBER

60317081-SHT-30-0000-CD-0116



LEGEND

DESIGNATION BOUNDARY

RETAINING WALL

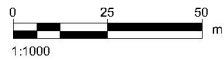
PLAN - MC20

Scale 1:1000 @ A1, 1:2000 @ A3

H.A.D. = 42.000	
DESIGN LEVEL	44.944
EXISTING LEVEL	45.274 45.429 45.577 45.585 45.591 45.594 46.133 46.319 46.520 46.737 46.900 47.189 47.412 47.633 47.859 48.058 48.305 48.509 48.708 48.902 49.096 49.287 49.406 49.594 49.779 49.904 50.142 50.251 50.414 50.617 50.826 50.832 50.832 51.240 51.438 51.653 51.909 52.136 52.364 52.579 52.793 52.863 52.863 53.210 53.406 53.592 53.783 53.980 54.213 54.358 54.537 54.697 54.819 54.785 54.955 55.155 55.184 55.302 55.483 55.832 55.832 55.835 56.224 56.412 56.606 56.781 56.952 57.123 57.292 57.453 57.614 57.761 57.803 57.851 58.202 58.204 58.315 58.432 58.541 58.637 58.744 58.847 58.942 58.925 59.016 59.145 59.307 59.527 59.713 59.899 60.079 60.318 60.596 60.853 60.839 61.140 61.431 61.872 62.233 62.603 62.994 63.397 63.801 63.805 64.161 64.322 64.382 65.195 65.201 65.470 65.744 66.019 66.213 66.458 66.618 66.669 66.664 66.644 66.592 66.420 66.248 66.012 65.721 65.484 65.412 65.110 64.795 64.413 64.393 63.702
CHAINAGE	600.000 620.000 640.000 660.000 680.000 700.000 720.000 740.000 760.000 780.000 800.000 820.000 840.000 860.000 880.000 900.000 920.000 940.000 960.000 980.000 1000.000 1020.000 1040.000 1060.000 1080.000 1100.000 1120.000 1140.000 1160.000 1180.000 1200.000
HORIZONTAL DATA	D=1249.370
VERTICAL DATA	P=3.747% L=668.922
CUTFILL	0.330 0.330 0.250 0.254 0.252 0.251 0.264 0.294 0.330 0.372 0.407 0.440 0.480 0.520 0.551 0.568 0.578 0.585 0.592 0.576 0.527 0.499 0.475 0.463 0.454 0.435 0.412 0.427 0.448 0.465 0.487 0.518 0.556 0.594 0.635 0.675 0.703 0.703 0.730 0.752 0.772 0.780 0.779 0.783 0.793 0.838 0.796 0.717 0.681 0.661 0.643 0.625 0.615 0.609 0.603 0.598 0.600 0.600 0.602 0.606 0.595 0.579 0.564 0.545 0.519 0.491 0.471 0.434 0.383 0.332 0.257 0.186 0.107 0.017 -0.064 -0.144 -0.257 -0.379 -0.513 -0.438 -0.405 -0.406 -0.407 -0.415 -0.364 -0.284 -0.203 -0.103 0.080 0.254 0.427 0.610 0.813 1.030 1.245 1.419 1.592 1.765 1.891 1.978 2.065 2.152 2.159 2.132 2.029 1.922 1.815 1.673 1.465 1.228 0.867 0.508 0.085 -0.395 -0.901 -1.411 -1.959 -2.561 -3.165 -3.778 -4.369
SUPERELEVATION	3.00%

LONGITUDINAL SECTION - MC20

Scale 1:1000 - Horizontal, 1:1000 - Vertical (A1)



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Plan & Long Section
Murphys Road

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60317081-SHT-30-0000-CD-0117