Date: Wednesday 19 September 2018
Time: 4:30pm
Meeting Room: Local Board Office,
Venue: 2 Glen Road,
        Browns Bay

Hibiscus and Bays Local Board
OPEN ATTACHMENTS
ATTACHMENTS UNDER SEPARATE COVER

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14  Mairangi Bay Beach Reserves Development Plan
    A. Mairangi Bay Beach Reserves Development Plan 3

Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Development Plan
MAIRANGI BAY BEACH RESERVES

17 AUGUST 2018

Landscape Architecture & Urban Design
Development Plan
Mairangi Bay Beach Reserves

WSP Opus NZ
Landscape Architecture
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Tel: +64 9 3537309
Date: 16 August 2018
Ref: 7-A1258.00
Status: Draft

Prepared by:

Tosh Graham
Landscape Architect

Released by:

Orson Waldock
Landscape Architect

© WSP Opus NZ

Fig 1 Mairangi Bay Reserve from Marraze Bay end looking south toward the beach
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**Fig 2** Mairangi Bay footpath causeway from Campbell’s Bay end looking north towards Surf Lifesaving Club.
MAIRANGI BAY RESERVES DEVELOPMENT PLAN

BACKGROUND
The Mairangi Bay Reserves Management Plan (MBRMP) was adopted on 30 March 2015 by the Hibiscus and Bays Local Board. The MBRMP provides a guide for the future management of the Mairangi Bay Reserve (including the associated coastal walk) which encompasses Mairangi Bay Beach Reserve, Sidmouth Street Reserve and the Montrose Terrace Reserve land.

A series of strategic land acquisitions by Auckland Council and former North Shore City Council have been completed in order to increase the size of Mairangi Bay Reserve, increasing the provision of open space and opportunities to enhance recreation and amenity outcomes.

The MBRMP includes a Concept Plan which captures a number of projects which will be critical to the future development of Mairangi Bay. This includes projects which will be delivered by Council Controlled Organisations (CCOs) including Watercare, Auckland Transport as well as development associated with Mairangi Bay Surf Life Saving Club, who have provided surf life saving facilities at Mairangi Bay for over 50 years. MBRMP Concept Plan projects include:

- Montrose Terrace carpark and Link Lane;
- Montrose Terrace and Sidmouth Street cul-de-sacs;
- Montrose Terrace (Beachfront road removal);
- Reserve amenity enhancements;
- Pedestrian bridge enhancements;
- MBRSC clubrooms and storage facility;
- Watercare pump station upgrade;
- Sea wall renewal.

MBRSC currently holds a community lease with Auckland Council for club rooms and storage which is located on the reserve. MBRSC has plans to redevelop their facilities in order to keep pace with the growth and demands of their club.

PURPOSE OF DEVELOPMENT PLAN
With a number of complex, interdependent projects to be delivered, there is a need to prepare a Development Plan to ensure these projects can be delivered in a coordinated way. The purpose of the Development Plan process is to work alongside the various project sponsors and identify all the critical issues, time frames, interdependencies and project budgets to inform funding and prioritising of projects through the Hibiscus and Bays Local Board.

In terms of informing the decision making and public engagement process, the Mairangi Bay Reserves Development Plan will provide information and guidance across the following areas:

- Provide an engagement process for all project stakeholders to collectively identify all of the project’s details including opportunities, constraints and areas of overlap between stakeholders/projects;
- Prioritise all projects and develop a coordinated development programme;
- Develop broad cost estimates for all projects to assist the Hibiscus and Bays Local Board and Auckland Council in understanding project funding;
- Identify a broad consenting strategy for all projects to assist Hibiscus and Bays Local Board and Auckland Council in project delivery;
- Ensure all aspects of the Mairangi Bay Reserves Development Plan are aligned with the Objectives and Policies of the MBRMP.

WORKING WITH MANA WHENUA - TREATY PARTNERS
Hibiscus and Bays Local Board will continue to work with mana whenua to implement projects identified in the Mairangi Bay Reserves Management Plan and subsequent Mairangi Bay Reserves Development Plan, with the guidance of the Te Aranga Principles, these are:

1. Rangatiratanga: The right to exercise authority and self-determination within one’s own iwi / hapu realm;
2. Kaikakariatanga: managing and conserving the environment as part of a reciprocal relationship, based on the Miromiro world view that we as humans are part of the natural world;
3. Mānahakatanga: the ethic of holistic hospitality whereby mana whenua have inalienable obligations to be the best hosts they can be;
4. Waitutangata: the immutable spiritual connection between people and their environments;
5. Kotahiwha: unity, cohesion and collaboration;
6. Whanauanga: a relationship through shared experiences and working together which provides people with a sense of belonging;
7. Mātauranga: Miromiro/mana whenua knowledge and understanding.
WORKING WITH MANA WHENUA - TREATY PARTNERS

It is understood that these principles are for initial guidance only and in no way replace the need for individual mana whenua consultation on all projects. In support of the above principles and based on initial mana whenua engagement during the Reserve Management Plan process, the following key issues were identified:

- Iwi involvement in the design of the reserve including provision of other
  sculptural pieces;
- Provisions around earthworks being undertaken on site including
  accidental discovery protocols;
- Monitoring of the health of the stream;
- Stormwater outfalls and contamination management.

The process of developing this document requires the support of Mana Whenua, through working relationships and strengthened regular engagement, including liaison through the Mana Whenua Northern Iwi Forum, local iwi representatives and marae. Resourcing of iwi engagement will be achieved through the setting of work programme budgets and delivered through Auckland Council’s project framework.

METHODOLOGY

The following methodology has been utilised as the basis for the preparation of the Mairangi Bay Beach Reserve Development Plan:

Review all Background Information / Stakeholder Engagement Plan

Review all relevant background information including MBKMP, Tanka and Taylor Coastal Hazard Assessment, Haruru Golf Maritime Spatial Plan, Watercare and the MBSLSC development plans. Summarise all key information, prepare gap analysis and key questions which will be resolved during subsequent engagement phases.

Stakeholder Engagement Plan

Develop, alongside the client, a Stakeholder Engagement Plan. This will identify all stakeholders along with an engagement method with the aim of identifying overlap between projects, project sponsors, funding streams, programme dates and any information which relates to funding/delivery agreements between stakeholders and Auckland Council.

Stakeholder Engagement

Complete a series of stakeholder workshops with all key stakeholders with the aim to update parties with the vision for Mairangi Bay and ensure all key issues are captured. Where valuable, these workshops have included a site visit in order to identify key physical constraints on site.

Prepare Draft Development Plan

Prepare a Draft Development Plan as the key deliverable. This document will provide a summary of all the critical information and include an indicative location plan for projects, Planning requirements, project information, cost estimates and programme.

Hibiscus and Bays Local Board Workshop

Workshop with the Hibiscus and Bays Local Board to present the Draft Development Plan including any alternative development scenarios. The workshop will provide any further input on the scope and extent of projects and provide feedback on the scheduling/prioritising of projects by stakeholders.

Prepare Final Form Development Plan

Based on feedback from the Hibiscus and Bays Local Board and any further stakeholder engagement, update the Development Plan to Final Form. It is intended that the Development Plan is a "living" document and will be used as the basis for identifying funding for delivery of projects from within Auckland Council and as the basis for any agreements with external stakeholders.
Hibiscus and Bays Local Board
19 September 2018

Attachment A
Item 14

Mairangi Bay Beach Reserves Development Plan
Reserve Character - Refer to Map 3

Photographs taken mid morning on 8th June 2017
17 August 2018
Review of Background Information

Mairangi Bay Beach Reserves

The following review of background information has been undertaken to both identify key development issues and identify any significant gaps in information.
REVIEW OF BACKGROUND INFORMATION

MAIRANGI BAY BEACH RESERVES MANAGEMENT PLAN

Summary
The Mairangi Bay Beach Reserves Management Plan (MBRMP) was adopted on 28 March 2015 by the Hibiscus and Bays Local Board. The MBRMP provides a guide for the future management of the Mairangi Bay Beach Reserves (including the associated coastal walkway) which encompass Mairangi Bay Beach Reserve, Sidmouth Street Reserve and the Montrose Terrace Reserve lands.

The MBRMP includes a Concept Plan which captures a number of projects which will be critical to the future development of Mairangi Bay. This includes a number of projects which will be delivered by Council Controlled Organisations (CCUs) including Watercare, and Auckland Transport as well as development works associated with Mairangi Bay Surf Life Saving Club who have provided surf life saving facilities at Mairangi Bay for over 50 years.

Outcomes
- An open expanse of reserve which effectively integrates land purchased at Montrose Terrace with existing reserve that is free of new structures other than those necessary for existing uses;
- Improved accessibility, connectivity to the coastline;
- Appropriate provision of infrastructure and services in accordance with the proposed concept plan included in the MBRMP;
- Provision for formal and informal recreation whilst protecting the landscape characteristics of the reserves;
- Protection and enhancement of the coastal edge and the coastal walkway;
- Effective stormwater and wastewater management of the site.

Constraints and Opportunities
- Mix of landuse classifications including Recreation Reserve and Road Reserve, the road's current location blocks the reserve land disconnecting it from the coast;
- Root systems of the two Norfolk Pines closest to the beach need consideration when the Montrose Terrace (beach front lane) is removed;
- Large mature Pohutukawa trees on site add amenity and will need consideration when improvements proceed;
- Two Phoenix canariensis at the south end of the Montrose Terrace reserve land are on the schedule of notable trees.

Governing Effect of Tangata Whenua Values
Miori first occupied the North Shore centuries ago. The coastal environment provided an abundance of food that was sourced from the local streams and the coastal fishing grounds. The fertile land provided further sources of food and the coastal location provided opportunities for lookout points and transportation routes.

The coastal strip between Campbells Bay (south of Mairangi Bay) & Murray’s Bay (north of Mairangi Bay) was named by Miori ‘Waipapa Bay’.

Translated this means water over wood. The name referred to quantities of logs and timber thought to be the remains of a fossilized forest that were revealed at low tide.

There are no recorded archaeological sites registered by council, however early settlement of the area by Miori means that it is likely that there are archaeological sites within the reserve area. The council seeks to work with associated iwi and hapu to ensure that Miori connections and spiritual values are recognised and protected within the reserve.

Iwi associated with the area include Ngāti Whātua o Orakei, Ngāti Paoa, Ngāti Tiki Kī Tamaki, Ngāti Manu, Ngāti Whatau o Kaipara and Te Kawerau a Maki.

Information Gaps
- Unsure if any significant sites and cultural landmarks have been identified by mana whenua within the site;
- No traffic engineering documentation to support removal of Montrose Terrace (beachfront lane);
- Detailed condition assessment and renewal options for seawall.

Fig 5 Montrose Terrace Reserve land at Mairangi Bay
MAIRANGI BAY SURF LIFE SAVING CLUB - COASTAL HAZARD ASSESSMENT

In January of 2017, Tonkin + Taylor (T+T) were commissioned to undertake a site specific hazard assessment for the Mairengi Bay Surf Club site and surrounding reserve. The purpose of the assessment was to identify the potential effects of existing coastal processes and combined future climate change induced effects over the next 100 years to enable an assessment of the likely consequences of the proposed redevelopment works to the existing beachfront surf life saving club.

The surf club, constructed in 1954, is situated at the southern end of the reserve adjacent to Mairengi Bay Stream and a grooved stone wall extends along the perimeter of the grass reserve on which it stands. The existing surf club is located on a very active section of the beach reserve in terms of coastal processes and is effected by both tidal and wave action as well as outflows from the adjacent stream.

Constraints and Opportunities

- The proposed development (clubrooms, parking and horizontal infrastructure) is within an erosion susceptibility area;
- Seawall likely to be under increased erosion pressure due to lowering beach levels and likely increased overtopping and scour due to higher waves reaching seawall;
- Sand levels will continue to reduce in this area increasing the likelihood of future erosion pressures on the seawall and reserve areas where the surf club is situated;
- Further reduction of sand levels will also effect the use of the beach for MBSLSC activities as well as passive recreation, particularly around high tide periods.

Summary

- The proposed redevelopment of the MBSLSC is within an erosion susceptibility area and is dependent on the seawall being maintained to prevent erosion affecting the development;
- The existing ground levels adjacent to MBSLSC are sufficiently high that inundation of land will not be by direct inundation, but overtopping will occur during storm events and will potentially be exacerbated during king tides;
- Any development within the reserve needs to take into account the interrelated effects of climatic change of at least 100 years, in accordance with relevant regulatory framework.

Fig 6: Sea wall damage as a result of onshore storm surge and high tide (5th January 2018)

Fig 7: King tide inundating beach (7th December 2017)

Fig 8: King tide overtopping sea wall (7th December 2017)

Fig 9: Onshore storm and high tide inundating beach (5th January 2018)
Planning Summary

Mairangi Bay Beach Reserves
PLANNING SUMMARY

A Draft Planning Assessment (refer Appendix 2) has been undertaken by WSF Opus which identifies the planning context and processes related to the delivery of a number of projects identified in the Maihuri Bay Reserves Management Plan (2018). Projects identified by the MBREP and assessed by the appended report, include:

- Montrose Terrace Carpark and Link Lane;
- Montrose Terrace and Sidmouth Street cul-de-sac;
- Montrose Terrace (Beachfront Road Removal);
- Maihuri Bay Reserve Amenity Enhancements;
- Bridge Replacement and Stream Enhancement;
- MSLSU Charnocks and Storage Facility;
- Waterfront Pump Station Upgrade;
- Scowall Renewal.

The proposed projects are considered to be consistent with the objectives and policies included in the Development Standards. The proposed projects will serve a variety of recreational needs and will provide a range of quality open space areas that provide for passive recreation.

These identified projects have been assessed against the Auckland Unitary Plan Operative in Part, Auckland Council Regional Plan Coastal and the National Environmental Standards for Assessing and Managing Contaminants in Soil (NES). The Planning Assessment has identified that the proposed works will likely require resource consent as a Discretionary Activity under the Auckland Unitary Plan Operative (refer to appendix 2 Table 3-1 and 3-2 for detailed consent summary by activity).

There may be additional consents required subject to the findings of further technical investigations such as contaminated land consent under the NES and Auckland Unitary Plan Operative in Part (discharges). There may also be additional approvals required under the Heritage New Zealand Pouhere Tinoanga Act 2014.

The Planning Assessment is a "living" document and will be subject to change following stakeholder engagement, technical input and design being undertaken.

PLANNING FRAMEWORK

The Draft Planning Assessment has been based on the relevant planning legislation (Resource Management Act 1991 (RMA)), as well as the following:

- Auckland Unitary Plan (Operative in Part) (AUP (OP));
- Legacy Plan - Auckland Council District Plan - Operative North Shore Section 2002 North Shore Plan, Auckland Council Regional Plan: Sediment Control (ACRP:SC) and Auckland Council Regional Plan: Air, Land and Water (ACRP: ALW) and Auckland Council Regional Plan: Coastal (ACRP:C) (as required); and
- National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011 (NES Soil).

Other legislations that have been considered:

- Heritage New Zealand Pouhere Tinoanga Act 2014 (HNZPT) and
- Heritage Act 1977 (RA);
- New Zealand Coastal Policy Statement (NZCPS) 2010

ASSESSING AND MANAGING CONTAMINANTS IN THE SOIL

The predominant historic land use for the site appears to be residential activities since the 1960’s. However, the historical records suggest that part of the Maihuri Bay Reserve may have been reclaimed. Therefore, the risk of encountering contaminated materials is considered to be low to medium. In order to ascertain any consenting requirements under the NES Soil, due to the proposed activities, which includes disturbing soil and change in land use; further information is required.

Subject to those findings, consent may be required for either a Controlled Activity or a Restricted Discretionary Activity under the NES Soil, depending on the level of specialist input. Where the requirements in Regulation 9 and 10 are unable to be satisfied, consent will be required as a Discretionary Activity.

It is noted that the NES Soil does not apply where a Detailed Site Investigation demonstrates that any contaminants in or on the piece of land are at or below background concentrations.

LAND TRANSFER

The proposed Maihuri Bay Reserve development as illustrated in the concept design requires the transfer of land from Auckland Transport to Auckland Council and vice versa. Land transfers will be required for the following key aspects of the project:

- Removal of beachfront lane - Transfer of land from Auckland Transport to Auckland Council - Approximately 1281m²
- Establishment of cul-de-sac - Transfer of land from Auckland Council to Auckland Transport - Approximately 323m²

This land transfer process will require land that is currently granted Reserve to be transferred. Land that is granted reserve which needs to be transferred requires the approval from the Minister of Conservation, in accordance with requirements under the Reserves Act. The process for undertaking land transfer will need to be discussed with a property specialist. It is advised in order to streamline the consenting processes that the land be transferred prior to the lodgement of consent.

The North Shore City Council report dated 8th September 2010 is noted as a key background document which addresses the proposed land swap process as an enabler for the MHRAP concept plan. This report outlines the approval of 036.3m² of reserve land to be used for the proposed Albany Highway Upgrade and vesting of approximately 270m² of Montrose Terrace (beach front lane) as mitigation for this. Refer to Appendix 1 for further details.
PLANNING SUMMARY

SPECIALIST INPUTS
Based on the assessment above a resource consent for parts will require an Assessment of Environmental Effects (AEE) to be undertaken. In preparing the AEE, a number of specialist assessments will be required that address the potential effects and mitigation provided to address adverse effects:

- Coastal Engineer;
- Environmental Engineer;
- Erosion and Sediment Control Specialist;
- Contaminated Land Specialist;
- Arable/agricultural;
- Geotechnical Engineer;
- Coastal Scientist;
- Ecology / Marine Ecology;
- Acoustic Engineer;
- Lighting Engineer;
- Transport Planner;
- Property Specialist;
- Archaeology.

CONSULTATION
There are a number of benefits from undertaking consultation with stakeholders and potentially affected parties. These benefits of effective consultation on this Project can include:

- Enhanced relationships between Council and stakeholders;
- Securing written approval from directly affected parties prior to lodging resource consent;
- Reducing the potential for submissions (if the applications are publicly notified).

In light of the consultation already undertaken, including that associated with the MBfRM, we recommend the following stakeholders are engaged with by Auckland Council as part of the design and consenting processes:

- Auckland Council internal stakeholders;
- Hibiscus and Bays Local Board;
- Iwi;
- Auckland Transport (AT);
- Watercare Services Limited;
- Minister of Conservation;
- Network Utility Providers;
- Surf Lifesaving Club;
- Private Property Owners;
- Respondents to the Reserve Management Plan;
- Local community groups and schools (such as Mairangi Bay Business association, and Mairangi Bay Arts Centre).
Engagement Summary
Mairangi Bay Beach Reserves

There are a wide range of stakeholders who may be involved in delivering these projects so the process in developing the Development Plan will require the preparation of a strategy to engage with all the parties to ensure all critical information is captured, areas of overlap established and the project sponsors and funding streams identified.

Key stakeholders include, but are not limited to:

1. Auckland Transport (Moving of road, cul-de-sacs and network planning);
2. Watercare (Upgrade of wastewater infrastructure);
3. Surf Life Saving NZ (Coordination of surf club upgrade, storage and access);
4. Auckland Council Coastal Hazards Management (Sea wall and coastal hazards);
AUCKLAND TRANSPORT (AT)

DATE: 21st August 2017

ATTENDEES:
Owen Walshcock (Opus), Teoh Graham (Opus), Don Lawson (AC), Jude Ansied (AT), Murray Campbell (AT), Mitra Prasad (AT)

SUMMARY OF ENGAGEMENT:
Key discussion points included the road stopping process, adjustment of road reserve boundaries to accommodate the two proposed cul-de-sacs and the transportation outcomes and asset ownership options for the through reserve trafficable link.

KEY ISSUES:
Road Stopping and Transfer of Title Process
The current legal status of the beach front section of Monrose Terrace is Road Reserve and the Management Plan Concept calls for this road to be disestablished and amalgamated into the surrounding reserve as Informal Open Space.

The preference from AT is to undertake a formal Road Stopping and Transfer of Title Process to realign this section of Monrose Terrace (beach front lane) as Informal Open Space and therefore moving the asset and its management to Auckland Council Parks. This process is mandated by the Local Government Act. There is a team and processes in place within AT to manage this process. This process is a significant undertaking and requires a standalone notification and consenting programme.

The notification process will require a ‘call for objections’ which must be advertised and in open for submission by any interested or affected party with the potential to go all the way to the Environment Court. Depending on the quantity and variety of ‘objections’ the time frame for this process may take 6-8 months but could draw out for multiple years.

AT have established that the full extent of the two proposed cul-de-sacs should be accommodated within the proposed extent of Road Reserve. This will require further design study of these areas to ensure the cul-de-sacs and vehicle movements around the existing boat ramp can be fully accommodated spatially.

Proposed Reserve Link Lane
The design of the proposed Reserve Link Lane needs to be fully resolved and finalised alongside the proposed cul-de-sacs prior to undertaking the formal road stopping process. This will be critical to demonstrate how this lane relates to the bigger picture from a vehicle and pedestrian network perspective as well as contributing to the overall character of this beach front reserve. It is also noted that there will be effects from the lane on adjacent properties, effects including noise and light spill will need to be addressed in subsequent design phases.

The MBRRP provides little clarity on several issues for this lane including AT or Auckland Council asset, one way, two way or no vehicle access, hours of operation etc. All these issues will need to be consulted on and resolved in subsequent design phases.

Initial feedback from participants at the AT engagement meeting pointed towards a laneway which was closed to everyday through traffic with a focus on pedestrian and cycle access. This pedestrian laneway could then be used for intermittent access for emergency vehicles, events vehicles and MBRRP for boat movement on club days. This initial feedback will need to be explored as part of a more detailed transport planning study and should include considering the following issues:

- AT or Auckland Council Parks asset (potential preference for Parks asset based on rationale of flexibility in terms of access and controlling operation);
- One way, two way or no vehicle access;
- Pedestrian and cycle provision;
- Hours of operation (potential to limit hours of use);
- Capacity to accommodate heavy vehicles, buses, emergency vehicles etc;
- Retention of MBRRP Concept Plan carpark provision (44m²);
- Impact on the wider transport network, in particular the two roundabouts at Sidmouth Street and Monrose Terrace at Beach Road.

Transport Network Impacts
As identified above the design of the proposed link lane will have impacts on the wider transport network, in particular the two roundabouts where Sidmouth Street and Monrose Terrace intersect Beach Road. Further investigation including traffic and pedestrian counts and further design will be required to establish a preferred option for this laneway.

Albany Highway Land Swap
The North Shore City Council report dated 19th September 2017 is noted as a key background document which addresses the proposed road stopping process as an enabler for the MBRRP concept plan. This report outlines the approval of 936.9m² of reserve land to be used for the proposed Albany Highway Upgrade and proposed vesting of approximately 37m² of Monrose Terrace (beach front lane) as mitigation for this.

KEY ACTIONS:

Design Development
As identified above, further design development across a number of issues relating to the proposed cul-de-sacs and reserve lane are required to be completed prior to undertaking the formal road stopping and transfer of title process. To fulfil the requirements of the road stopping and transfer of title process, the design process will need to be taken through to a level of detail which provides certainty in the following key areas:

- Transport planning study including modelling of adjacent intersections;
- Detail design of cul-de-sac and laneway including survey setout;
- Address any existing utility services under road to be stopped or relocated including infrastructure provider agreements;
- Operational management including control, maintenance and use/ ownership of link lane;
- Consider implications of coastal hazards including minimising footprint of cul-de-sacs in proximity to coastal inundation zone.

Fig 10 Corner of Monrose Terrace and Sidmouth Street
**WATERCARE**

**DATE:** 30th August 2017 (Opus)

**ATTENDEES:**
- Orson Willock (Opus), Tosh Graham (Opus), Marins Kadole (Opus),
- Ajesh Jeram (Opus), Dot Lawson (AC), Brent Evans (WCD), Alan Sharp (WC).

**SUMMARY OF ENGAGEMENT:**
Key discussion points included the proposed new Watercare pump station and associated structures and where these would be located in relationship to existing trees, their scale and appearance. Discussion also included how MBSSLSC storage facility might be accommodated within the Watercare development programme.

**KEY ISSUES:**

**Pump Station**

Watercare outlines general scope and scale of the proposed pump station which as proposed spans across the existing Watercare site, Recreation Reserve and Road Reserve. Underground structures include a wet well and pump chamber which will be to a depth of approximately 10 metres. Above ground will include a two-storey building to accommodate control room, mechanical ventilation, switch gear and boarder. Elements which are external to the building include headstand area which provides access for pump maintenance and removal of electrical transformers and a number of service covers and access hatchs.

Several key constraints have driven the proposed layout of the pump station including a ten setback from the Recreation Reserve/residential boundary, 8 metre height limit and a number of significant trees including Pouakaiawa, Norfolk Island Pine and protected Canary Island Date Palms. Any tree pruning will be subject to a Resource Consent application and all aspects of the design of this pump station will require Landowner Approval from the Hibiscus and Bays Local Board with input from Auckland Council Parks.

Watercare identified that the existing pump room must stay in place until work on the new pump station and associated structures are completed at which point this existing structure can be decommissioned.

**Health and Safety**

Watercare has a preference for fencing off the rear of the site to mitigate any health and safety concerns. Watercare has also noted a preference for not sharing the hardstand area with MBSSLSC as 24 hour emergency access is required to the pump station and the presence of surf lifesaving club activities might impact on this.

**Design Outcomes**

Watercare agreed with principle that this is a high-profile space and particular care needed to be provided to ensure good urban design outcomes for the proposed pump station. Key issues discussed included:

- Consolidation of building forms where possible rather than a collection of buildings;
- Pump station to reflect the scale of the surrounding (predominantly low-rise residential) building forms using texture and variation in cladding to mitigate scale of building and provide a greater level of amenity to the street, consider materials and forms which reflect the surrounding natural environment;
- Use landscaping along street frontage to provide buffering and amenity.

**Location & Land Swap**

Given the scale of the proposed pump station and the need to retain the existing pump station for the duration of the build, Watercare propose to move the proposed pump station towards the east onto existing Recreation Reserve land. A land swap or establishment of an easement will need to be undertaken by Watercare to reflect the movement of the facility to the east and will therefore free up Recreation Reserve to the west to facilitate the implementation of the proposed Reserve Lane and/or MBSSLSC storage facility.

**MBSSLSC Storage Facility**

No definitive information has been provided to Watercare in terms of the site, footprint or access requirements for the proposed MBSSLSC storage facility. The proposed pump station moving to the east and the decommissioning of the existing pump station however does free up an area of space at the western end of the site which could accommodate the storage facility or a portion of the clubhouse facilities.

**KEY ACTIONS:**

- Auckland Council Parks and Watercare to work through process to confirm whether a land swap or easement will be appropriate;
- There may be opportunities to cost share further scoping studies (coastal management option) between Auckland Council and Watercare as the impacts of design and renewal works may impact on long term protection of Watercare infrastructure.

---

*Fig 11 Sidmouth Street Watercare pump station.*
MBSLSC

DATE: 23rd November 2017 (Auckland Council - Beddislee House)

ATTENDEES:
Graem Wollock (Opus), Don Lawson (AC), Matthew Ward (AC),
Mace Ward (AC), Paul Klinac (AC), Kate Moden (Paua Planning),
Mark Gribble (Prendos), Tony Sands (MBSLSC)

DATE: 26th December 2017 (Mairangi Bay)

ATTENDEES:
Graem Wollock (Opus), Don Lawson (AC), Matthew Ward (AC), Leslie
Jenkins (AC), Leith Rodham (AC), Bernt Ewe (WC), Alan Shape (WC), Kate
Moden (Paua Planning), Mark Gribble (Prendos), Tony Sands (MBSLSC)

SUMMARY OF ENGAGEMENT:
Key discussion points included a briefing from Watercare on pump station
progress and discussion around design development of MBSLSC clubrooms
and storage facilities.

KEY ISSUES:

MBSLSC Clubrooms and Storage Location
MBSLSC and their consultant team of Paua Planning and Prendos Architecture
are in the process of working through the design development process
for the new clubrooms and storage facility. MBSLSC are considering a number
of issues including the quantity of storage space required, building footprint
and the impacts of some of the key findings from the T&D Coastal Hazard
Assessment and a number of other technical considerations. The proposed
building will be sited on the beachfront and is in line with the current clubroom
location and the location identified in RMP Concept Plan.

While working through this design process MBSLSC will engage with
Auckland Council and the Hibiscus and Bays Local Board to gain feedback on
the developed design.

Watercare Design Programme
Watercare outlined their approach to decouple the Watercare programme
from that of MBSLSC in order that the design and construction of the pump
station can be progressed with urgency. Watercare are working on the basis
of identifying the westward extent of the pump station so parties can progress
schemes independently. There was however opportunity to shared access/
vehicle crossing and portions of hard stand area.
AUCKLAND COUNCIL COASTAL HAZARDS MANAGEMENT

DATE: 21st February 2018 (Auckland Council - Bledisloe House)

ATTENDEES:
Oxen Widdocks (Opaq), Don Lawesson (AC), Paul Kline (AC), Natasha Carpenter (AC)

SUMMARY OF ENGAGEMENT:
Key discussion points included the condition of the existing seawall seaward of the reserve, the implications of the recent coastal hazard assessment, climate change effects on the concept plan, implications of the status quo option to renew the existing seawall, and potential alternative coastal management options.

KEY ISSUES:
Coastal Erosion
In January 2017, Tonkin and Taylor completed a coastal hazard assessment for Mairangi Bay Surf Club. The assessment outlined the key coastal processes influencing the site including tides, storm surge and historic shoreline change. Future erosion and inundation risk at the site was also quantified. Erosion to 2mRAO in the absence of shore protection structures was predicted to total 52m from MHHW (including the effects of a rise in sea-level rise) with additional ongoing beach lowering over time.

Coastal Inundation
Auckland Council Technical Report TR0101/17 outlines the potential for coastal inundation by storm-tides and waves in the Auckland Region. At Mairangi Bay, extreme water levels to 2mRAO can be calculated considering the combined effects of the 100 year storm surge event, wave set-up and sea-level rise. This results in a predicted extreme water level of 3.4m RLL. As a result, inundation of the site occurs through wave overtopping along with the ingress of water upstream to the lower bingal areas behind the reserve as demonstrated in Figure 13.

Maintaining the Existing Seawall – Status Quo Option
A grooved stone wall extends along the perimeter of the grass reserve, with beach access ramps at the northern and southern ends of the beach. The total length of the seawall is 280m. Following recent king tides combined with northeasterly storm events on the 5th January 2018, a 45m section of the wall has required emergency works including underpinning, regoating and backfilling. Further urgent works are also scheduled to be undertaken immediately north of the boat ramp including backfilling of voids and underpinning. Total costs of the storm repair works at approximately $165,000. Such costs can be anticipated to continue over time with the predicted increase in the frequency and intensity in future coastal storm events.

Following recent emergency repair works, the seawall was assessed on the 7th March 2018 as in fair condition. This condition is defined as "significant defects, major maintenance required to no more than 50% of the structures". Based on the results of the asset condition assessment, key issues and ongoing maintenance requirements with the seawall going forward will include:

- The effects of climate change including sea-level rise and the increased frequency and magnitude of storm events which will result in more frequent and severe damages over the next 30+ years;
- Ongoing beach lowering will continue to undermine the seawall. Extension of recent underpinning works required along the length of the structure to avoid wash out of foreshore and opening of voids;
- Increased overtopping of the wall at higher volumes. An increase in crest height will be required to achieve safe overtopping volumes for pedestrians and vehicles;
- Ongoing damage to wall, exceeding the current design criteria, resulting in a need for continuous regoating and repointing.

The above highlights the likely ongoing and increasing costs associated with maintenance. Based on the existing works post storm damage, it is estimated that future annual maintenance could be in the range of $200-$275,000 (depending on magnitude of storm damage). Complete renewal and upgrade could alternatively be considered. Based on similar Auckland Council projects it is likely to cost approximately $8000/m (excluding detailed design and consenting).

KEY ACTIONS:
- Alternative coastal management strategies should be considered through investigation and design;
- Given the dependencies with other projects, investigation and design to include Assessment of Environmental Effects and consider coastal processes with respect to the outcomes identified for the reserve.

"Fig 13 Examples of coastal erosion and damage following storms/king tides"
Staging, Project Description and Cost Estimate

Mairangi Bay Beach Reserves
CONCEPT PLAN REFINEMENTS

1. Proposed Montrose Terrace carpark and Link Lane
2. Montrose Terrace and Sidmouth Street cul-de-sac
3. Montrose Terrace (beachfront road removal)
4. Mairangi Bay Reserve amenity enhancement
5. Bridge replacement and stream enhancement
6. MBSLSC clubrooms
7. MBSLSC storage facility
8. Watercare pump station upgrade
9. Seawall restoration

CONCEPT PLAN REFINEMENTS

A number of potential refinements have been identified to the existing Reserve Management Plan Concept Plan. These refinements have been undertaken in response to Auckland Council, Watercare and Auckland Transport stakeholder feedback. Areas of potential refinement include:

- Alignment of southern end of Link Lane has been shifted to the east to mitigate impacts on significant Pohutukawa and ease away from residential boundary. Surface treatment has been changed to a shared surface to reflect that this section of the lane may function primarily as a pedestrian and service lane. As indicated previously the design of the Link Lane, in terms of one way or two, operational hours etc will be resolved through subsequent design phases;
- Cul-de-sac heads have been re-sized to comply with current AT engineering standards and stay where possible within current extent of road reserve;
- Pump station footprint and location has been updated to reflect current Watercare scheme plan;
- Vehicle access from the Montrose Terrace Carpark to the head of the cul-de-sac has been omitted as it was considered to be not required from a vehicle circulation perspective and assists in the retention of a number of existing Pohutukawas which will provide shade and screen carpark from reserve.

As each of the distinct projects are developed over time additional refinements will be identified in response to further technical studies and wider public and stakeholder engagement. Through these subsequent design phases, all changes and impacts to the Mairangi Bay Concept Plan would be subject to local board approval.
MONTROSE TERRACE CARPARK & LINK LANE

DESCRIPTION: The informal grass overflow carparking at the northern end of the Orewa Beach Reserve is to be formalised as a paved carpark. This will provide an offset for the parking loss from the removal of the Montrose Terrace (beachfront lane). Also anticipated in these works is the formation of a laneway at the rear of Orewa Beach Reserve which will provide a vehicular and pedestrian link between Montrose Terrace and Sidmouth Street.

SPONSOR: Auckland Council - Community Facilities

FUNDING STREAM: Auckland Council - Long Term Plan

COST ESTIMATE: $684,998

PROGRAMME: Works to be completed prior to removal of Montrose Terrace (beachfront road) in order to mitigate loss of carparking.

DESIGN, PLANNING AND CONSENTING PROCESSES INCLUDES:
- Preliminary design (including traffic modelling) and stakeholder engagement;
- Resource Consent;
- Detailed design, Building Consent and tender documentation;
- Contract administration.

INDICATIVE SCOPE OF PHYSICAL WORKS INCLUDES:
- Tree protection, formative tree pruning works and vegetation removal works;
- Protection and/or upgrade to existing underground services including 725mm concrete wastewater, 225mm concrete stormwater and norman AC water supply;
- Construction of carpark and link lane including bulk earthworks, catch pits, stormwater connections, bioengineer, kerb lines, asphalt, permeable paving, concrete carriageway, road marking, signage, street lighting (if appropriate), vehicle gates/bollards, footpaths, grass, shrubs and tree planting;
- Construction of 440m culvert split between Montrose Terrace cul-de-sac and carpark.

SUMMARY
- As identified previously the design of the proposed laneway will have impacts on the wider transport network in particular the two existing car parks at Sidmouth Street and Montrose Terrace at Beach Road;
- Further investigation including traffic and pedestrian counts and further design will be required to establish a preferred option for this laneway including management, ownership and maintenance;
- Engagement with MRRSC will be required to identify any overlap with access requirements for storage facilities, club rooms, boat launching and retrieval.

Fig 1.4 Indicative extents of carpark and Link Lane
MONTROSE TERRACE & SIDMOUTH STREET CUL-DE-SACS

DESCRIPTION:
The formation of two cul-de-sacs at the ends of Montrose Terrace and Sidmouth Street are fundamental in terms of the removal of the Montrose Terrace (beachfront road). The cul-de-sacs are required in order to maintain traffic movements at street ends and in the ease of Montrose Terrace to provide access to and manoeuvring space to the existing boat ramp which is to be retained. Note, given boat ramp is considered only suitable for small trailer boat launching (other than MBLSC rescue boats), no significant improvements to boat ramp or boat trailer parking has been anticipated. Consideration will need to be given to size and location of the cul-de-sacs in relation to the seawall. Given the impacts of sea level rise and overtopping this existing infrastructure should be pushed landward as much as practicable. The overall footprint of the cul-de-sacs should also be minimised where practicable in order to retain as much of the given character of the reserve as possible.

SPONSOR:
Auckland Transport / Auckland Council Community Facilities

FUNDING STREAM:
AT & Auckland Council - Long Term Plan

COST ESTIMATE:
$1,195,410

PROGRAMME:
It is assumed that both cul-de-sacs should be completed at the same time and should precede the removal of the beachfront road.

DESIGN, PLANNING AND CONSENTING PROCESSES INCLUDES:
- Preliminary design including traffic modelling, coastal processes and stakeholder engagement;
- Road stopping and transfer of title process;
- Resource Consent;
- Detailed design, Building Consent and tender documentation;
- Contract administration.

INDICATIVE SCOPE OF PHYSICAL WORKS INCLUDES:
- Decommissioning and removal of existing infrastructure including asphalt, basecourse, kerbs, signage, street lighting, catch pits and manholes etc;
- Protection and/ or upgrade to existing underground services including 750mm concrete wastewater, 225mm concrete stormwater and 100mm AC water supply;
- Construction of cul-de-sacs including bulk earthworks, catch pits, stormwater connections, basecourse, kerb lines, asphalt, permeable paving, road marking, signage, street lights, footpaths, grass, shrub and tree planting;
- Construction of 44no. carparks between Montrose Terrace cul-de-sacs and carpark.

SUMMARY:
- The formation of the two cul-de-sacs are connected with the removal of the beachfront road will be subject to a formal road stopping and transfer of title process;
- AT have established that the full extent of the two proposed cul-de-sacs are to be accommodated within the proposed extent of Road Reserve.

Fig 15 Location of Montrose Terrace cul-de-sac

Fig 16 Location of Sidmouth Street cul-de-sac

REF: 3-AL228-00
MONTROSE TERRACE
(BEACHFRONT ROAD REMOVAL)

DESCRIPTION: The removal of the beachfront section of Montrose Terrace is a key aspect of the Management Plan Concept which enables continuous green open space to run right up to the beach edge. This project will require completion of a land transfer process prior to physical works being undertaken. This process is outlined on page 12 and 13. This project will include decommissioning the road and supporting infrastructure in order to return this space to grassed reserve.

SPONSOR: Auckland Council Community Facilities

FUNDING STREAM: Auckland Council - Long Term Plan

COST ESTIMATE: $334,910

PROGRAMME: Works cannot be completed until both cul-de-sacs are complete for Montrose Terrace and Sidmouth Street.

SCOPE OF ROAD CLOSURE PROCESS

The proposed Mairangi Bay Beach Reserves development as illustrated in the MBRMP Concept Plan requires the transfer of land from Auckland Transport to Auckland Council and vice versa. The North Shore City Council report dated 9th September 2010 is noted as a key background document which addresses the proposed road land transfer as an enabler for the MBRMP Concept Plan.

As identified in the Revised Concept Plan, land transfer will be required for the following key aspects of the project:
- Removal of beachfront lane - Transfer of land from Auckland Transport to Auckland Council - Approximately 2.88ha.
- Establishment of cul-de-sacs - Transfer of land from Auckland Council to Auckland Transport - Approximately 3.23ha.

This land transfer process will require land that is currently gazetted Reserve to be transferred. Land that is gazetted reserve which needs to be transferred requires the approval from the Minister of Conservation, in accordance with requirements under the Reserves Act. There is a term and processes in place within AT to manage this process. This process is a significant undertaking and requires a standalone notification and consenting programme.

The notification process will require a 'call for objections' which must be advertised and is open for submission by any interested or affected party with the potential to go all the way to the Environment Court. Depending on the quantity and severity of objections the timeframe for this process may take 6-12 months but would be drawn out for multiple years.

DESIGN, PLANNING AND consenting PROCESS INCLUDES:
- Preliminary design including coastal processes and stakeholder engagement;
- Road stopping and transfer of title process;
- Resource Consent;
- Detailed design, Building Consent and tender documentation;
- Contract administration.

INDICATIVE SCOPE OF PHYSICAL WORKS INCLUDES:
- Decommissioning and removal of existing infrastructure including asphalt, basecourse, kerbs, signage, street lighting, catch pits and manholes etc;
- Protection and/or upgrade to existing underground services including 375mm concrete wastewater, 225mm concrete stormwater and 300mm AC water supply;
- Grass reinstatement including supply and installation of suitable fill material, topsoil, grading and turf.

SUMMARY
- Removal of the beachfront road will be subject to a formal road stopping and transfer of title process;
- Removal of road will reduce overall carpark numbers for Mairangi Bay, the timing of the construction of the Montrose Terrace carpark needs to be considered in the overall programme.
MAIRANGI BAY RESERVE AMENITY ENHANCEMENT

DESCRIPTION: Minor amenity upgrades to Mairangi Bay Beach Reserve including the formation of a new beachfront promenade which will displace the current playground. It is assumed that with significant reconfiguration of the Mairangi Bay Beach Reserve that amenity enhancements such as new carpark, footpaths and park furniture including seating, bollards, BBQ signage etc would be undertaken.

SPONSOR: Auckland Council Community Facilities

FUNDING STREAM: Auckland Council – Long Term Plan

COST ESTIMATE: $578,448

PROGRAMME: It is assumed that amenity enhancements to the reserve would follow the formation of the two cul-de-sacs and be delivered alongside the new carpark and link lane.

DEsign. Planning and consenting process includes:
- Preliminary design, stakeholder engagement and Resource Consent;
- Detailed design, Building Consent and Tender documentation;
- Contract administration.

Indicative scope of physical works includes:
- Decommissioning and removal of existing park structures such as footpaths, swing set, park furniture etc;
- Construction of footpath network and associated drainage network;
- Construction of new carpark;
- Supply and installation of park furniture including seating, bollards, BBQ, signage, play equipment etc.

SUMMARY
- All aspects of the amenity enhancements i.e. scale of any playground, suitability of BBQ’s, location of seating etc would be subject to the normal Local Board and community engagement process.
BRIDGE REPLACEMENT & STREAM ENHANCEMENT

DESCRIPTION: An ageing timber bridge which connects the reserve to the Whiti Crescent walkway will likely require replacement over the coming years. The replacement of the bridge will also provide opportunities for stream enhancement planting and habitat creation.

SPONSOR: Auckland Council Community Facilities

FUNDING STREAM: Auckland Council - Long Term Plan - Capital Renewal

COST ESTIMATE: $104,613

PROGRAMME: Programme for replacement will likely be driven by completion of condition assessment.

DESIGN, PLANNING AND CONSENTING PROCESS INCLUDES:
- Condition assessment
- Preliminary design, stakeholder engagement and resource consent
- Detailed design, Building Consent and tender documentation
- Contract administration

INDICATIVE SCOPE OF PHYSICAL WORKS INCLUDES:
- Decommissioning and removal of existing 3m wide timber bridge
- Stream edge works including vegetation removal, recontouring of stream edge, habitat creation and stream enhancement planting
- Construction of concrete bridge abutments and scour protection
- Supply and installation of 3m wide steel and timber bridge

SUMMARY
- Condition assessment will be critical in providing greater clarity of replacement programme. The renewal of this structure is not dependent on any other project.
- The existing bridge may need to be retained in place throughout the implementation of the new bridge to maintain pedestrian access to the coastal walkway, which forms part of Te Averea Walkway.

Fig 10 Existing bridge connection between Mairangi Bay Reserves and Whiti Crescent walkway
MBSLSC CLUBROOMS & STORAGE FACILITY

DESCRIPTION: MBSLSC are undertaking an upgrade of their existing clubrooms and storage facility.

SPONSOR: Surf Life Saving New Zealand

FUNDING STREAM: Surf Life Saving New Zealand and charitable contributions

BUDGET: N/A

PROGRAMME: MBSLSC are yet to confirm a programme for works.

INDICATIVE SCOPE OF PHYSICAL WORKS INCLUDES:
- Decommissioning and removal of existing clubrooms including building, foundations, and building services
- Remedial/renewal works to sea wall including underpinning and re-anchoring of existing wall and/or construction of new sections of sea wall. Agreement will be required in terms of funding arrangements for this, as the sea wall is an Auckland Council asset and will likely require renewal works to enable the rebuilding of the clubrooms in their current location;
- Construction of new clubrooms and storage facility including site works, building services and construction of new building.

DESIGN, PLANNING AND CONSENTING PROCESSES INCLUDES:
- Preliminary design which determines footprint, form, access and operational requirements of new clubrooms and storage facilities being undertaken by MBSLSC and their consultant team;
- Engagement with Auckland Council and the Hibiscus & Bays Local Board and will be required for Landowner Approval and Resource Consent processes;
- Detailed design and Building Consent;
- Contract administration.

SUMMARY
- MBSLSC to complete preliminary design prior to consultation with Hibiscus and Bays Local Board;
- All aspects of the preliminary design require Landowner Approval from Hibiscus and Bays Local Board prior to lodgement of Resource Consent;
- No work has been undertaken to understand the scope of works or costs associated with seawall remedial or renewals works triggered by the proposed MBSLSC clubrooms. The Coastal Hazard Assessment identifies the limitations of the current seawall in terms of managing erosion and overtopping. While additional works to the seawall are highly likely, no agreement is in place to identify the funding of potential remedial or renewals work.
WATERCARE PUMP STATION UPGRADE

DESCRIPTION: Watercare are undertaking an upgrade of their existing pump station. The proposed pump station will span across the existing Watercare site, Recreation Reserve and Road Reserve. Underground structures include a wet well and pump chamber to a depth of approximately 10 metres. Above ground will be a two-story building to accommodate control room, mechanical ventilation, switch gear and biofilter. Elements which are external to the building include hardstand area which provides access for pump maintenance and removal, electrical transformers and a number of service covers and access hatches.

SPONSOR: Watercare

FUNDING STREAM: Watercare

COST ESTIMATE: N/A

PROGRAMME: Construction late 2018 - 2019

DESIGN, PLANNING AND CONSENTING PROCESS INCLUDES:
- Preliminary design and stakeholder engagement;
- Resource Consent and Landowner Approval from Hibiscus and Bays Local Board;
- Preparation of design and build contract (currently underway);
- Appointment of design and build contractor;
- Detailed design, Resource Consent and Building Consent;
- Contract administration.

INDICATIVE SCOPE OF PHYSICAL WORKS INCLUDES:
- Tree protection works and formative tree pruning;
- Construction of new pump station including site works and construction of new building and pump chamber;
- Streetscape renewal works.

SUMMARY
- Watercare to complete preliminary design and feasibility phase in consultation with Auckland Council prior to engagement with Hibiscus and Bays Local Board;
- There may be opportunities to cost share further seawall studies (coastal management options) between Auckland Council and Watercare as the impacts of design and renewal works may impact on long term protection of Watercare infrastructure;
- All aspects of the preliminary design require landowner approval from Hibiscus and Bays Local Board prior to lodgement of Resource Consent.
SEAWALL RENEWAL

DESCRIPTION: The existing seawall will require ongoing renewals works as it is likely to be under increased erosion pressure. The frequency and scale of renewal works will be affected by many factors including lowering of beach levels and increased overtopping and scour due to higher waves reaching the seawall. This is in a context of anticipated sea level rise and increased frequency of adverse weather events. No Coastal Processes Report has been carried out at this preliminary phase, but would be required to confirm the scale, extent and timing of likely renewals works. The replacement of a new MBLSJC clubrooms and storage facility in the current location would require significant works to this section of existing seawall to enable this building to be constructed.

SPONSOR: Auckland Council Community Facilities

FUNDING STREAM: Auckland Council – Long Term Plan

COST ESTIMATE: $2,342,000

PROGRAMME: Any works would be triggered by either the construction of a new MBLSJC clubrooms and storage facility or renewals works triggered by a condition assessment and/or works triggered by an adverse storm event.

DESIGN, PLANNING AND CONSENTING PROCESS INCLUDES:
- Coastal Processes Report will identify the preferred holistic design outcome for sea wall based on imports of climate change and coastal hazards over time;
- Preliminary design, engagement and Resource Consent;
- Detailed design, Building Consent and Tender documentation;
- Contract administration.

INDICATIVE SCOPE OF PHYSICAL WORKS INCLUDES:
- Demolition of selected sections of existing sea wall and salvaging of stone cladding;
- Remediation of selected portions of existing sea wall including underpinning, rebedding and repointing of stone cladding;
- Upgrading/diversion of existing storm water outfalls;
- Construction of new sections of sea wall, access stairs pedestrian ramps/stairs and boat ramp including excavation, drainage works, concrete works, stone cladding, handrails etc.

SUMMARY:
- Coastal Processes Report will be critical in providing greater clarity of future renewals works, this report will confirm the most appropriate coastal management option at this location;
- The replacement of MBLSJC clubrooms and storage facility in the current location will trigger significant renewal works to this section of seawall.
Staging and Costs

Mairangi Bay Beach Reserves
## PROJECT STAGING SCHEDULE

<table>
<thead>
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<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
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<tbody>
<tr>
<td>Montrose Terrace carpark and Link Lane</td>
<td>Montrose Terrace and Sidmouth Street cul-de-sac</td>
<td>Beachfront road removal</td>
<td>Mairangi Bay Reserve amenity enhancement</td>
<td>Bridge replacement and stream enhancement</td>
<td>MBSLSC clubrooms and storage facility</td>
<td>Waterware pump station upgrade (TBC)</td>
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</table>

### LEGEND
- Investigation and Design - Coastal Processes Report
- Investigation and Design - Condition and Lifespan Assessment and Renewal Strategy
- Investigation and Design - Preliminary Design, ARE and Engagement
- Road Stopping and Land Transfer
- Landowner Approval
- Resource Consent
- Detailed Design / Building Consent / Tendering
- Construction

### ASSUMPTIONS
- A number of critical technical studies will need to be completed prior to finalising design briefs and therefore progressing detailed design and physical works. These technical studies are best progressed in the following sequence and include:
  1. Seawall asset inspection, life span assessment and renewal strategy;
  2. Preliminary design phase for twin cul-de-sacs and link lane;
  3. Road Stopping and Land Transfer;
- 2021 - 2031 Long Term Plan (LTP) funding has not been adopted yet;
- None of the projects identified within the Development Plan are currently funded;
- Bulk of renewals and capital work will need to be delivered post 2021 through the LTP process;
- Review of LTP for past 2021 to be complete by August 2020 at which point it will be issued for public consultation;
- Available funding for the 2021 - 2031 LTP will be available from July 1st 2020 onwards;
### PROJECT COST ESTIMATE

<table>
<thead>
<tr>
<th>Item</th>
<th>Maximum Terrace Carpark and Link Lane</th>
<th>Maximum Terrace and Seabreeze Street sidewalks</th>
<th>Beachfront Road Realignment</th>
<th>Mahurangi Bay Reserve Access Enhancements</th>
<th>Bridge Replacement and Stream Enhancement</th>
<th>MURC Killick and Storage Facility</th>
<th>Waterfront Pump Station Upgrade</th>
<th>Sewall Renewal</th>
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<td>$360,000</td>
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### Construction Costs
- Preliminary and General
  - Design, Engineering and Consulting: $90,000
  - Site Completion: $20,000
  - Services: $120,000
  - Kerbs, Asphalt and Carriageway Works: $80,911
  - Footpaths and Pavement: $80,911
  - Street Furniture: $80,911
  - Lighting and Electrical: $80,911
  - Heating: $80,911

### Maintenance
- $3,000,000

### Construction Costs Subtotal
- $1,395,410

### Total Project Cost Estimate (2018 Costs)
- $5,864,988

### YEAR BY YEAR COST PLAN

<table>
<thead>
<tr>
<th>Year 1 - 2018</th>
<th>Year 2 - 2019</th>
<th>Year 3 - 2020</th>
<th>Year 4 - 2021</th>
<th>Year 5 - 2022</th>
<th>Year 6 - 2023</th>
<th>Year 7 - 2024</th>
<th>Total Project Cost Estimate (Inflation Adjusted)</th>
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**Inflation Adjusted Total Life Cycle Cost (Year Abridgement):**
- $3,510,000
APPENDIX 1 - ALBANY HIGHWAY / MAIRANGI BAY LAND SWAP
CSP-161 Parkland Required for Albany Highway Upgrade

TO: Community Services & Parks Committee

ON: 9 September 2010

AUTHOR: Parks Policy and Planning Advisor

Summary:

The Transport Strategy and Planning Department are seeking approval from the Committee to acquire portions of the road frontage of six parkland parcels to facilitate the development of the proposed Albany Highway upgrade—see Table 1. For plans of the portions of parkland proposed to become road see Attachment 2.

While Council does not, in principle, endorse alienation of parkland from the city’s park network, officers are cognisant of the need for an upgrade to the existing Albany Highway to accommodate current demand and future growth. Parks officers are satisfied that the impacts on public access, function and usability, and on amenity values, of the proposed land acquisitions by the Transport Department will be no more than minor.

Additionally, officers see this as an opportunity to undertake a land swap to obtain some strategically important road land for incorporation into Mairangi Bay Beach Reserve.

With the recent purchase of 19 Montrose Terrace, Mairangi Bay, Council has completed the last of its strategic land acquisitions which will facilitate the creation of an expanded recreational area at the Mairangi Bay beachfront. Closure of the road between Montrose Reserve, Sidmouth Reserve, the recently acquired Montrose Terrace properties and the existing Mairangi Bay Beach Reserve, would maximise the area available for public recreation and fully capitalise on Council’s expenditure on acquiring numbers 15, 17 and 19 Montrose Terrace.

Attachment 3 shows the draft concept plan for the expanded Mairangi Bay Beach Reserve, which will form part of the reserve management plan consultation process next year. (Note that this concept plan does not include 19 Montrose Terrace which was acquired subsequent to the creation of the plan.) Although this plan has not been formally approved yet, it gives the Committee an indication of how the beach reserve could be improved over time.

Figure 1 shows the approximately 2,700m² of road land that is recommended to be swapped for the parkland required for the proposed Albany Highway upgrade. This would facilitate the implementation of the proposed Mairangi Bay Beach Reserve redevelopment.

If the land swap were to be undertaken, the North Shore parks network would lose a total of 536.3m² of park road frontage in Albany but acquire approximately 2,700m² of prime parkland in Mairangi Bay. Officers are of the opinion that the nett gain of parkland obtained in the transaction would satisfy the Minister of Conservation who must approve all such land swaps.

Officer’s Recommendations:

1. That the report be received.

2. That approval be granted to proceed with the process to revoke the reserve status of portions of 6 parkland parcels as listed in Table 1 of this report, and as per the plans in Attachment 2 of this report, to facilitate the proposed Albany highway upgrade subject to the following:

   (a) That the portion of Montrose Terrace between Montrose Reserve, Sidmouth Reserve, 15-19 Montrose Terrace and the existing Mairangi Bay Beach Reserve, be closed and vested as recreation reserve under the Reserves Act 1977;

Agenda: Community Services & Parks Committee, 9 September 2010
(b) That the identified road closure be timed to coincide with future development of the reserve
(c) That approval of the Department of Conservation be obtained.

Links to, and Consistency with:

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description of link and the consistency or inconsistency</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) City Blueprint:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) City Plan:</td>
<td>Contributes to City Plan outcomes</td>
<td></td>
</tr>
<tr>
<td>(c) Annual Plan:</td>
<td>Contributes to Annual Plan Objectives and Levels</td>
<td></td>
</tr>
<tr>
<td>(d) District Plan:</td>
<td>Compliant</td>
<td></td>
</tr>
<tr>
<td>(e) Other council strategies/plans:</td>
<td>Consistent with Council's Strategic Plan - Ease of Movement</td>
<td>Strategic Plan June 2001</td>
</tr>
<tr>
<td>(f) Council Policy Manual:</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

Significance

<table>
<thead>
<tr>
<th>High</th>
<th>Medium</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Impact [implication x how many people affected]</td>
<td>All road users</td>
<td></td>
</tr>
<tr>
<td>(b) History of public interest</td>
<td>Significant interest in the Albany Senior High School project</td>
<td></td>
</tr>
<tr>
<td>(c) Impact on the council budget or casualty</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>(d) Can the decision, policy or proposal be reversed?</td>
<td>No, once the land is purchased and the road built it would be difficult to purchase the land back.</td>
<td></td>
</tr>
<tr>
<td>(e) Describe any alteration of service levels of any council significant activity</td>
<td>The project improves service levels for all road users.</td>
<td></td>
</tr>
<tr>
<td>(f) Describe any impact on any council strategic assessment</td>
<td>Transport infrastructure is improved and created some minor reduction on the cemetery site, although grave plots should not be disturbed.</td>
<td></td>
</tr>
<tr>
<td>(g) Does this decision involve changing the way in which a significant activity is delivered?</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>(h) If this is a significant decision, how does it take account of the relationship of Māori to ancestral land, water, sites, wahi tapu, valued flora and fauna, and other taonga?</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

Community views

| | |
| (a) What information does the council have on community views on this matter? | N/A |
| (b) What communication and/or consultation has been undertaken? | N/A |
| (c) What consideration has been given to community views on this matter? | N/A |
| (d) Further consultation is required | |

Agenda: Community Services & Parks Committee, 9 September 2010
## Auckland Transition Agency Requirements:

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the decision being made - significantly prejudice the reorganisation</td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Does the decision being made - significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation</td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Does the decision being made - have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation</td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Does the decision being made - a decision in respect of which the Transition Agency has notified the existing local authority under Section 20</td>
<td></td>
<td>✔</td>
</tr>
</tbody>
</table>

### Attachment A - Item 14

#### For policy development
- Adopting a policy required by the Local Government Act 2002
- That is significantly inconsistent with, or is anticipated to have consequences that will be significantly inconsistent with, any policy or plan adopted by the existing local authority under the Local Government Act 2002

#### Funding
- To set a rate other than in accordance with its long-term council community plan
- To borrow money for a period that extends beyond 30 June 2011

#### Assets and contracts
- To purchase or dispose of assets other than in accordance with its long-term council community plan
- To enter into any contract (other than an employment agreement)—
  - That imposes, or will continue to impose, any obligation on the existing local authority after 30 June 2011; and
  - The consideration for which is, or is equivalent to, $20,000 or more

#### Council Controlled Organisations
- To establish, or become a shareholder in, a council-controlled organisation
- To adopt or amend a policy concerning the appointment or remuneration of directors of a council-controlled organisation
- To appoint a person as a director of a council-controlled organisation
- To agree to, or modify, the statement of intent of a council-controlled organisation

### Background:
The following background is from the attached report from Brian Devitt—see Attachment 1:

The Albany Highway from Schnapper Rock/East Roads to State Highway 17 is a 3.7km stretch of Regional Arterial Road currently in two lanes with some footpaths but, in general, still a country road. The Highway supports

**Agenda:** Community Services & Parks Committee, 9 September 2010

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**Attachments**

**Page 43**
The Transport Strategy and Planning Department are seeking approval to acquire portions of the road frontage of six parkland parcels to facilitate the proposed road-widening works—see Table 1. For plans of the portions of parkland proposed to become road see Attachment 2.

<table>
<thead>
<tr>
<th>Reserve Name</th>
<th>Legal Description</th>
<th>Total Area of Parcel (ha)</th>
<th>Area Required for Road Widening (ha)</th>
<th>Total size of Reserve (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany Domain</td>
<td>Pt Allot 690 Parish of PAREMOREMO</td>
<td>4.4353</td>
<td>0.01643 (164.3m²)</td>
<td>5.0399</td>
</tr>
<tr>
<td>Fernhill Escarpment</td>
<td>Pt Lot 1 DP 137152</td>
<td>10.7000</td>
<td>0.0130 (130.0m²)</td>
<td>16.2123</td>
</tr>
<tr>
<td></td>
<td>Lot 4 DP 137152</td>
<td>2.1570</td>
<td>0.0186 (186.0m²)</td>
<td></td>
</tr>
<tr>
<td>Days Bridge Esplanade Reserve</td>
<td>Lot 2 DP 132667</td>
<td>1.3800</td>
<td>0.0195 (195.0m²)</td>
<td>1.3800</td>
</tr>
<tr>
<td>Clear Reserve</td>
<td>Lot 76 DP 179305</td>
<td>0.4768</td>
<td>0.0105 (105.0m²)</td>
<td>0.4768</td>
</tr>
<tr>
<td>Parkhead Reserve</td>
<td>Lot 23 DP 115950</td>
<td>1.6795</td>
<td>0.0146 (146.0m²)</td>
<td>1.5887</td>
</tr>
<tr>
<td><strong>Total Areas (ha)</strong></td>
<td></td>
<td><strong>0.03263</strong></td>
<td></td>
<td><strong>24.6975</strong></td>
</tr>
</tbody>
</table>

Table 1. A list of the affected parks and parcels and the area of each required for the proposed road widening. Total area of land required for road widening is 0.38% of total area of affected parkland.

While Council does not, in principle, support any alienation of parkland from the city's park network, officers are cognisant of the need for an upgrade to the existing Albany Highway to accommodate current demand and future growth. Parks officers are satisfied that the impacts of the proposed land acquisitions by the Transport Department on public access, function and usability of the affected reserves and their amenity values, will be no more than minor.

Additionally, officers see this as an opportunity to undertake a land swap to obtain some strategically important road land for incorporation into Mairangi Bay Beach Reserve.

With the recent purchase of 19 Montrose Terrace, Mairangi Bay, Council has completed the last of its strategic land acquisitions which will facilitate the creation of an expanded recreational area at the Mairangi Bay beachfront. Closure of the road between Montrose Reserve, Sidmouth Reserve, the recently acquired Montrose Terrace properties and the existing Mairangi Bay Beach Reserve would maximise the area available for public recreation and fully capitalise on Council's expenditure on acquiring numbers 15, 17 and 19 Montrose Terrace.

Figure 1 shows the approximately 2,700m³ of road land that is recommended for the land swap proposal required for the proposed Albany Highway upgrade. This would facilitate the implementation of the proposed Mairangi Bay Beach Reserve redevelopment.

Agenda: Community Services & Parks Committee, 9 September 2010
Figure 1. Plan of Maorangi Bay showing the recent parkland acquisitions (outlined in green) and the potential area of road to be swapped for the parkland required for the Albany Highway upgrade (outlined in red).

If the land swap were to be undertaken the North Shore parks network would lose a total of 830.3m² of road frontage in Albany but acquire approximately 2,700m² of prime parkland in Maorangi Bay.

<table>
<thead>
<tr>
<th>Name and title of signatories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepared by</td>
</tr>
<tr>
<td>Confirmation of statutory compliance</td>
</tr>
<tr>
<td>(a)</td>
</tr>
<tr>
<td>(b)</td>
</tr>
<tr>
<td>Approved by</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

Date: 26 August 2010

Agenda: Community Services & Parks Committee, 9 September 2010
Attachment 1: Letter from the Transport Strategy and Planning Department seeking approval to acquire parkland to facilitate implementation of the proposed Albany Highway upgrade.
Parks – Reserve Land Required for Roading

TOPIC: Albany Highway Upgrade – Shrappo Rock / Bush Road to SH17

TO: Martin van Yeersveld

AUTHOR: Brian Devitt – Project Manager

Executive Summary:

The Albany Highway from Shrappo Rock/Bush Roads to State Highway 17 is a 3.7km stretch of regional arterial road currently in two lanes with some footpaths but, in general, still a country road. The highway supports residential and commercial activities and is a major link between the Upper Harbour Highway in the south to State Highway 17 in the north with connections to the North Harbour Industrial Estate which accounts for much of the traffic. Currently, 14,000 vehicles a day use the highway with growth anticipated to rise to 24,000 vehicles per day in 2024. The highway also supports four schools with a combined roll of 5,000 students and Massey University with a roll of 6,500 with many of the Massey students residing on the highway. Retaining this highway as a major regional arterial route while ensuring the safety of a very large number of young people and parents provides a unique challenge.

In order to provide the infrastructure for a large number of vehicles while encouraging the use of alternative modes of transport by school children and adults, a four lane solution with dedicated footpaths and cycle paths, with good separation between these paths and the road, is seen as a minimum requirement. Given this, a minimum corridor width of 28.5 metres is required. While this is slightly under the nominal width for a Regional Arterial Route it does provide for good facilities without a major impact on land requirements. Discussions are under way with a number of land owners to secure the required property to build the highway and some land is required from a number of parks and reserves along the route. This latter requirement is the subject of this request to Iwi.

Officers Recommendations:

That Parks and Community Services supports the Albany Highway Project and the acquisition of reserve land for designation as road reserve.

Background:

The Albany Highway Project started in 2005 with investigation and was consulted on in 2007. At this time, the major driver for the project was to provide the requirements of a Regional Arterial Road without too much emphasis on urban design and land use. Initially a two lane highway was proposed with an upgrade to four lanes in a few years. Footpaths were provided but on road cycle lanes were

Reference:

1. Iwi Engagement - Albany Highway, Shrappo Rock/Bush Roads to SH17_Final
invisaged. Consultation in 2007 resulted in a complete re-think on the needs and demands of the highway with a very clear message that the project should not be staged (i.e.; two lanes now, expanding to four lanes later) and that much more thought needed to go into the requirements of the large number of school children on the highway.

In 2008 a new project was launched using a corridor management plan approach and the result of this planning is a design which meets both the needs of a regional arterial road as well as catering for welfare and safety of 5,000 school children. Consultation feedback indicates that parents will feel a lot happier about letting their children walk and cycle to school in this new environment.

Iwi were consulted in December 2009 on the building of the Oteha Stream Share with Care Foot/Cycle Bridge and path. Some of the reserves addressed in that consultation are also part of the Albany Highway project, replacement for the existing Days Bridge over the Oteha Stream being the most significant. An important goal of this project has been to minimise impact on the reserve areas affected by road widening activity. As with the Oteha Stream foot/cycle bridge, the stream itself will not be impacted by the Days bridge replacement.

Similarly the Albany Cemetery has been a challenge for the project team. The unmarked graves of two children of early settlers are affected by the works. All appropriate authorities and to the extent possible, the descendant families of the children have been approached and agreement reached to their proper relocation within the central part of the cemetery.

Description of Project:

The aim of this project is to bring the Albany Highway up to Regional Arterial standards whilst retaining the character of the area and making vast improvements to the pedestrian and cycle facilities to encourage alternate modes of transport use on this corridor which needs to cater for 5,000 school children as well as high volumes of vehicular traffic.

Previous consultation resulted in a re-think of these requirements and acknowledges a desire by the community to avoid a staged approach and thus multiple upheavals. Dedicated footpaths and dedicated cycle paths will vastly improve the safety and well being of our children and assist the parents in delivering children to their schools resulting in less traffic congestion especially during school drop off and pick up times. It is also intended that extensive planting, including indigenous trees, is carried out along the full length of the proposed works.

Preliminary Design is nearing completion and the council will be going back to the community with its revised plans over the next two months. Detailed design will commence following this, in parallel with the land purchase and designation processes which are also under way. Construction is planned to start in 2012.

We request comment on the proposal and advice as to any issues of spiritual and cultural significance both for the building of the highway itself and more importantly at this time, the acquisition of land from reserves and parks required to build the highway, which is detailed below.

<table>
<thead>
<tr>
<th>#</th>
<th>Area</th>
<th>Name</th>
<th>DP Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>8519</td>
<td>Albany Cemetery</td>
<td>A10577 Parish of PAROWAMOURO</td>
</tr>
<tr>
<td>2</td>
<td>88</td>
<td>Parkhead Place</td>
<td>Lot 23, DP115950</td>
</tr>
</tbody>
</table>

[2] Iwi Engagement - Albany Highway, Schnapper Rock/Busk Roads to SH17_Final

Agenda: Community Services & Parks Committee, 9 September 2010
<table>
<thead>
<tr>
<th>#</th>
<th>Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>R21</td>
<td>Albany Domain</td>
</tr>
<tr>
<td>4</td>
<td>R323</td>
<td>Next to 321 Albany Highway</td>
</tr>
<tr>
<td>5</td>
<td>PS60</td>
<td>Just south of Days Bridge (Pump Station)</td>
</tr>
<tr>
<td>6</td>
<td>RA73</td>
<td>Cheka Stream Surrounds</td>
</tr>
<tr>
<td>7</td>
<td>RA73</td>
<td>Cheka Stream Surrounds</td>
</tr>
<tr>
<td>8</td>
<td>RA73</td>
<td>Cheka Stream Surrounds</td>
</tr>
</tbody>
</table>

Note: The Albany Cemetery land has already been approved by Parks and Community Services and is shown here for clarification only.

In general, we will be taking approximately five metres off the frontage of these properties except for R21 where only a sliver is required. The land plans are attached for your perusal.

An early response is essential to the land purchase and designation processes so a response by the end of June would be very welcome.

<table>
<thead>
<tr>
<th>Name and Title of Signatories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepared by</td>
</tr>
<tr>
<td>Approved by</td>
</tr>
<tr>
<td>Date</td>
</tr>
</tbody>
</table>

Attachments: Land Plans supporting the table above.
Attachment 2: Plans of the sections of parkland which Transport Strategy and Planning are seeking to acquire

Attachment 2:

Plans of the sections of parkland which Transport Strategy and Planning are seeking to acquire from the Parks Department.
Attachment A

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Attachment A

Item 14

Attachment 3: Draft Mairangi Bay Beach Reserve Development Plan

Mairangi Bay Reserve Design Concept

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