

31 March 2025

**Attention:**

Kelly Durham  
Auckland Transport

Via email: kelly.durham@at.govt.nz

Dear Kelly

**Resource consent application – Further information request**

Application number(s):	BUN60444262 / LUC60444264 / WAT60444263
Applicant:	Auckland Transport
Address:	Carrington Road, and 1, 99, 131 and 138 Carrington Road, Mount Albert
Proposed activity(s):	Improvements to Carrington Road between Mt Albert Town Centre and Point Chevalier Town Centre including road widening, construction of the Point Chevalier Watermain No.2 Project and associated construction activities

Further to my letter of 28 February 2025 where I confirmed that your application was accepted for processing, I have now reviewed your application and inspected the works area. Council's specialists have also reviewed your application.

This letter is a request for further information that will help Council better understand your proposal, including its effect on the environment, adjacent persons and the ways any adverse effects might be mitigated.

**Plans and Information**

1. Table 2.1 in the AEE lists land in which road widening works will occur outside the road corridor. Please provide a drawing(s) which clearly shows where works are proposed outside the road corridor and within private properties including Council owned reserves (Rawalpindi Reserve) and within Designation 6300 – North Auckland Railway Line, Designations – 6718 – Motorway – State Highway 16 and Designations – 6723 – State Highway 16.

It is suggested that larger scale drawings are provided which shows the extent of works the type of works (retaining walls, vegetation, infrastructure) within these properties. Please also show the 28.2m set back along the western side of Carrington Road as it applies to those properties within the Wairaka Precinct. Please identify which properties / land is being acquired via property agreements.

2. Please show on the drawing requested under item 1 or on a separate drawing land which will be ultimately acquired by Auckland Transport and vested/legalised as road as detailed on page 8 of the AEE. .
3. Please advise if written approval is being sought from any of the property owners where works are located with private property. This would help confirm where effects on properties / persons can be disregarded.
4. Section 2.2.1 of the AEE states that high density residential development is currently underway within the Wairaka Precinct. Please show the outline of the consented developments on the design drawings to understand the interface / separation between these consented buildings and the proposed road widening works. It is noted that there are smaller residential developments on the western side of the road also under construction or recently completed that are not shown on the aerial base map in the Preliminary Design Drawings. Please also show the outline of these developments to understand the interface / relationship (refer 198 to 202 Carrington Road for example).

*Advice Note*

*Refer FTC00007 at 1, 1A and 99 Carrington Road (Maungarongo RC1) as approved under the COVID-19 Recovery (Fast-track Consenting) Act 2020 (CRA)*

*Refer BUN60412014 being Maungarongo RC2 at 1 Carrington Road approved under the CRA.*

*Please note that Stage 1 of a two stage Mega Lot subdivision consent which sits over the Wairaka Precinct has recently been vested. The properties identified in Table 2.1 of the AEE may need to be updated to reflect the current property addresses.*

5. Please advise if s176 approval is /has being sought for the works in relation to Designation 6300 – North Auckland Railway Line for the permanent occupation of the active mode bridge in the designation. Please advise if approval has been sought from any of the Requiring Authorities for the works within their respective designations.

**Timing and Construction**

6. Please confirm if separate laydown areas are required for construction of the Point Chevalier Watermain No. 2 (Watermain) between Seaview Terrace and Sutherland Road and the Carrington Road Improvement Project (CRIP) works. Please show indicative locations of these laydown areas. Please clearly identify any laydown areas within the Historic Heritage Extent of Place or on/near recorded archaeological sites.
7. Section 3.3.4 of the AEE states that the Watermain will need to be procured early to ensure it is available to meet the construction programme. Please confirm if the Proposed Construction Staging in Section 3.3 of the AEE is tied to or will be implicated by the procurement of the Watermain and any delays in obtaining this infrastructure.. For example if there is a delay in procurement will there be an associated delay in the CRIP programme. This information is required to understand the duration of construction effects.
8. Proposed condition 10(b)(x) advises that the Construction Traffic Management Plan (CTMP) will include details of coordination with other construction sites. Please elaborate by way of example how cumulative construction traffic management effects will be

managed with regard to existing consents and developments likely to be consented in the Wairaka Precinct during the CRIP and Watermain construction phase. For example it was observed that construction traffic associated with developments consented under the Fast Track legislation in the Wairaka Precinct (refer *Maungarongo RC1 and RC2*) *are utilising the side streets off Carrington Road for parking*. Please comment on parking displacement within these side streets from the CRIP and Watermain construction traffic, other construction activities in addition to general parking demand.

9. Section 6.1 of the AEE sets out consultation undertaken to date. Please provide further details on the following:
  - a) Consultation and engagement regarding the Watermain works since lodgement of the resource consent.
  - b) Details of planned engagement activities of both projects
  - c) A map showing the location of 'Key Local Stakeholders' which have been consulted over the history of CRIP, specifically "*Carrington Road residents (including parties identified as directly affected by the proposed works*"

### **Waste Collection**

10. Please demonstrate that sufficient space is available in berms following construction for the storage of residential waste bins during collection day. Please overlay waste storage areas on the proposed landscape plan.
11. Please explain how waste collection will be undertaken from properties fronting Carrington Road and the side streets during the staged construction of CRIP and the Watermain.

### **Mana Whenua Values**

12. Please confirm and provide if relevant any Cultural Values Assessments (CVA) from iwi consulted as part of the proposal including any updates to Ngaati Whanaunga's CVA.
13. The proposal involves resource consent for groundwater diversion. It is understood that the diversion is associated with the new active mode bridge and/or excavations for the Watermain isolation valve. Please confirm if iwi have been consulted on this scope of works associated with the Watermain works. This information is required to inform the effects assessment under E7.8.1(1)(a)).

### **Construction Noise and Vibration**

14. Please clarify whether the project requires any of the following activity/plant, if yes, please provide details of potential noise and vibration effects:
  - a) Concrete cutting, concrete breaking
  - b) Rock breaking (noting the presence of basalt in the wider surrounding environment and as noted in the Geotechnical Appraisal Report prepared by Jacobs)
  - c) Road surface removal.

These activities can create extremely high noise but are not listed in the Table 5 of Acoustic assessment prepared by Marshall Day Acoustics Assessment (MDA).

15. Please provide the extent (number of dwellings) where noise/vibration exceedances may occur at night time, noting the MDA Report has mentioned the night time noise exceedance will occur at 887-901 New North Road and 224 Carrington Road.
16. The MDA Report has included a comprehensive assessment on the traffic noise in relation to the project, however limited assessment has been provided on the potential adverse effects of traffic vibration. Please provide an assessment on the road traffic vibration on the adjacent building/dwellings taking into account the proposed road widening and addition of bus lanes which will result in vehicle movements being closer to adjacent buildings. Please provide a specific comment on Building 1 (Oakley Hospital).
17. There are a range of land use activities on the eastern side of Carrington Road which have not been identified in the MDA Report as Protected Premises and Facilities (PPFs). Please review the below properties and associated land use activities and update MDA Report as required
  - a) Manawanui Oranga Hinengaro (Māori mental health) 11 Sutherland Road which includes a marae.
  - b) Buchanan Rehabilitation Centre, 27 Sutherland Road which includes an in patient facility.
  - c) Pitman House/CADS, 50 Carrington Road.



Please ensure these buildings are treated as PPF's to inform consideration of appropriate noise and vibration management and mitigation measures.

### Historic Heritage

18. The AEE refers to "potential measures" for mitigation for the proposed removal of the Airing Court Wall, modifications to the fabric of the historic heritage extent of place and for a new bus shelter within the extent of place. Therefore, the conclusions of the Historic Impact Assessment (HIA) that state that the potential adverse effects could be minor are

unable to be relied upon. Please provide an updated HIA which comes to a definitive conclusion about the level of effects, and clarification on the recommended measures.

19. The HIA states:

*“Every effort should be made to salvage a quantity of bricks from the Airing Court wall for possible reuse. Some bricks have previously been salvaged from later parts of the main building when these were recently demolished. Mortar used for brickwork around the 1880s was typically manufactured by burning seashells and was generally soft and of poor quality. The mortar used in the main building, however, was surprisingly hard, suggesting that cement was used in its manufacture. Consequently, the mortar proved somewhat difficult to remove. There may be similar issues with the bricks from the Airing Court wall if cement was also used in its construction.*

*Uses for which bricks salvaged from the Airing Court wall could include the following:*

- *Brick Paving - Part of the proposed cycle way where it passes the end of the Carrington building appears to follow the line of the existing wall. Some of the bricks could be retained and cleaned and re-laid along this line.*
- *Replacement Walls/Fences*

Please confirm if the salvage and rescue of bricks from Airing Court Wall forms part of the application. Please provide information to demonstrate that the bricks can be salvaged from the wall and reused (i.e. that this is feasible). Please provide supporting drawings showing the use and location of reused bricks to inform the effects assessment.

20. The HIA states the following:

*“Early photographs of the asylum such as those reproduced on pages 7 and 17 show that the site originally had very simple timber post and rail boundary fences and a suggestion has been made that this style of fencing could be repeated along the new boundary line between Carrington and the adjacent widened road.*

*Alternatively, a section of the existing brick wall could be reconstructed along the new boundary line, reusing some of the existing bricks.”*

Please confirm if a simple timber post and rail boundary fence forms part of the application and if so please show the location of the fence and proposed details. And/or if a new brick wall on the boundary line is proposed please provide supporting drawings which show the location of the fence, its height and supporting design details to inform the effects assessment.

21. The HIA states the following:

*“Interpretive panel/s should be provided detailing the history of the site with plans and photographs highlighting the demolished wall. A supply of bricks from the wall could be retained and used to construct a plinth on which the interpretive panel/s could be mounted.*

Please confirm if Interpretive panel/s are proposed and if so please indicate the location of the panels, examples of the panels and relevant supporting drawings to inform the effects assessment.

22. The HIA states the following:

*“As noted, there is a rudimentary bus shelter on the roadside, a short distance away from where a new shelter is proposed. Although it is not proposed that a “Carrington Heritage” bus shelter be constructed, there may be an opportunity to reuse some of the salvaged bricks in its construction.*

*It is noted that the proposed bus shelter is shown as being within the Carrington Hospital Extent of Place. A resource consent will therefore be required, being a new structure within an Extent of Place as specified in D17.4.1 Activity Tables (A10) of the Auckland Unitary Plan.”*

Please provide details regarding the proposed bus shelter including elevation drawings. Please notate indicative signage locations and confirm if signs are ‘information only’ signs or whether signage areas are nominated for third party advertising.

23. Please provide information to demonstrate why Airing Court Wall or part of the wall cannot be preserved in-situ. Please comment on any scope for changes to AT policy with regards to reduced lane widths for example.
24. Please provide details of the watermain isolation valve chamber proposed within the Historic Heritage Extent of Place. It is understood this infrastructure is below ground however please provide details of above ground access (photos will suffice).
25. Please confirm if an archaeological authority is being sought in parallel with the resource consent noting that Airing Court Wall is a pre 1900 structure.

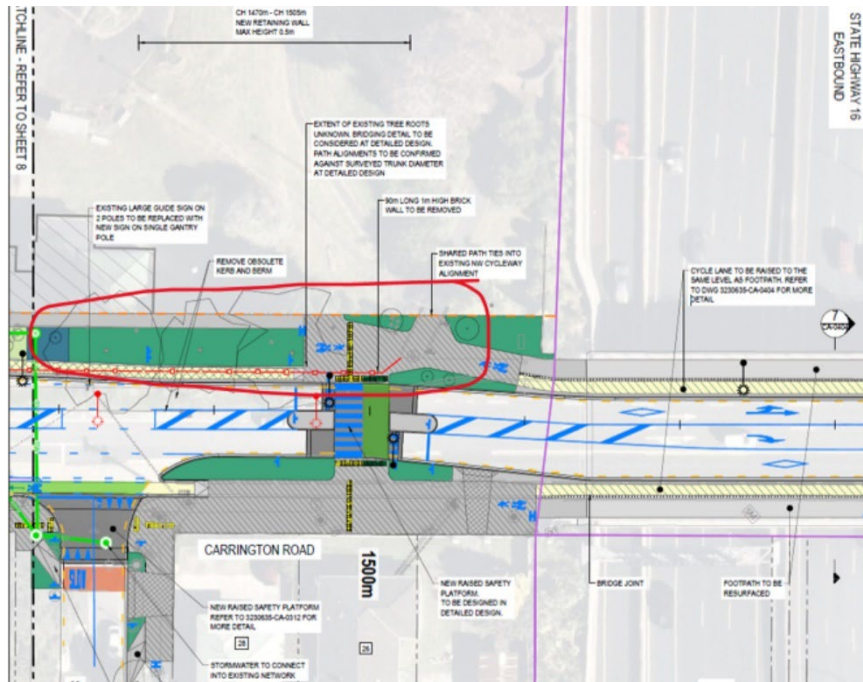
Changes/recommendations – not pursuant to section 92 of the RMA

Council’s Historic Heritage expert advises the following:

- A. *“I have significant concerns about the proposed configuration of the junction with the front garden area in front of the former Carrington Hospital Building One (generally circled red below). This does not align with the heritage values of the place. As already outlined in the pre-app advice by Rebecca Fox, Built Heritage Implementation Team:*

*“One of the things I mentioned previously was the need to think about the best way for the new pedestrian and cycle crossing to enter the hospital site. It is not as simple as just lining up with the existing footpath – this creates an awkward junction with the new crossing, and we need to think about views into the site and a heritage-compatible entrance gate. Again, this is an opportunity to enhance the heritage values and provide a more direct line of travel.”*





*For reference, please see the below 1940 aerial view showing the traditional layout of this area with turning circle in the centre and angled timber gates at the intersection (just in view).*



*And the historic photo of the early timber gates and post and rail fencing (included in the DPA Report).*



*“I therefore suggest that the Applicant considers reinstating the angle white gates and post and rail fence as above (subject to refinement, position confirmation etc). The actual details for the reconstructed fence and gate could be covered by a RC consent condition “*

*B. Regarding the proposal for interpretation signage, I suggest that the applicant also proposes sequential interpretation panels on the history of the Carrington Hospital (including the wall that is proposed to be demolished). This would have significant public benefit given the proximity to the cycleway and footpaths. This could also be managed via consent condition.*

## **Archaeology**

*Advice Note: Please refer to the S92 Archelogy Assessment at Attachment 1 for context for the following s92 matters.*

26. Please provide a map showing the 1887 Airing Court Wall, Gate 1 subsurface features, in relation to the proposed CRIP works should be provided in the assessment. Please include any photographs and descriptions of the trenching which occurred beneath the wall.
27. Archaeological site records cited should be updated with details available to the archaeologist about known subsurface features etc, the 1887 Airing Court Wall should either be recorded as an archaeological site or added to one of the existing nearby sites as appropriate, and the site records should be appended to the archaeological assessment.
28. The Archaeological Assessment should include details of the optioneering/alternatives analysis in particular regarding the 1887 Airing Court Wall, and an explanation as to why the assessment was apparently commissioned after the developed design was completed, and several years after planning and assessment began. Likewise the archaeologist should address the potential for a redesign to avoid or minimise archaeological effects, and the proposed re-use of some of the bricks if its not too difficult or expensive to remove the mortar.



*Advice Note:*

*The archaeological assessment does not address the possibility of a redesign to reduce or avoid effects, again by omission deferring to the built heritage assessment and other project documents prepared after the developed design was produced. Considering redesign is a necessary part of archaeological assessment as indicated in HNZ guidelines.*

29. The Archaeological Assessment of Effects should be updated to include the following:
- a) the pedestrian bridge and associated structures and groundworks on the wider pre-1900 Mt Albert Railway Station complex
  - b) the trenching for the watermain and excavation for valves etc
30. The archaeological values assessment should be expanded to address concerns with the assessment of the 1887 Airing Court Wall, and apparent tensions with the built heritage assessment.

*Advice Note*

*Demolition of the 1887 Airing Court Wall would require meeting a public benefit test. This is not addressed in the archaeological assessment which by omission appears to defer to the built heritage assessment.*

31. The proposed level of recording for the 1887 Airing Court Wall should be revised upwards (with regards to the HNZ guidelines).
32. Along with the archaeological management plan, a research strategy should be prepared in order to facilitate understanding of the Airing Court Wall in terms of the archaeology of the oppressed, women/gender, and institutions. This could inform Interpretive Panels or similar if they are to form part of the application.
33. More details of the CRIP and watermain proposal should be added, including exemplary plans and sections in key areas where effects are known or likely. Contents and table of figures should also be added to the assessment for ease of use.

### **Visual Amenity and Landscape**

34. The AEE at section 3.1.3 Proposed Vegetation and Landscaping notes that there will be the planting of 190 new specimen trees equating to 1,624m<sup>2</sup> of canopy coverage. It then goes on to note the feasibility, locations, sizes, numbers and species of trees shown on the Preliminary Design Drawings will be confirmed at Detailed Design Stage. The commentary within the AEE suggests that the proposed number, locations and grades of tree may be changed at a later date. However, it is understood that the conclusions / levels of effects outlined within the Landscape Effects Assessment rely on the proposed planting and tree implementation as mitigation – including the number and grade / rate of establishment of these. Accordingly please clarify / confirm the following:
- a) How the proposed 190 trees / 1,642m<sup>2</sup> canopy coverage is ensured as an outcome within the conditions offered.
  - b) Confirm that the locations of trees indicated do not conflict with existing or proposed cables, pipes, and lights, in ground or above.

- c) What the minimum grade size for all trees will be, noting 45L-80L for small, 80L-160L for medium and 80L- 400L for large are mentioned, as well as minimum 45L under the Urban Ngahere Strategy.
  - d) Confirm the minimum number of trees and canopy coverage to be implemented. If this is less than the 190 proposed whether this would still meet the outcomes of the Urban Ngahere Strategy.
35. Please confirm the location and size of laydown areas. Please advise if works proposed on the eastern-side of the road and western-side road works will use the same laydown areas. Please confirm if separate laydown areas are required for the CRIP works and the Watermain works. This information is requested to understand the potential visual amenity effects on specific neighbours.
36. Please provide a CPTED report for the proposed pedestrian bridge and associated space including the slip lane in front of 222 and 224 Carrington Road.
37. While it is recognised the fabrication of the new active mode bridge is to take place offsite and is to be steel frame or precast concrete material, there is limited details on the final appearance and design. The proposed condition wording “*consideration given around the form, function and exterior appearance*” does not provide enough detail to ensure a quality outcome given the proximity of the bridge and piles to the properties at 222 and 224 Carrington Road. For example it is not clear how the offered condition will ensure the final design will require elements to minimise blank / solid concrete or steel appearance of the bridge, piles and retaining wall. It is not clear how the design will respond to any identified CPTED issues and the character of the area.
38. Please provide a concept design drawings and details (material, patterning, colour, finishes etc) of the footbridge structure, including the inner and exterior balustrade / panel, abutments, and retaining should be provided. This could include how the bridge will be viewed in conjunction with the existing road support structures, rail infrastructure and existing elements shown on the photo below.



39. The proposal requires a number of retaining walls along the western boundary of the works, ranging from 500mm – 1,500mm. Please provide the proposed material, appearance and finished treatment of these walls.
40. Please confirm whether there are any above ground structures associated with the Watermain Project. Please identify on the drawings the location, and provide detail drawings of the structures (e.g., any screening, dimensions, materiality/appearance etc).
41. The Landscape Effects Assessment (7.3.2 Vegetation Patterns and Open Space) notes that thirty-four trees require removal (25 require consent), however the AEE and Arboricultural Report note a total of 61 trees to be removed, and 32 that require consent for removal. The Arboricultural Report also identifies 46 trees proposed for removal that require Tree Owner Approval, and the Landscape Effects Assessment identifies 43 trees.

Please update the assessments to correctly refer and assess the potential adverse effects of the vegetation removal proposed.

*Advice Note:*

*Standard I334.6.7(1). Tree protection in the Wairaka Precinct does not apply to trees located within an existing or future road-widening area along Carrington Road frontage. Please update as required the number of trees to be removed that require resource consent.*

42. The Landscape Effects Assessment notes the management of temporary lighting during night time as a mitigation strategy. While the permanent lighting along the street is included within the Urban Design and Landscape Plan condition, temporary lighting doesn't appear to be covered in terms of managing visual amenity effects on adjacent neighbours. Please confirm how temporary lighting will be managed.
43. The Urban Design Strategy provides for the mix of trees proposed along each Zone. Zone 4 includes Ti Kouka and Nikau as the two specimen trees. Noting the scale of trees being removed along Segar Road, please provide the rationale for using only these two narrower canopy trees along this road.
44. The Urban Design Strategy Sheet No 129 – Existing and Proposed Tree Numbers does not match the trees (ID) being retained and removed as outlined within the Arboricultural Report - for example tree 26, 27, 43 and 44 are highlighted orange to be removed, but are being retained in the arboricultural report, and tree 66, 78, 79, 80 and 101 are green for retention but are being removed in the arboricultural report. The information also does not note the same number of trees being removed (notes 48, while AEE notes 61) /retained and planted (notes 180 vs arboricultural which notes 190). Please update the page to accurately outline the proposal in terms of the number of retained/removed trees and correct ID, and proposed trees to be planted.

As an example, drawing 3230635-AL-2013 (Rev A) illustrates the removal of Trees 26 and 27 and Tree 1 as being retained, however the Arboricultural Report notes first two trees as being retained and Tree 1 as being removed. Please update the drawings 3230635-AL-2011 – 2013 to correctly show the trees being removed and retained across the proposal.

*Advice Note:*

*It would be beneficial if the trees to be transplanted as indicated on the plans (3230635-AL-2011 – 2013) were included within the Arboricultural report, as that only notes tree 108 to be transplanted.*

*Please ensure the updated Arboricultural report is submitted with the Tree Asset Owner Approval application.*

## **Parks Planning**

45. The landscaping plans, specify both “V11 – Amenity Planting” and “V14 – Revegetation Planting” on “Soft Landscape Plan Sheets 10 & 11”.

- a) Please provide rationale why revegetation planting (V14) is proposed in addition to the swale planting on Segar Avenue (shown on Soft Landscape Plan Sheets 10 & 11)?
- b) Please confirm what is planned in the grey-coloured area of the road reserve on Segar Avenue (as outlined in green in the snip below)?



### Changes/recommendations – not pursuant to section 92 of the RMA

- C. *Please note that Parks do not accept planted berms, which appears to be what is planned for in various instances on the landscape plans, which is shown as V11 & V14. Please remove all instances from the landscape plans, and instead reinstate standard grassed berms with street trees.*
- D. *Additionally, the redesign of the road reserve on Segar Avenue – does appear to potentially preclude the possibility for a new footpath to be built in the future, with the extent of planting outside of the swale planting area, shown as revegetation planting (V14). Please relocate any new street trees back from the edge of the swale planting area, to ensure at least 2m buffer of no planting and reinstate the remainder of the road reserve to grass, to leave open the possibility for a footpath to be developed in the future.*

*Further rationale is provided below on Parks position on planted berms for your reference:*

*Parks Planning follows a managerial direction not to accept planted berms within road reserves for the following reasons:*

### **Not aligned with Council strategies and policies**

- a) *Urban Ngahere Strategy – 30% canopy cover.*

- b) *Climate Plan – clear objective to increase the planting of trees.*
- c) *Parks and Open Space Strategic Action Plan – clear objective about enhancing ecology and tree stock.*
- d) *Both plans highlight the environmental outcomes of increased tree canopy e.g. carbon sequestration, lower of temperature, shading etc.*
- e) *Street gardens do not have the same environmental value as trees.*

#### **Amenity**

- f) *Longevity of trees vs low level planting.*
- g) *AUP acknowledge street trees to contribute to pedestrian amenity and public health.*
- h) *Not fit for purpose*
- i) *Due to the harsh street environment, there is a low rate of plant survival, which means that the gardens are not aesthetically pleasing over a long period of time.*
- j) *This leads to a negative impact on the landscape and amenity value over the long term.*
- k) *Many residents end up using their grassed berms for their location of wheely bins.*

#### **Access and connectivity**

- l) *Too many street gardens negatively impact accessibility and connectivity within a neighbourhood.*

#### **Maintenance**

- m) *There are a lot of maintenance issues – which are very labour intensive and require traffic management which incurs additional maintenance costs.*

#### **Traffic safety**

- n) *Street gardens often create traffic safety issues.*
- o) *AT then require Council to cut back or trim plants to create clear sight lines.*
- p) *Trip hazards and undefined planter box areas (cyclist and pram hazard).*
- q) *Pedestrians forced on road to before accessing footpath.*

#### **Yards**

- r) *Under AUP yards “to create an urban streetscape character and provide sufficient space for landscaping within the front yard” – not necessarily in the road reserve.*

#### **Rubbish bins**

- s) *Limited to no space on berm for bins and damage to landscape gardens of located on road or parking bays.*

E. Raingardens

*For the raingardens planting proposal – please note that at EPA stage, we would expect details that include showing a 600mm kerb edge planting setback. Keep any flax well back from slopes of swale.*

**Engineering and Infrastructure**

Stormwater

46. It is noted that EPA (ENG60396158 – amendment 2) for the SW network upgrade in 2023 accommodates additional stormwater discharge from future Carrington Road corridor widening. Council's development engineer understands that part of the upgrade design was checked against a 3.8 °C climate change allowance; as at that time, the requirement was 2.1 °C climate change as per SW CoP V3. The latest SW CoP V4 now applies. Please confirm whether the impact of increasing the climate change allowance to 3.8°C has been accounted within the current stormwater assessment.
47. Treatment for Catchment 4 is proposed via the Unitec Stormwater Ponds. Please confirm if EPA or similar has been received to upgrade these ponds within 131 Carrington Road. Please confirm who the Applicant is for those works and the timing of completion relative to the CRIP proposal.

Changes/recommendations – not pursuant to section 92 of the RMA

- F. *Within the General Arrangement Plan drawings, new /existing SW pipeline and manholes are shown with no corresponding drawing symbols provided in the legend of the General Arrangement Plans.*

Wastewater

- G. *The preliminary design plans show upgrades and alterations to the existing public wastewater assets within the Carrington Road reserve. Since the application involves WSL's watermain upgrade, please advise if the alterations have already been reviewed by WS internally to inform the EPA review process.*

Flood Hazards

48. While acknowledging that Healthy Waters have provided high level approval to the proposal, please provide detailed information regarding the proposed diversion for the works within a floodplain in Segar Avenue

**1.2.3 Effects of Works in Areas prone to Flood Hazard**

The effects of undertaking works in areas subject to flood hazard was considered under Chapter E36 "Natural hazards and flooding" of the AUP:OP. There is one area of the project (within Segar Avenue) where works may be carried out within a **Floodplain** and / or where they would redirect an **Overland Flow Path** per the Auckland Unitary Plan definition of those terms.

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## Geotechnical and Earthworks

49. Please provide the proposed earthwork plans and comments from the project geotechnical engineer regarding the potential adverse effects on the stability and safety of surrounding land, buildings, and existing services associated with the proposed new active mode bridge over the railway corridor. Specific geotechnical input on the potential temporary and long-term effect for the proposed earthworks is required at land use consent stage.

### *Advice Note*

*The proposed earthworks are generally acceptable however if sediment and erosion control drawings are available, please provide as part of the section 92 response for review against GD2016/005.*

## **Groundwater Diversion and Settlement**

50. As noted under item 49, please provide a clear isopach earthworks plan to show the location, distribution, and depths of proposed earthworks. The plan must also show the maximum cut and fill depths.
51. Please identify the critical cross-sections for assessment – please consider: the deepest excavations, proximity to adjacent buildings/structures, driveways and public services and the shallowest groundwater levels.
52. Please provide a concept design for the proposed retaining walls, together with lateral wall deflection analyses, using WALLAP (or similar software) or following an empirical approach if appropriate, in order to determine the likely lateral wall deflection and assist in the preparation of a mechanical settlement profiles at the critical cross-sections, from the edge of the proposed excavation extending beneath neighbouring buildings/structures (including driveways) and public services.
53. Please note the preparation of profiles, at the critical cross-sections, should show the total (combined) settlement (i.e. the consolidation settlement due to groundwater drawdown plus the mechanical settlement due to retaining wall deflection) beneath the neighbouring buildings/structures and public services. The profiles should be annotated with the calculated maximum differential settlement (slope gradient) across neighbouring driveways, buildings/structures and public services, if any.
54. Please provide an assessment of the tolerance/sensitivity of the neighbouring buildings and structures to the predicted differential settlement that could result from the dewatering and retaining wall deflections, with respect to their age, construction and foundation types, from the structural design engineer for the project. A Stage 1 Assessment - Burland Classification of Damage for the neighbouring buildings/structures is also required. If the Stage 1 assessment indicates "Slight Damage or greater" then, a Stage 2 assessment is required.
55. The identification of potentially affected public services and the assessment of the combined effect of groundwater drawdown and retaining wall deflection on these services using appropriate assessment criteria.
56. The assessment of the combined effect of groundwater drawdown and retaining wall deflection on the neighbouring services/structures/driveways should use the appropriate assessment criteria.



57. The groundwater memo by Beca Ltd concluded that a Groundwater Settlement Monitoring & Contingency Plan (GSMCP) is required. Please provide a draft GSMCP for review. The draft GSMCP should include (but not be limited to): a plan showing the locations and types of monitoring devices including groundwater monitoring bores, building settlement marks on the neighbouring buildings/structures, ground settlement marks including on the neighbouring driveway, retaining wall deflection marks and inclinometers ( if required). Alert and alarm trigger levels and monitoring frequency are also required for total and differential settlement of the ground surface, buildings and retaining walls and alert levels 1 and 2 for groundwater level monitoring. Identification of neighbouring buildings/structures that require pre-and-post dewatering detailed condition surveys, together with those public services ( if any), which require pre-and -post dewatering CCTV condition survey, together with a description of the proposed construction methodology/sequence and contingency options.

#### Changes/recommendations – not pursuant to section 92 of the RMA

The following comments are provided by the Albert Eden Local Board. Please respond to the points raised.

*We note that the Applicant has not sought public notification and considers the effects are no more than minor. However we do not agree with that assessment and seek full public notification because:*

- *the scale of this project is extremely large*
- *the disruption accompanying the project is significant*
- *the duration of the project is up to 32 months - and some of the impacts are unavoidable.*

*That is not to say that we do not consider the project worthwhile. However full public notification is the only appropriate way forward so the public can provide their views on the environmental and people impacts and the proposal impacts be tested by a panel.*

*We outline our concerns below:*

#### Stormwater.

- *We wish to understand whether the stormwater pond on the Wairaka Precinct site has adequate capacity to receive and treat all the stormwater the Project would create. This device was designed and constructed in 1991, prior to the publication of TP10. De-silting maintenance is significantly overdue, so performance is not currently good although we note it is due to be addressed as part of the Wairaka Precinct recent resource consent applications*
- *We request you check Fifth Ave flooding after concerns were raised by a local, Richard Mansell, in June 2024 (who is a CLG member) about flooding in their street and properties.*
- *We wish to better understand the Segar Ave swale and which side of the road this is on noting we have planted trees along the northern roadside berm and recently supported no parking off the roading there.*

### Heritage

- *We hold concerns regarding the removal of the 19thC 65m long, Airing Court Wall which is within the Extent of Place. Ideally this should be retained or potentially reinstated in an area that previously has had its section of the wall removed. We note the AAE suggests there is feasibility to use these bricks elsewhere.*
- *We note that NZHPT have not provided an affected party approval at this stage.*

### Noise

- *There will be construction noise and vibration on properties. It is stated that the watermain work won't create much difference but it won't be in the road corridor near the Main Hospital Building – and we need to get good clarity around that and the impacts there*
- *Further work needs to be done on managing construction outside sensitive environments (PPFs) including the school, 2 Early Childhood Centres (The Learning Corner 222 Carrington Rd and Collectively Kids, 5 Sutherland Rd) and the collective of Mental Health Services at 5-27 Sutherland Rd.*
- *We believe there are a range of Protected Premises and Facilities (PPFs) not identified in the report on the parcel at 5-27 Sutherland Rd and are adjoining Carrington Rd. They are not marked as green in the acoustic report but should be. Three main services spread across the whole site and the land is owned by Te Whatu Ora. Logically, they are all PPFs from both a noise and vibration perspective and some are inside the paving noise set back area. They are pink, not green. They also don't appear in the appendix lists. These are very vulnerable people on these premises and this should be thoroughly assessed.*
- *We note a large number of homes will be impacted by construction noise and suggest that all potential mitigation is undertaken, including relocating people should the effects be uncontrolled.*
- *We support the proposal for a low noise traffic surface being installed.*

### Landscape

- *We note there will be no impact on the trees within Braemar Reserve*
- *We note that there is a total of 43 trees to be removed due to the widening, the new swales on Sutherland or elsewhere.*
  - *34 trees will require removal for the proposed upgrade (25 of these will require resource consent for their removal, 7 of which are in poor health or are pest plants).*
  - *9 can be removed as a permitted activity (7 of which are in poor health or are pest plants).*
  - *Tree owner approval will be required for the removal of the 43 trees.*
  - *The most significant vegetation impacted by the works includes those trees identified in the Wairaka Precinct 17 Sky flower (Tree no. 12718, all though considered in poor*

condition19), Liquidambar (Tree no. 9520) and Variegated Kohuhu Tree no 8521, which are located on the western side of the road corridor

- 2 Puriri (Trees 122 and 126) adjacent to the northern pocket and northwestern cycleway crossing have been identified as significant to mana whenua and the design will be amended in order to retain the Puriri Trees by shifting the crossing to the north and realigning the cycleway. We are requesting to see these plans.
- We noted that the Tree Protection section of the Wairaka Precinct states that trees located within an existing or future road-widening area along Carrington Road frontage are not subject to the tree protection controls of Wairaka Precinct.
- Some tree pruning may be required which could include a Pohutukawa in 901 New North Road which is located near the proposed Mount Albert Pedestrian bridge.
- We support the maintenance plan and establishment requirements over a three-year period for landscaping and five years for specimen trees following planting
- We note a greater number of trees replacing those removed will be planted in the local area and support that given the cooling impact, ecological and wellbeing benefits that the trees deliver. The number of lost and replacement trees is reported in the Urban Design report but they do not tally with this Landscape Report however and we seek this is clarified.

### Transport

- We note no change in Carrington Road's strategic transport function is anticipated between the current and first decade networks and Carrington Road is classified as:
  - a Primary Arterial.
  - an Overweight route,
  - an Over-dimension route.
  - a Frequent Transit Network (FTN) route
  - a Major route on the cycle network,
  - a Primary route for the walking network
- We note the future modal priorities for the route and that this Project will help deliver on these noting the economic benefits and productivity that are reported on increasing the flows along the corridor.
- We note historic crash data indicates a poor safety record for the corridor, including three serious crashes within a 5-year period. The community remained concerned by the lack of safety in the road corridor especially on the current Mt Albert rail overbridge and the north western cycleway pedestrian crossing. We note that Future Connect identifies Carrington Road as being 'First Ranked' (i.e. highest priority) in terms of safety deficiency, indicating AT's recognition of the safety issues along the corridor. Site specific safety issues include:
  - lack of safe walking (footpath widths and limited safe crossing opportunities)

- *limited protected cycling (conflict with side streets, bus stops and carpark spaces)*
- *50km/h speed limit (with associated risk of DSI for vulnerable road users).*
- *We support the measures proposed to avoid, remedy, or mitigate adverse effects including*
  - *a vehicle Crossing at 155 Carrington Road*
  - *loss of on-street carparks on Carrington Rd but the side streets being expected to have capacity to displaced parking and some parking could be reallocated.*
- *The community and the Local Board have desperately wanted the overbridge widened to ensure safe passage across the overbridge. This was partially addressed in 2024, when the closure of the Lloyd Ave level pedestrian/rail crossing, led to the construction of a shared path on the overbridge. However the footpath and cycle lane on southern side remains highly unsafe, as does entrance into the rail station at this location. We note that the Project proposes widening of the existing bridge on the eastern side with reconfiguration of space to provide additional room for pedestrians and cyclists and we support the design. We note it will enable:*
  - *Wider general traffic lanes in the same general lane configuration as existing;*
  - *Wider cycle lanes on both sides of the road*
  - *Raising of the cycle lane to match the 2024 cycle lane on the eastern side.*
  - *We understand from AT that they are still considering whether they can add an additional traffic lane to the bridge and seek further clarity on that.*

#### North Western Cycleway

- *The NW cycleway is Auckland's most heavily used commuter cycleway. The Carrington Road crossing is dangerous and extremely more so in the past until remedial works were undertaken in the last 5 years. We seek the crossing design is reviewed for safety and how pedestrian and cyclist flows will be smoothly managed across the crossing. We request that prelim and final designs are checked for safety issues with respect to:*
  - *the large number of people queueing and stacking on the footpath on both side Carrington Rd especially at peak hours*
  - *how those stacking interact with those walking or cycling along Carrington Road*
  - *whether the proposed footpath widening is adequate to accommodate all those waiting.*
- *We seek assurance that this is the best and safest option practicable option or whether other options such as a signalised intersection would be better. We also note that new street lights are proposed at the crossing but we see no evidence on the plans about signals that would give crossing users priority as currently exists and the local board was advised of, by AT, in February 2025. This is a worse outcome for the cycleway*

*users and the waiting space would be inadequate as has been evidenced historically at the St Lukes Rd crossing point (until remediation was undertaken*

### Urban Design

- *We support the reuse of basalt and heritage bricks from the walls and the reuse of the basalt kerbstones*
- *We note in the Urban Design report that 14 trees are due to be removed from Segar Avenue but these numbers do not align with the landscape report. We also note it also states there are:*
  - *48 trees to be removed (1,206m<sup>2</sup> of canopy) being 34 on Carrington Rd and 14 on Segar Ave*
  - *9 trees to be transplanted (18m<sup>2</sup> of canopy)*
  - *23 trees to be retained (1110m<sup>2</sup> of canopy)*
- *180 trees are proposed to be planted including on Segar Ave (1,624m<sup>2</sup> of canopy cover based on 10 years of mature canopy).*
- *We are concerned these figures do not support those in other reports and seek assurance this is correct and if so, support this mitigation.*
- *One outstanding issue for the Local Board is the size and location of the tree removals, swales and new plantings along Segar Ave. We have recently received several complaints from residents about poor vehicle parking and berm parking along the northern side. The Local Board have also planted trees along this side so wish to clearly understand the impacts.*

### **Providing the information**

Please provide this information in writing within 15 working days<sup>1</sup> (before 17 April 2025). If you will not be able to provide the information by that date, please contact me before then to arrange an alternative time. We will not work on your application any further until either you provide this information, or you state that you refuse to provide it.

**Note:** If you will require more than 15 working days to provide this further information, I will seek that you agree to an extension of time under [section 37](#) of the Resource Management Act 1991 (the RMA). This will enable appropriate time for me to undertake the necessary review of the information once provided.

### **Refusing to provide the information**

If you refuse to provide the information, or if you do not submit the information to us within 15 days (or by another other agreed time), the RMA requires that we publicly notify your application.<sup>2</sup>

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<sup>1</sup> Section 92A(1) of the RMA

<sup>2</sup> Section 95C of the RMA

If this happens, you will be required to pay the notification fee of \$20,000 in full before we proceed with the notification of your application.<sup>3</sup>

### **Next steps**

Once you have provided the requested information, I will review what you have provided to make sure it adequately addresses all of the points of this request.

In the application acceptance letter, I described the statutory timeframe for our decision on your application. The time for you to respond to this further information request will be excluded from this timeframe<sup>4</sup>. I will be able to give you an updated forecast on a decision date on request once you have provided the information requested above.

If you have any queries, please contact me on 021 244 8001.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'P Anson', written in a cursive style.

**Penny Anson**  
**Senior Planner**

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<sup>3</sup> Section 36AAB(2) of the RMA

<sup>4</sup> Section 88C(2) of the RMA

## **ATTACHMENT 1 – ARCHAEOLOGICAL REVIEW**



## **Archaeological and Historic Heritage Review of Consent Application for the Carrington Road Improvement Project (CRIP) and Point Chevalier Watermain No.2 (BUN60444262)**

Heritage Unit, Auckland Council

Attention Chris Mallows, Team Leader, Cultural Heritage Implementation

21 March 2025

### **1.0 Introduction**

- 1.1 This review is for the purposes of a Section 92 request for further information regarding the impact that works applied for through BUN60444262 will have on archaeological and historic heritage, particularly in relation to a scheduled Category A Heritage Extent of Place in the Auckland Unitary Plan, Oakley Hospital Main Building excluding post-1905 structures and modifications and vegetation (AUP Item 1618, Schedule 14.3.2 and 14.3.3).
- 1.2 Oakley Hospital is also a Category 1 Historic Place on the Heritage New Zealand Pouhere Taonga List (No. 96). Features associated with the hospital in the vicinity of the application area are also recorded as archaeological sites R11/3365 and R11/3552.
- 1.3 The project area has not been visited and this review is based on reading the supplied archaeological assessment (CFG Heritage/L. Moses 2024), heritage assessment (DPA Architects 2024) and the consent application documents (see Section 3.1 for a complete list provided and reviewed).
- 1.4 This assessment relates to the provisions in Chapter D17 (Historic Heritage Overlay) and Schedule 14.1 (Schedule of Historic Heritage) and 14.3 (Historic Heritage Place Maps) in the Auckland Unitary Plan Operative in part (updated 9 June 2023) [AUP OIP].

### **2.0 Exclusions**

- 2.1 This memo does not include an assessment of the cultural significance of the application area to mana whenua. The cultural and other values that mana whenua places in the area may differ from its archaeological values and are determined by mana whenua. For example, low archaeological values do not necessarily equate to low

File ref.:

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cultural values. Archaeological mitigation proposed in the application should not be considered mitigation for effects on cultural values.

- 2.2 Mana whenua have been engaged with the project via the Auckland Transport Central Projects Mana Whenua Hui since September 2022, and are broadly supportive. It is not known whether their views on the actual and potential historic heritage and archaeological effects in particular have been sought.

### **3.0 3.0 Documents Reviewed**

- 3.1 The following documents associated with the application have been reviewed:

- Carrington Road upgrade archaeological assessment. Prepared by L. Moses/CFG Heritage for Beca and Auckland Transport. CFG Heritage Ltd, Auckland (Carrington RC Archaeological Assessment – FINAL.pdf).
- Carrington Road Improvements Project. Heritage impact assessment. Prepared by DPA Architects for Auckland Transport. DPA Architects Ltd, Auckland (Carrington RC Heritage Assessment – FINAL.pdf)
- Carrington Road Civil Engineering. Prepared by Beca/Boffa Miskell for Auckland Transport (Carrington Rd Preliminary Design.pdf).
- Point Chevalier No. 2 Watermain Project. Carrington Road. Locality, layout plans, pipe longitudinal sections and line valve chamber design. Prepared by Watercare Services (Watermain Preliminary Design.pdf).
- Carrington Road Improvements Project. Acoustic Assessment of Effects. Prepared by L. Winter/Marshall Day Acoustics Ltd for Auckland Transport (Carrington Rd Acoustic Assessment – FINAL.pdf).
- Arboricultural Assessment Report. Prepared by S. Barton/Arbor Connect Ltd for Auckland Transport (Carrington Rd Arboricultural Assessment – FINAL.pdf).
- Contaminated Land Assessment. Carrington Road Improvements Project. Prepared by J. Espin/Beca Ltd for Auckland Transport (Carrington Rd Contaminated Land Assessment – FINAL.pdf).
- Carrington Road Improvements Project - Check of Groundwater Permitted Activity Status. Technical Memorandum. Prepared by L. Winter/Beca Ltd for Auckland Transport (Carrington Rd Groundwater Assessment – FINAL.pdf).
- Carrington Road Improvements Project. Assessment of Stormwater Effects. Prepared by D. Paice and F. Palmer/Beca Ltd for Auckland Transport (Carrington Rd Stormwater Assessment – FINAL.pdf).
- Carrington Road Improvements Project. Transport Assessment. Prepared by D. J. Hafoka/Beca Ltd for Auckland Transport (Carrington Rd Transport Assessment – FINAL.pdf).
- Carrington Road Corridor Improvements Project Landscape Effects Assessment Prepared by Boffa Miskell/Beca for Auckland Transport (Carrington RC Landscape Effects – FINAL.pdf).
- Carrington Road Corridor Urban Design Strategy. Prepared by Boffa Miskell/Beca for Auckland Transport (Carrington Road Urban Design Strategy.pdf).

- Carrington Road Improvements Project. Assessment of Effects on the Environment. Prepared by Beca Ltd for Auckland Transport (Carrington Road RC AEE – FINAL.pdf).
- Auckland Transport communications with Heritage New Zealand Pouhere Taonga HNZPT correspondence.pdf.
- AC Healthy Waters confirmation (AC Healthy Waters confirmation.pdf)
- Appendix D – Proposed Resource Consent Conditions (Carrington Road Proposed RC Conditions.pdf)
- Response to Council Prelodgement Comments (Responses to Council Prelodgement Comments.pdf)
- Carrington Records of Title (Records of Title - MERGED.pdf).
- Consent application form (applicationForm.pdf).

## **4.0 Proposed Works**

- 4.1 The consent application is for the Carrington Road Improvements Project (CRIP, “the “Project”).
- 4.2 The Carrington Road Improvement Project (CRIP) supports the Carrington residential development of 4000 homes, plus growth on the border and supports higher level of service for active modes and public transport.
- 4.3 This will be by the provision of bus/special vehicle lanes, walking and cycling paths, upgraded intersections, signage and landscaping.
- 4.4 The project includes upgraded stormwater services via the Point Chevalier Stormwater No. 2 project, undertaken by Watercare Services Ltd.

## **5.0 Historic Heritage Within the Application Boundaries**

- 5.1 There are three archaeological sites recorded within 100m of the project area, in the NZAA ArchSite database, R11/3552 pre-1900 hospital building site and demolition material behind the main building of the hospital complex, R11/3565 basalt-lined streams, timber culverts, and postholes and other hospital related features at Gate 1 of the hospital complex, and R11/526 midden at Benfield Ave.
- 5.2 There are many more recorded archaeological sites, both Māori and European, from 100-500m west of the project area, associated with the pre- or protohistoric occupation of the Oakley Creek area and the historic occupation and development of the Oakley Hospital (later Carrington Hospital) complex.
- 5.3 An archaeological assessment for the project has been prepared by CFG Heritage Ltd (CFG Heritage/L. Moses 2025). The archaeological field assessment was undertaken on 5 November 2024 with the assessment report dated 21 February 2025.

- 5.3 The archaeological desktop review employs the standard set of resources and databases to identify the archaeological and historical context.
- 5.4 The archaeological field assessment methodology appears to have involved pedestrian survey from the footpath, with particular attention to areas adjacent to scheduled items and other items listed in the Auckland Council Cultural Heritage Inventory. Particular attention was paid to exposed soil/subsoil where visible from ongoing earthworks/development.
- 5.5 Constraints on the assessment are not specifically identified but are chiefly poor surface visibility due to paving and vegetation and a restriction to publicly accessible/visible areas in the project area. No spade testing was undertaken to investigate the presence of subsurface archaeological features or their contents but the author's personal knowledge of the local archaeology including archaeological reporting yet to be completed is utilised.
- 5.6 The history and archaeological context of the project area is discussed at a broad but appropriate level of detail, with more specific information provided about the history, archaeology, evolution and recent development history of the Oakley/Carrington Hospital. However there is no information provided about John Howard's occupation/ownership of the hospital site prior to its purchase for the asylum in 1879.
- 5.7 The archaeological assessment identifies the Carrington Hospital precinct as a "...dense archaeological landscape" and notes three recorded archaeological sites "...along or adjacent to the road". These are R11/298, R11/526, and R11/3365.
- 5.8 The assessment refers to monitoring of works at the hospital Gate 1 and trenching beneath the 1887 Airing Court Wall undertaken by the consultancy which employs the assessment author but no photographs or plans of features of this work are included in the assessment. The assessment doesn't note that these features have been separately recorded by the author of the assessment as R11/3552 and this site is not mentioned anywhere in the assessment.
- 5.9 The 1887 Airing Court Wall has not been recorded as an archaeological site, or included as a feature within one of the existing archaeological site records for the hospital, such as the immediately adjacent R11/3552 site. The wall is noted as a late 19<sup>th</sup> century feature but no information is provided on its construction, history or use.
- 5.10 The assessment notes that the wall is a pre-1905 feature included within the Oakley Hospital Extent of Place in the AUP OIP (AUP Item 1618) but does not note that it is a Category 1 Historic Place on the Heritage New Zealand Pouhere Taonga List. The assessment also notes the presence to the west of the Category B Historic Heritage Place Te Aunga (Item 1583) at Oakley Creek.
- 5.11 The archaeological assessment determined that the Airing Court Wall was to be demolished.

- 5.12 There is a high risk of other unrecorded subsurface Māori or European archaeological features in areas of undisturbed or filled-over ground, based on the history of the area and the results of prior archaeological monitoring and investigation.

## **6.0 Effects of the Proposed Works on Historic Heritage**

- 6.1 The archaeological assessment undertook an assessment of effects against the AUP and noted that the CRIP extends into the scheduled Oakley Hospital Extent of Place, which along with the main hospital building includes all pre-1905 features but excludes post-1905 features and vegetation.
- 6.2 The 1887 Airing Court Wall was therefore included in the schedule and demolition of 70% or more of the structure is a non-complying activity (Chapter D17 Activity Table 17.4.1 Rule A1); with other modifications to scheduled features (Rule A9) and modifications to scheduled historic heritage places (Chapter E26 Activity Table E26.6.3.1 Rule A115, pertaining to earthworks for network utilities) a restricted discretionary activity; and new buildings and structures such as bus stops a discretionary activity (Rule A10).
- 6.3 Demolition of the 1887 Airing Court Wall would require meeting a public benefit test. This is not addressed in the archaeological assessment which by omission appears to defer to the built heritage assessment.
- 6.4 The archaeological assessment does not address the possibility of a redesign to reduce or avoid effects, again by omission deferring to the built heritage assessment and other project documents prepared after the developed design was produced. Considering redesign is a necessary part of archaeological assessment as indicated in HNZ guidelines.
- 6.5 The built heritage assessment addresses the public benefit test but does not consider the wall as an archaeological feature (structure). It goes on to confuse the archaeological requirement for recording a pre-1900 building only if it is to be demolished, with the requirements for recording pre-1900 structures wherein any modification must be addressed and mitigated under an archaeological authority, including built heritage/structure recording.
- 6.6 The archaeological assessment goes on to assess the values of the 1887 Airing Court Wall in the space of just over 100 words. It does not provide an overall statement of significance in local, regional or national terms.
- 6.7 The archaeological assessment outlines the archaeological effects of the CRIP being the demolition of the 1887 Airing Court Wall, any features beneath the wall, and potentially other subsurface archaeological features associated with the hospital from 1879-1900. This is assessed as having a "...moderately negative impact on the heritage values of the place" and "...ongoing works in the wider hospital precinct indicate that there is a high risk for previously unrecorded archaeological deposits"

- 6.8 The archaeological assessment goes on to recommend low risk elsewhere in the project area, from Woodward Road to Prospero Terrace, and the railway overbridge.
- 6.9 By way of mitigation, the archaeological assessment recommends level 3 recording of the 1887 Airing Court Wall and defers to the built heritage assessment and the mitigations proposed there, and in the draft consent conditions. This is restricted to salvage of some bricks for potential use in an as-yet undesigned paved area, new brick wall/fence feature, reconstruction along the boundary line, interpretive display or within the new bus stop proposed for the area. This would be managed by a heritage construction management plan, with details developed through ongoing discussion with Heritage New Zealand.
- 6.10 The archaeological assessment recommends archaeological monitoring of the demolition of the 1887 Airing Court Wall, and monitoring of earthworks in all other areas identified as high risk is recommended.
- 6.11 This would necessarily occur under an authority to modify, damage or destroy archaeological features and the assessment notes this is a legal requirement, and identifies the need for an archaeological management plan, specific consultation regarding archaeological effects with Tangata Whenua, processing timeframes and the need for procedures to deal with significant finds like human remains.
- 6.12 The archaeological assessment recommends an archaeological authority be granted over R11/3365 and any as-yet unrecorded archaeological features of Māori or European origin.
- 6.13 However the site record R11/3365 is for the Carrington Hospital Outbuildings/demolition fill to the west and the site is shown in Archsite as destroyed. There is no reference to the Airing Court Wall or other extant features in that site record, or the site record for R11/3552 immediately adjacent to the wall at Gate 1 where subsurface features have been recorded and investigated. The 1887 Airing Court Wall has not been recorded as its own archaeological site (which it is, by definition), or as part of one of the neighbouring hospital sites.

## **7.0 External Consultant Assessment**

- 7.1 The assessment contains a number of deficiencies which should be addressed, regarding archaeological sites and recording, effects and significance assessment, and undue deference to the built heritage assessment. The archaeological assessment appears to avoid any detailed assessment or mitigation plan of the 1887 Airing Court Wall, largely deferring it as a matter for the built heritage assessment to assess and make recommendations on. This is despite the fact that archaeological mitigation is most keenly focussed on information retrieval, preservation and dissemination.
- 7.2 The archaeological assessment does not discuss recorded archaeological site R11/3552, recorded immediately adjacent to the Airing Court Wall at Gate 1 by the same author as the archaeological assessment, in 2023, and comprising:

“large basalt lined drains, wood lined steam tunnels, and two large sets of postholes from two time periods - one set with the remains of older untreated wood posts, and a more recent set with the remains of treated wood posts. Analysis is ongoing, but it appears the drains and tunnels are from services for the 19th century hospital main building. The more recent postholes are likely the bases of the 20th century washing lines visible in 1940s aerials, while the older untreated posts are likely an earlier set of washing lines, either dating to the 19th or early 20th century.” (R11/352 site record form, NZAA Archsite/L. Moses 2023).

- 7.3 This site record has bearing on the archaeological potential and significance of the adjacent area to be modified by the CRIP and its subsurface archaeological potential.
- 7.4 The archaeological assessment notes the presence of a Māori midden recorded as R11/526 130m from Carrington Road on a property on Benfield Avenue, in the context of discussing Māori sites further to the west at Oakley Creek, and potential Māori sites in the project area.
- 7.5 The assessment does not include the details of the site record, which state the owner of the property immediately prior to 1947 was known to have consumed and disposed of shellfish on site, the inference being the site was not archaeological. This has bearing on the Māori archaeological potential of the project area.
- 7.6 The archaeological assessment has not considered the effects of establishing a construction yard for the CRIP project in the area indicated in the consent documents, or what this might entail in terms of additional ground disturbing activity.
- 7.7 The archaeological assessment has not considered the effects of the storm water main and valve construction within the Heritage Extent of Place Carrington Hospital (AUP Item 1618), or on potential archaeological features.
- 7.8 The archaeological assessment says ground disturbance will be “minimal” but does not specify the effects of the pedestrian bridge approach structure footings, rail impact structure piling, abutment piling and pier piling on potential archaeological features, particularly those associated with the railway line, at the railway overbridge.
- 7.9 The assessment references the Mt Albert Railway Station archaeological site (R11/3319) dating from 1880 but there is no indication of the spatial extent or evolution of the railway site. The railway site record itself includes only the location of the main station building outside the project area, and not the extensive railway yards and curtilage that would have been present prior to 1900 which included the railway station building, signal box, platform, approach roads, level crossing, platform, branch line to the Mount Albert ballast pit/quarry, and extensive sidings/loops/backshunts and cattle yards. Features may extend into the project area and be affected by the pedestrian bridge.



7.10 The archaeological site records for affected or likely to be affected sites are not included as an appendix to the assessment per Heritage NZ guidelines. The site records also not been updated with the results of the site visit, in the Archsite database.

7.11 The archaeological assessment provides a brief description of the project in the introductory remarks and map of the outline/project footprint but does not include reference to the developed design, typical cross sections, water main and other works and extrapolate their potential extent and effects, particularly on subsurface features. The plans are not referenced in the report or references and it is not clear that they have been provided to and assessed by the archaeologist except in the broadest terms of the project area/footprint.

7.12 The archaeological values and significance assessment is exceedingly brief, especially considering the proposed outcome for the 1887 Airing Court Wall is demolition.

7.13 The Condition statement says the wall is in good condition albeit under vegetation.

The statement is presumably based on a visual inspection of visible sections of walls only, from the footpath/road frontage only. Little other information is contained elsewhere in the assessment to flesh-out this description, it is merely described as a 65m long, 2m high brick wall.

7.14 The Rarity statement says the wall is the last remaining of the “full-height brick wall” associated with the hospital complex.

The statement does not consider whether the wall is rare, unique or unusual. There is no information provided on other comparable pre-1900 brick wall structures locally or further afield. The extant wall is not shown or described in relation to other now-demolished walls in the complex or an overall measure of remaining versus destroyed walls given.

The statement does not consider the national or international context of asylum or institutional walls. How many such walls are left in Aotearoa-New Zealand? How many internationally?

7.15 The Context statement says the wall is “...part of the wider context of the Oakley Creek Hospital”.

The statement does not consider the contributory value of the wall to the wider archaeological or heritage landscape of the hospital complex and the group value of the wall in relation to the complex and surrounding landscape.

There is no consideration of the role of the wall in the confinement of female patients, the obscuring of the patients from public view, the establishment of Airing Courts for asylum patients as a part of international asylum/institutional practice in the 19<sup>th</sup> century.

- 7.16 The Information statement suggests that scientific information may be obtained from archaeological means if “...archaeological material is uncovered during works”.

This seems to elide the fact that the wall itself is “archaeological material” containing information about human behaviour obtainable through the archaeological method – construction technique, brick and mortar composition and manufacture, spatial analysis of the enclosed area in relation to the buildings, and so on. This is notwithstanding that such information may all be obtained without demolition of the wall, through sampling, recording, and additional research.

The information statement does not reflect the wealth of archaeological material and information already recovered from adjacent works.

The information statement does not consider current national or international themes of archaeological and wider heritage research such as the archaeology of institutions, confinement, or gender.

- 7.17 The Amenity statement notes the wall is public-facing and visible from the road; “It [the wall] was high amenity value”.

While noting the high visual amenity, it is also clear that the wall has high potential educational and interpretational amenity being alongside a busy road and footpath. There is no assessment of whether there is existing or future interpretational opportunities in public spaces to talk about the wall and hospital complex.

The high visual amenity assessment in the archaeological assessment is at odds with built heritage assessment which suggests that the wall is obscured by vegetation, occludes views of the main hospital building, and suggests its removal will improve amenity values by opening up views of the hospital building, and green space.

- 7.18 The Cultural statement merely notes that any subsurface deposits would relate to the historic occupation of the hospital property.

There is no consideration of the place of the hospital complex in the public esteem or associations with particular groups (former patients, families of patients, medical and other staff, the local community for example), even if such esteem may be overwhelming negative.

Institutionalisation, deinstitutionalisation associated with economic, political and social reform in the 1980s, and abuse in state care are highly charged and highly topical subjects of debate and there is no indication that this has been considered in the values statement.

Many residents of Tamaki Makaurau-Auckland and beyond will have connections with the hospital complex for better or worse, and may have strong feelings about the institution and its fabric.

- 7.19 The significance statement does not consider the local, regional or national significance of the wall. Asylum heritage in Aotearoa-New Zealand and internationally is not discussed, and neither is there any consideration of the Airing Court Wall as part of the archaeology of the oppressed, women/gender or institutional archaeology.
- 7.20 The archaeological assessment of effects accepts the demolition of the wall a priori and treats the standing structure as a matter for the heritage assessment and associated mitigation alone, instead of treating the wall as an archaeological structure.
- 7.21 The archaeological assessment recommends the wall be recorded according to the Level 3 scheme of the HNZ building and structure recording guidelines, the lowest level of recording. Demolition is to be monitored in case of archaeological features beneath the wall.

However if the wall is to be demolished, given its actual likely significance, a Level 3 recording is not appropriate and the highest level of recording should be undertaken, including sampling of building materials, given its place in the archaeological and historic heritage landscape of the hospital in general, and its position in the scheduled Extent of Place more particularly.

- 7.22 The archaeological and heritage assessment appear to have been prepared after the developed design, and almost two years after other assessments used in optioneering (for example the land contamination assessment was apparently undertaken in March 2023).

There is no indication based on the archaeological assessment that archaeological and heritage values and effects were considered in the optioneering/alternatives analysis.

- 7.23 Neither the archaeological or the built heritage assessment refer to a/the optioneering/alternatives analysis and it does not appear that such documentation has been provided to the heritage specialists for review.

Heritage assessment does not describe the wall in any detail – height, courses, comparison with the wall elevation and section from archival research etc.

Heritage assessment misunderstands the archaeological provisions of the HNZPTA Act with regard to buildings versus structures – the wall is a pre-1900 structure and requires an authority for any modification.

Removal of wall is viewed as an opportunity to open up views of the hospital but this ignores the purpose of the wall and the reason for its significant - to contain, obscure and protect female patients.

Heritage assessment suggests salvaging a quantity of bricks

All the bricks should be salvaged and reused if demolition is the ultimate outcome.

Entire length of the wall should be reconstructed on new boundary and move the bus shelter.

Ultimately, the wall is a key part of the functioning of the asylum-its not an asylum if you don't have walls and locked doors/gates. There is no acknowledgment that it's a key piece of curtilage.

## **8.0 Additional Information Required**

- 8.1 There are a number of additional pieces of information required to support decision makers.
- 8.2 A map showing the 1887 Airing Court Wall, Gate 1 subsurface features, and the proposed CRIP works should be provided in the assessment, along with any photographs and descriptions of the trenching which occurred beneath the wall.
- 8.3 Archaeological site records cited should be updated with details available to the archaeologist about known subsurface features etc, the 1887 Airing Court Wall should either be recorded as an archaeological site or added to one of the existing nearby sites as appropriate, and the site records should be appended to the archaeological assessment.
- 8.4 The archaeological assessment should include details of the optioneering/alternatives analysis in particular regarding the 1887 Airing Court Wall, and an explanation as to why the assessment was apparently commissioned after the developed design was completed, and several years after planning and assessment began.

Likewise the archaeologist should address the potential for a redesign to avoid or minimise archaeological effects, and the proposed re-use of some of the bricks if its not too difficult or expensive to remove the mortar.

- 8.5 The archaeological assessment of effects of the pedestrian bridge and associated structures and groundworks on the wider pre-1900 Mt Albert Railway Station complex should be addressed.
- 8.6 The archaeological assessment of effects of the trenching for the watermain and excavation for valves etc should be addressed.
- 8.7 The archaeological values assessment should be expanded to address concerns with the assessment of the 1887 Airing Court Wall, and apparent tensions with the built heritage assessment.
- 8.8 The proposed level of recording for the 1887 Airing Court Wall should be revised upwards.
- 8.9 Along with the archaeological management plan, a research strategy should be prepared in order to facilitate understanding of the Airing Court Wall in terms of the archaeology of the oppressed, women/gender, and institutions.

- 8.10 More detail of the CRIP and watermain proposal should be added, including exemplary plans and sections in key areas where effects are known or likely. Contents and table of figures should also be added to the assessment for ease of use.

Regards

A handwritten signature in black ink, consisting of a stylized 'J' and 'C' followed by a horizontal line.

Jonathan Carpenter  
**Director/Senior Archaeologist**



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Auckland Council  
Private Bag 92300  
Auckland 1142

17 April 2025

**Attention: Penny Anson, Senior Planner**

Dear Penny

**RE: Carrington Road Improvements and Point Chevalier Watermain No. 2 Project – Responses to requests for further information (BUN60444262 / LUC60444264 / WAT60444263)**

This letter responds to requests for further information made by Auckland Council on 31 March 2025 regarding the above noted resource consent application pursuant to section 92 of the Resource Management Act 1991. Responses to the requests are set out in the table below, and are supported by the following attachments:

- **Attachment A** – Additional General Arrangement Plans;
- **Attachment B** – Land Requirement Plans;
- **Attachment C** – Heritage Interpretation and Mitigation – Information Pack;
- **Attachment D** – Updated Heritage Impact Assessment;
- **Attachment E** – Updated Archaeological Assessment;
- **Attachment F** – Revised Urban Design Strategy Sheet 129, Existing and Proposed Tree Numbers
- **Attachment G** – Revised Tree Removal Plans;
- **Attachment H** – Updated Arboricultural Assessment;
- **Attachment I** – Detailed Cross-Sections; and
- **Attachment J** – Further Groundwater Assessment and Responses to Groundwater s92 questions.

Your letter also requested responses to comments provided by the Albert-Eden Local Board (not pursuant to section 92). Auckland Transport's responses are provided as **Attachment K** to this letter, and will also be provided to the Board directly.

Yours sincerely

**Liam Winter**

Senior Associate - Planning

on behalf of

**Beca Limited**

Phone Number: +6493009158  
Email: [Liam.Winter@beca.com](mailto:Liam.Winter@beca.com)

**make  
everyday  
better.**

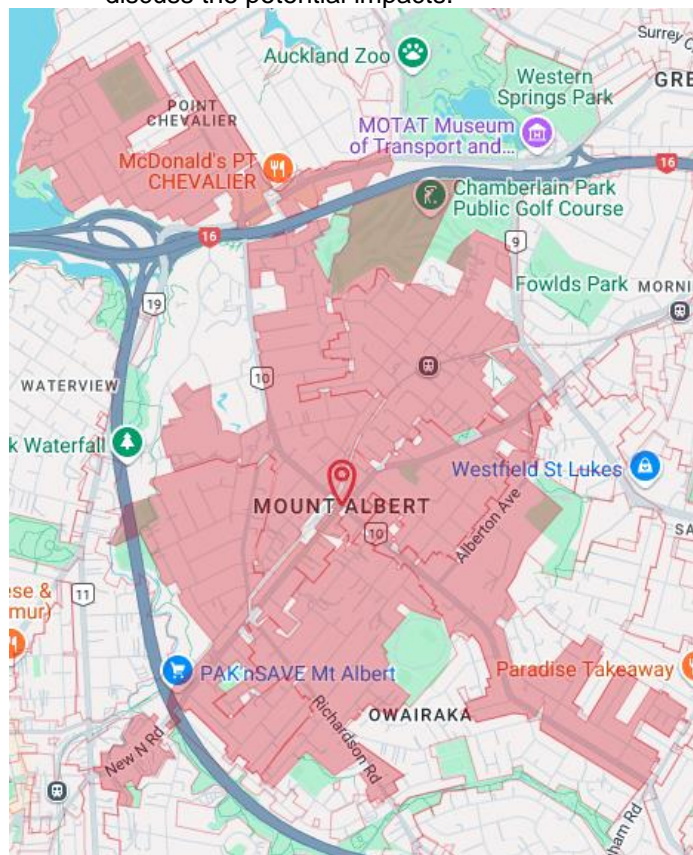
RESPONSES TO SECTION 92 REQUESTS

No. Request		Response
Plans and Information		
1	<p>Table 2.1 in the AEE lists land in which road widening works will occur outside the road corridor. Please provide a drawing(s) which clearly shows where works are proposed outside the road corridor and within private properties including Council owned reserves (Rawalpindi Reserve) and within Designation 6300 – North Auckland Railway Line, Designations – 6718 – Motorway – State Highway 16 and Designations – 6723 – State Highway 16.</p> <p>It is suggested that larger scale drawings are provided which shows the extent of works the type of works (retaining walls, vegetation, infrastructure) within these properties. Please also show the 28.2m set back along the western side of Carrington Road as it applies to those properties within the Wairaka Precinct. Please identify which properties / land is being acquired via property agreements.</p>	<p>An additional set of General Arrangement Plans incorporating the details requested is provided at <b>Attachment A</b>. In particular, the following points are noted:</p> <ul style="list-style-type: none"><li>• The extent of works outside the current road reserve within the Precinct boundary setback, to ultimately be acquired by Auckland Transport and vested as road, is shown in blue shading and labelled as ‘Permanent Land Acquisition’ in the legend. This extent is also shown in the Land Requirement Plans which are provided at <b>Attachment B</b>.</li><li>• The extent of works within existing designations was shown in the lodged General Arrangement Plans as purple linework labelled as ‘designation boundaries’ in the legend. This is shown again in the additional set of General Arrangement Plans provided at <b>Attachment A</b>. The works extent within KiwiRail designation 6300 is shown on sheet 3230635-CA-K0381, while the works extent within NZ Transport Agency Waka Kotahi designations 6718 and 6723 is shown on sheet 3230635-CA-K0389.</li><li>• As noted on sheet 3230635-CA-0212 within the originally lodged set of General Arrangement Plans, no works are currently proposed within the Rawalpindi Reserve.</li></ul>
2	<p>Please show on the drawing requested under item 1 or on a separate drawing land which will be ultimately acquired by Auckland Transport and vested/legalised as road as detailed on page 8 of the AEE.</p>	<p>A set of Land Requirement Plans showing the requested detail is provided at <b>Attachment B</b>.</p>
3	<p>Please advise if written approval is being sought from any of the property owners where works are located with private property. This would help confirm where effects on properties / persons can be disregarded.</p>	<p>Auckland Transport has sought written approval from MHUD and Unitec in relation to the resource consent application. However, this has not been provided at this point in time. In parallel, the property acquisition process is ongoing.</p>
4	<p>Section 2.2.1 of the AEE states that high density residential development is currently underway within the Wairaka Precinct. Please show the outline of the consented developments on the design drawings to understand the interface / separation between these consented buildings and the proposed road widening works. It is noted that there are smaller residential developments on the western side of the road also under construction or recently completed that are not shown on the aerial base map in the Preliminary Design Drawings. Please also show the outline of these developments to understand the interface / relationship (refer 198 to 202 Carrington Road for example).</p>	<p>An additional set of General Arrangement Plans incorporating the ground floor plans for consented residential developments along the eastern frontage of the Wairaka Precinct is provided at <b>Attachment A</b>. This relevantly includes plans for the Maungārongo RC1 and RC2 development sites which are the two consented sites within the Carrington Residential Development which front the proposed road widening works. The plans provided show that both developments have been set back according to the requirements of the Wairaka Precinct Boundary setback provision (I334.6.6(3)) to accommodate the proposed road widening works.</p> <p>The development at 198-202 Carrington Road is clearly shown on the aerial base map on the lodged General Arrangement Plans (see sheet 32306356-CA-0202), and this part of the plan is unchanged in the new set provided at Attachment A (see sheet 3230635-CA-K0382).</p>
5	<p>Please advise if s176 approval is/has being sought for the works in relation to Designation 6300 – North Auckland Railway Line for the permanent occupation of the active mode bridge in the designation. Please advise if approval has been sought from any of the Requiring Authorities for the works within their respective designations.</p>	<p>As noted at 4.3 of the AEE, engagement with the relevant Requiring Authorities is underway to confirm s176 approval requirements. This process remains ongoing. Accordingly, AT is seeking s176 approval for works within Designation 6300.</p>
Timing and Construction		
6	<p>Please confirm if separate laydown areas are required for construction of the Point Chevalier Watermain No. 2 (Watermain) between Seaview Terrace and Sutherland Road and the Carrington Road Improvement Project (CRIP) works. Please show indicative locations of these laydown areas. Please clearly identify any laydown areas within the Historic Heritage Extent of Place or on/near recorded archaeological sites.</p>	<p>There are no requirements for a separate laydown area for the construction of the Watermain – a single laydown area will be shared between the CRIP works and the Watermain works. The nominated contractor will be managing the required materials for the Watermain from their yard offsite. Materials and equipment will only be delivered to site as needed, with no requirements for site storage.</p> <p>See response to item 35 below for further comment on laydown areas.</p>
7	<p>Section 3.3.4 of the AEE states that the Watermain will need to be procured early to ensure it is available to meet the construction programme. Please confirm if the Proposed Construction Staging in Section 3.3 of the AEE is tied to or will be implicated by the procurement of the Watermain and any delays in obtaining this infrastructure. For example if there is a delay in procurement will there be an associated delay in the CRIP programme. This information is required to understand the duration of construction effects.</p>	<p>Watercare is currently undertaking to procure the necessary materials for the Watermain early to mitigate risk of delay to either project. This will ensure the CRIP and the Watermain are able to be constructed concurrently as described in Section 3.3 of the AEE. This is the strong preference of both Auckland Transport and Watercare to maximise programme efficiencies and reduce costs and disruption.</p>



No.	Request	Response
		<p>The funding for the CRIP under the Infrastructure Acceleration Fund (IAF) is contingent upon construction commencing in Q1 2026 with practical completion by May 2028 to align with the Carrington Residential Development. In the highly unlikely event that delays in the procurement of the Watermain put this programme at risk, the CRIP will need to proceed independently of the Watermain.</p>
8	<p>Proposed condition 10(b)(x) advises that the Construction Traffic Management Plan (CTMP) will include details of coordination with other construction sites. Please elaborate by way of example how cumulative construction traffic management effects will be managed with regard to existing consents and developments likely to be consented in the Wairaka Precinct during the CRIP and Watermain construction phase. For example it was observed that construction traffic associated with developments consented under the Fast Track legislation in the Wairaka Precinct (refer Maungārongo RC1 and RC2) are utilising the side streets off Carrington Road for parking. Please comment on parking displacement within these side streets from the CRIP and Watermain construction traffic, other construction activities in addition to general parking demand.</p>	<p>Examples of measures likely to be deployed by Auckland Transport to manage cumulative construction traffic effects, thereby giving effect to condition 10(b)(x), are as follows:</p> <ul style="list-style-type: none"><li>• Establishment of a precinct working group with representatives from each development to regularly discuss and socialise construction traffic matters, upcoming Traffic Management Plan changes, and work stagings.</li><li>• Establishment of a digital monitoring tool ensuring that effects are monitored, with preset conditions in the contractors' contract on how to respond if impacts on traffic exceed expectations.</li><li>• Establishment of yard space to ensure construction vehicles can park in the designated compound. Auckland Transport will also stipulate in the contractors' contract that street parking is not permitted, and that the yard space is to be utilised as provided.</li></ul> <p>It is noted that the physical works at times will impact existing on-street parking on Carrington Road and side roads due to the physical extent of the works. Parking assessments submitted with the lodged Transport Assessment (see Appendix A of the Transport Assessment) demonstrate that there is sufficient parking availability on side roads to accommodate removal of 37 car parks (28 spaces permanently removed south of Woodward Road; and 9 spaces outside Gladstone Primary School to be removed during peak times). Spare capacity on side roads would similarly be able to accommodate on-street parking affected by construction activities.</p>
9	<p>Section 6.1 of the AEE sets out consultation undertaken to date. Please provide further details on the following:</p> <p>(a) Consultation and engagement regarding the Watermain works since lodgement of the resource consent.</p> <p>(b) Details of planned engagement activities of both projects</p> <p>(c) A map showing the location of 'Key Local Stakeholders' which have been consulted over the history of CRIP, specifically "Carrington Road residents (including parties identified as directly affected by the proposed works"</p>	<p><b>Regarding point (a):</b></p> <ul style="list-style-type: none"><li>• Watercare has included the wider Khyber and Konini Watermain Project (of which the Point Chevalier Watermain No. 2 within Carrington Road forms a part) in the list of projects presented to the Kaitiaki Managers Forum in late 2024. Three iwi have indicated an interest in the project and have been provided an overview of the project options being considered. They have not yet expressed any further interest in the project.</li><li>• Watercare is currently working to finalise a preferred option for the wider Khyber and Konini Watermain Project. Once this has been agreed (within the next month), Watercare will communicate this with interested parties, and ask if/how they would like to continue to be engaged on the Project.</li></ul> <p><b>Regarding point (b),</b> Auckland Transport's planned engagement activities on the CRIP are proposed broadly in four stages:</p> <ul style="list-style-type: none"><li>• December 2024-May 2025:<ul style="list-style-type: none"><li>○ Community engagement related to investigatory works, including letter-drop;</li><li>○ Engagement with individual properties, to support design development. This workstream is ongoing throughout 2024-2025, and includes engagement about property boundary and vegetation encroachment, infrastructure within private land; and changes to access;</li><li>○ Owner and tenant engagement related to the rail overbridge construction;</li><li>○ Regular workshops with Mana Whenua;</li><li>○ Regular workshops with the Albert-Eden Local Board. Local Board endorsement is being sought in the May 2025 business meeting;</li><li>○ Meet with / briefing Ward Councillors and the Mount Albert Electorate MP to keep them informed;</li><li>○ Meet with the Mount Albert Residents Association to keep them informed;</li><li>○ Consult the Gladstone Primary School Board of Trustees in relation to pick-up and drop-off parking provision on Fifth Avenue;</li><li>○ Workshop the Northwestern Cycleway design with Bike Ōwairaka and Bike Pt Chev; and</li></ul></li></ul>

No.	Request	Response
		<ul style="list-style-type: none"><li>○ Engage with the Mount Albert and Point Chevalier business communities. Identify opportunities to engage with businesses as a group. Work with electorate MP and Auckland Council Community Broker.</li><li>• June 2025:<ul style="list-style-type: none"><li>○ Undertake third round of community consultation (following on from the first two rounds in 2023 and 2024 as described in Section 6 of the AEE), seeking feedback on construction approach. Align and integrate with survey undertaken by Auckland Transport’s Customer Experience Team;</li><li>○ Promote consultation across multiple channels, including flyer drop, posters, social media, Gladstone Primary School newsletter;</li><li>○ Share updated street design and images with project partners, stakeholders and the wider community. Show how previous feedback rounds have influenced the design;</li><li>○ Introduce high level timeline of construction work. Seek community feedback on the approach to construction, targeting local community;</li><li>○ Hold drop-in sessions at Gladstone Primary School;</li><li>○ Encourage community to sign up for project communications;</li><li>○ Undertake targeted consultations, including bus shelter placement, broken yellow lines on side streets, and P15 parking on Fifth Avenue;</li><li>○ Promote engagement using channels listed above, including drop-in session; and</li><li>○ Door knock businesses within the Mount Albert and Point Chevalier town centres. Engage businesses as a group if feasible.</li></ul></li><li>• August-September 2025:<ul style="list-style-type: none"><li>○ Update/meet with project partners including Mana Whenua and the Albert-Eden Local Board;</li><li>○ Update/meet with key stakeholders, including the Mount Albert Residents Association;</li><li>○ Report back to the community on “what you told us” using available channels. Share updated construction plans and timeline. Show how feedback has/will influence outcomes;</li><li>○ Share detail of scope and purpose of early works scheduled to start late 2025;</li><li>○ Share any design changes of significance;</li><li>○ Hold drop-in session at Gladstone Primary School; and</li><li>○ Begin work to re-establish community liaison group to be run throughout construction, facilitated by Auckland Transport and including key personnel from the contractor team. Seek expressions of interest from the local community and representation from community groups.</li></ul></li><li>• October-December 2025:<ul style="list-style-type: none"><li>○ Detailed information presented regarding construction plans and approach;</li><li>○ Notification related to early works using available channels. Tie in with construction plan update;</li><li>○ Encourage community to sign up for project communications;</li><li>○ Update/meet with project partners including Mana Whenua and the Albert-Eden Local Board;</li><li>○ Update/meet with key stakeholders, including the Mount Albert Residents Association;</li><li>○ Hold drop-in session at Gladstone Primary School. Introduce key contractor personnel to the community;</li><li>○ Targeted stakeholder engagement depending on construction impacts, e.g. door-knocks of town centre businesses; and</li><li>○ Hold first Community Liaison Group.</li></ul></li></ul> <p>In respect of the Watermain, as noted above, Watercare is currently working to finalise a preferred option for the wider Khyber and Konini Watermain Project. Once this has been agreed (within the next month), Watercare will communicate this with interested parties, and ask if/how they would like to continue to be engaged on the Project.</p>

No. Request		Response
		<p><b>Regarding point (c):</b></p> <ul style="list-style-type: none"><li>• The ‘key local stakeholders’ grouping as described in Table 6-1 of the AEE is widely defined and includes a range of sub-groups. Table 6-2 sets out the different methods have been used to reach each sub-group over the course of the Project.</li><li>• Relevantly, Table 6-2 states that efforts to initiate engagement with Carrington Road residents at large have focused on the distribution of collateral (i.e. letters, brochures, flyers etc), particularly during the public engagement periods in 2023 and 2024. The spatial extent of the area to which collateral was mailed is shown in the map below. As can be seen from the map, the area covered is wide and encompasses much of Mt Albert and Point Chevalier.</li><li>• Regarding parties “identified as directly affected by the proposed works” – this refers to a sub-grouping of landowners and occupiers that were identified during the preparation of the consent application as being affected by construction noise and vibration associated with proposed works at the Mt Albert Rail Bridge including night works and piling works. The relevant properties falling within this grouping were <b>887-901 New North Road</b>, and <b>222-224 Carrington Road</b>. Letters have been sent to the landowners and occupiers of these properties, with an invitation to meet with Auckland Transport on a 1:1 basis to discuss the potential impacts.</li></ul> 
<b>Waste Collection</b>		
10	Please demonstrate that sufficient space is available in berms following construction for the storage of residential waste bins during collection day. Please overlay waste storage areas on the proposed landscape plan.	The design along the eastern side of the road and both sides of the road to the south of the Woodward Road intersection is largely unchanged from the current condition. Where there are berms, rubbish bin placement will remain in the berm. Where there is no berm (particularly in the southern section), rubbish bins will be placed adjacent to the driveway within the footpath. Along the western side where the road is widened adjacent to the Carrington Residential Development, we assume bin collection will occur within the apartment complexes. The bins next to the on-road cycleway will be accessed by the waste vehicle straddling the separator, and the profile will be as detailed in Auckland Transport’s Transport Design Manual Practice Note 04.
11	Please explain how waste collection will be undertaken from properties fronting Carrington Road and the side streets during the staged construction of CRIP and the Watermain.	Where a collection point is to be modified during construction, the Contractor will be required to present a traffic management design that incorporates suitable alternate locations. The Contractor will be required to work with the Auckland Transport Corridor Access team and the Auckland Transport Stakeholder Engagement team to

No. Request		Response
		<p>designate suitable alternate collection points, to be maintained within a reasonable distance from the original location.</p> <p>These requirements could be incorporated into an amended Construction Traffic Management Plan (CTMP) condition (condition 10 of the proposed draft set); but in any case, are likely to also be conditions in the contractors' contract.</p>
Mana Whenua Values		
12	Please confirm and provide if relevant any Cultural Values Assessments (CVA) from iwi consulted as part of the proposal including any updates to Ngaati Whanaunga's CVA.	<p>As set out in section 5.10 of the AEE, Mana Whenua have been invited to provide CVAs for the project. One CVA was provided by Ngaati Whanaunga during the preparation of the DBC in August 2023. Auckland Transport has invited Ngaati Whanaunga to provide an update of the CVA several times since November 2024, no response has been received.</p> <p>Auckland Transport also contacted Ngaati Whanaunga to confirm that the original CVA could be shared with AC (in response to this s92) query. Ngaati Whanaunga have not yet advised that this can be shared.</p> <p>No further CVAs have been provided.</p>
13	The proposal involves resource consent for groundwater diversion. It is understood that the diversion is associated with the new active mode bridge and/or excavations for the Watermain isolation valve. Please confirm if iwi have been consulted on this scope of works associated with the Watermain works. This information is required to inform the effects assessment under E7.8.1(1)(a)).	<p>As noted above, Watercare included the wider Khyber and Konini Watermain Project (of which the Point Chevalier Watermain No. 2 within Carrington Road forms a part) in the list of projects presented to the Kaitiaki Managers Forum in late 2024. Three iwi have indicated an interest in the project and have been provided an overview of the project options being considered. They have not yet expressed any further interest in the project.</p> <p>Given the high level nature of this initial engagement, and the recency of the investigation data which confirmed the need for localised groundwater diversion consent, groundwater diversion matters have not yet been discussed specifically with Mana Whenua by Watercare.</p> <p>Note that groundwater diversion consent is not required for the Mt Albert active mode bridge as the piles are proposed to be &lt;1.5m in external diameter (see Table 1 of the lodged Groundwater Assessment).</p>
Construction Noise and Vibration		
14	<p>Please clarify whether the project requires any of the following activity/plant, if yes, please provide details of potential noise and vibration effects:</p> <p>a. Concrete cutting, concrete breaking</p> <p>b. Rock breaking (noting the presence of basalt in the wider surrounding environment and as noted in the Geotechnical Appraisal Report prepared by Jacobs)</p> <p>c. Road surface removal.</p> <p>These activities can create extremely high noise but are not listed in the Table 5 of Acoustic assessment prepared by Marshall Day Acoustics Assessment (MDA).</p>	<p>Table 5 only shows the combined activity noise levels, not the individual equipment noise levels that were used to work out the activity noise level. The individual equipment noise levels are contained in Appendix B of the Acoustic Assessment.</p> <p>Regarding the specific activities listed at (a)-(c):</p> <p>(a) Concrete cutting – Is already included (see Appendix B and Table 5 of the acoustics report);</p> <p>(b) Rock breaking – We understand that there may be pockets of rocks, however these are not currently expected to be extensive. If any hydraulic rock breaking is required, this would be daytime activity only. With noise barriers and a Rock Breaker shroud, we predict that noise levels can comply with the 70dB LAeq noise limit at 15 metres. The mitigation would be included in the CNVMP, which is required by the proposed conditions. The vibration amenity limit can be complied with at 6m distance. Overall, we consider that if rock breaking is required, noise and vibration from it can be appropriately managed using conventional measures.</p> <p>(c) Surface milling – To complete the final surfacing in areas of where tie-in to the existing surface is required, we understand that there will be a need to mill the surface. This means that milling would be limited to small sections of road only. We understand that these works would be limited to daytime only. Compliance with the noise limit can be achieved at a distance of 15m. The balance of the surface is being retained and only the expansions are being newly surfaced. These expansions are new builds and will not require milling.</p>



No.	Request	Response																																			
15	Please provide the extent (number of dwellings) where noise/vibration exceedances may occur at nighttime, noting the MDA Report has mentioned the nighttime noise exceedance will occur at 887-901 New North Road and 224 Carrington Road.	<p>As noted in the Acoustics Assessment, the only required nighttime works where noise and vibration exceedances may occur are the active mode bridge placement works adjacent to the Mt Albert Rail Bridge. Regarding the number of dwellings within the properties identified as potentially affected, we understand that there are:</p> <ul style="list-style-type: none"><li>• 5 dwellings at 895-90 New North Road; and</li><li>• 9 dwellings at 224 New North Road.</li></ul> <p>It is further noted (as identified in the Acoustics Report) that there are no dwellings at 889-893 New North Road or 222 Carrington Road (which is an Early Childhood Education centre). There are a further two units at 885 New North Road.</p> <p>Effects on all of these receivers have been assessed in the Acoustics Report. No further nighttime noise standard exceedances are anticipated.</p>																																			
16	The MDA Report has included a comprehensive assessment on the traffic noise in relation to the project, however limited assessment has been provided on the potential adverse effects of traffic vibration. Please provide an assessment on the road traffic vibration on the adjacent building/dwellings taking into account the proposed road widening and addition of bus lanes which will result in vehicle movements being closer to adjacent buildings. Please provide a specific comment on Building 1 (Oakley Hospital).	<p>As discussed in the Acoustics Assessment at section 5.1.5, if the road surface is smooth and well-constructed, traffic would not result in vibration levels that would cause annoyance. This is based on experience with previous roading projects. Other projects have used the same approach successfully, and we do not consider this project to be different.</p> <p>The query relating to the Oakley Hospital Building appears to relate to building damage rather than annoyance effects from traffic vibration. Traffic vibration of the magnitudes discussed by the Norwegian Standard (refer to the Acoustics Assessment) do not result in building damage, including cosmetic damage. In any event, as noted in the report, the Oakley Hospital Building should be assessed against the commercial or residential vibration levels in relation to construction vibration protecting the building from any damage. These values are significantly higher than vibration that may be caused by traffic. It is therefore considered that, as noted in the report, traffic vibration, including from buses in the proposed bus lanes, is not an issue that requires additional assessment, particularly where no speed tables are proposed.</p> <p>Where a speed table is proposed, these should be designed using best practice (i.e. steep entry and gradual exit for both sides of the road) and be carefully designed to avoid vibration generation that could cause annoyance. This is discussed in the assessment.</p>																																			
17	<p>There are a range of land use activities on the eastern side of Carrington Road which have not been identified in the MDA Report as Protected Premises and Facilities (PPFs). Please review the below properties and associated land use activities and update MDA Report as required:</p> <div><div>a. Manawanui Oranga Hinengaro (Māori mental health) 11 Sutherland Road which includes a marae.</div><div>b. Buchanan Rehabilitation Centre, 27 Sutherland Road which includes an inpatient facility.</div><div>c. Pitman House/CADS, 50 Carrington Road.</div></div> <p>Please ensure these buildings are treated as PPF’s to inform consideration of appropriate noise and vibration management and mitigation measures.</p>	<p>We have modelled the traffic noise levels for the identified buildings if they are within 100m of the alignment. For the PPFs, the results are shown in the below table and figure. In the table, the cells are coloured green for Category A in accordance with NZS 6806, and yellow for Category B. The figure shows the layout of the buildings, and the numbers on the buildings in the figure correspond to the ID numbers in the first column of the table (as there are several buildings at the same address). Green buildings are PPFs, while pink buildings are no PPFs but are within 100m of the road.</p> <table><tr><th>House ID</th><th>Address/Use</th><th>Existing</th><th>Do nothing</th><th>Do minimum</th></tr><tr><td>10540</td><td>5 Sutherland Road Manawanui Oranga Hinengaro</td><td>65</td><td>64</td><td>64</td></tr><tr><td>10541</td><td>5 Sutherland Road Manawanui Oranga Hinengaro</td><td>64</td><td>64</td><td>64</td></tr><tr><td>10542</td><td>5 Sutherland Road Manawanui Oranga Hinengaro</td><td>62</td><td>62</td><td>62</td></tr><tr><td>10543</td><td>5 Sutherland Road Manawanui Oranga Hinengaro</td><td>53</td><td>53</td><td>53</td></tr><tr><td>12854</td><td>11 Sutherland Road Marae</td><td>53</td><td>52</td><td>53</td></tr><tr><td>12980</td><td>50 Carrington Road Pitman House</td><td>67</td><td>67</td><td>67</td></tr></table>	House ID	Address/Use	Existing	Do nothing	Do minimum	10540	5 Sutherland Road Manawanui Oranga Hinengaro	65	64	64	10541	5 Sutherland Road Manawanui Oranga Hinengaro	64	64	64	10542	5 Sutherland Road Manawanui Oranga Hinengaro	62	62	62	10543	5 Sutherland Road Manawanui Oranga Hinengaro	53	53	53	12854	11 Sutherland Road Marae	53	52	53	12980	50 Carrington Road Pitman House	67	67	67
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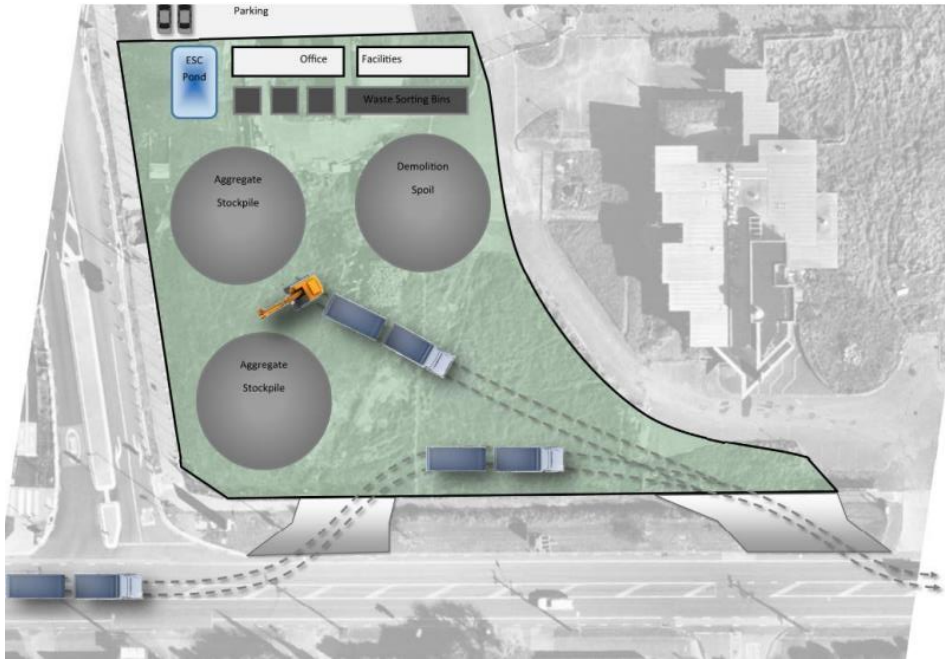
No.	Request	Response
		<p>signage will not be included on the new bus stop as suggested at section 11 of the HIA (see item 22 below).</p> <ul style="list-style-type: none"><li>• The overall conclusion of the assessment as it relates to the Airing Court Wall is generally unchanged – namely that the loss of the wall will have a minor effect on the overall heritage values of the Carrington site; and that the confirmed mitigation measures will have a positive impact on heritage values such that they partly mitigate the minor effect resulting from the loss of the wall.</li></ul> <p>Moreover, it is noted that the potential to reinstate boundary fencing along the future western road boundary has been discussed with the Auckland Council and HNZPT team – either timber post and rail fencing to replicate the original fencing in the northern part of the site; or a partial brick wall potentially utilising reclaimed bricks. The feasibility of reinstated fencing is yet to be confirmed, but continues to be actively investigated in conjunction with the adjacent landowner/developer. Key considerations are as follows:</p> <ul style="list-style-type: none"><li>• The Project Team has identified that fencing will likely need to be located within private land (i.e. on the western side of the future property boundary) to achieve a standard compliant footpath width of 1.8m. Locating fencing either within the future road reserve (i.e. on the eastern side of the future property boundary) or on the boundary centreline will result in a substandard (&lt;1.8m) footpath width, which is not supported. The feasibility of fencing is therefore contingent upon agreement with the adjacent landowner/developer to accommodate, own, and maintain fencing. This agreement has not been reached at the time of writing.</li><li>• It may be possible to locate fencing in the future road reserve whilst achieving a standard compliant footpath width of 1.8m by narrowing the berm in this location. This has not been confirmed to be feasible due to potential impacts on existing tree roots as well as proposed raingarden sizing.</li></ul> <p>For completeness and clarity, it is noted that an approximately ~18m section of the wall perpendicular to the northern end of the 1887 Airing Court Wall (shown in Figure 18 of the HIA) will be unaffected by the proposed road widening. This is shown in <b>Attachment C</b>. The eastern end of the remnant section of this wall will be made good as part of the Project.</p>
19	<p>The HIA states:</p> <p><i>“Every effort should be made to salvage a quantity of bricks from the Airing Court wall for possible reuse. Some bricks have previously been salvaged from later parts of the main building when these were recently demolished. Mortar used for brickwork around the 1880s was typically manufactured by burning seashells and was generally soft and of poor quality. The mortar used in the main building, however, was surprisingly hard, suggesting that cement was used in its manufacture. Consequently, the mortar proved somewhat difficult to remove. There may be similar issues with the bricks from the Airing Court wall if cement was also used in its construction. Uses for which bricks salvaged from the Airing Court wall could include the following:</i></p> <ul style="list-style-type: none"><li>• <i>Brick Paving - Part of the proposed cycle way where it passes the end of the Carrington building appears to follow the line of the existing wall. Some of the bricks could be retained and cleaned and re-laid along this line.</i></li><li>• <i>Replacement Walls/Fences.”</i></li></ul> <p>Please confirm if the salvage and rescue of bricks from Airing Court Wall forms part of the application. Please provide information to demonstrate that the bricks can be salvaged from the wall and reused (i.e. that this is feasible). Please provide supporting drawings showing the use and location of reused bricks to inform the effects assessment.</p>	<p>As per the response to item 18, the salvage and rescue of bricks from the Airing Court Wall now forms part of the application. The bricks are proposed to be used as a border for the landscape heritage area garden (Proposal A) and for a brick plinth on which to mount a heritage interpretation panel (Proposal B). These measures are described in further detail in <b>Attachments C and D</b>.</p> <p>Members of the Project Team (including the heritage, urban design, and constructability experts) have inspected a supply of similarly aged bricks elsewhere on the former Oakley Hospital site where brickwork has already been dismantled. This inspection has confirmed the feasibility of salvaging bricks from the Airing Court Wall for reuse.</p>
20	<p>The HIA states the following:</p> <p><i>“Early photographs of the asylum such as those reproduced on pages 7 and 17 show that the site originally had very simple timber post and rail boundary fences and a suggestion has been made that this style of fencing could be repeated along the new boundary line between Carrington and the adjacent widened road. Alternatively, a</i></p>	<p>As per the response to item 18, timber post and rail fencing is yet to be confirmed as feasible. Accordingly, while it continues to be actively investigated, it does not currently form part of the application. As noted above, the feasibility of a boundary fence is contingent upon the ability to maintain a standard compliant footpath width which will require either the agreement of the adjacent landowner/developer to accommodate the fencing; or narrowing of the berm which may impact on existing tree roots and proposed raingarden sizing.</p>

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	<p><i>section of the existing brick wall could be reconstructed along the new boundary line, reusing some of the existing bricks.”</i></p> <p>Please confirm if a simple timber post and rail boundary fence forms part of the application and if so please show the location of the fence and proposed details. And/or if a new brick wall on the boundary line is proposed please provide supporting drawings which show the location of the fence, its height and supporting design details to inform the effects assessment.</p>	
21	<p>The HIA states the following:</p> <p><i>“Interpretive panel/s should be provided detailing the history of the site with plans and photographs highlighting the demolished wall. A supply of bricks from the wall could be retained and used to construct a plinth on which the interpretive panel/s could be mounted.”</i></p> <p>Please confirm if Interpretive panel/s are proposed and if so please indicate the location of the panels, examples of the panels and relevant supporting drawings to inform the effects assessment.</p>	<p>As per the response to item 18, a heritage interpretation panel mounted on a reclaimed brick plinth within the landscaped area bordered by reclaimed brick now forms part of the application (Proposal B). Moreover, it is also proposed to include further interpretive material (i.e. heritage images) on bus shelter glazing panels (Proposal C). These measures are described in further detail in <b>Attachments C</b> and <b>D</b>.</p>
22	<p>The HIA states the following:</p> <p><i>“As noted, there is a rudimentary bus shelter on the roadside, a short distance away from where a new shelter is proposed. Although it is not proposed that a “Carrington Heritage” bus shelter be constructed, there may be an opportunity to reuse some of the salvaged bricks in its construction.</i></p> <p><i>It is noted that the proposed bus shelter is shown as being within the Carrington Hospital Extent of Place. A resource consent will therefore be required, being a new structure within an Extent of Place as specified in D17.4.1 Activity Tables (A10) of the Auckland Unitary Plan.”</i></p> <p>Please provide details regarding the proposed bus shelter including elevation drawings. Please notate indicative signage locations and confirm if signs are ‘information only’ signs or whether signage areas are nominated for third party advertising.</p>	<p>Details of the proposed bus shelter, including indicative signage locations, are shown in <b>Attachment C</b>. Bus stop signage is also shown on drawing 3230635-CA-0208 which was supplied in Appendix B of the lodged application. It is confirmed that proposed signage is ‘information only’ signage, and not third-party advertising. For this reason, resource consent for signage on street furniture under E23.4.2(A50) has not been sought.</p> <p>It is also reiterated that it is proposed to include further interpretive material (i.e. heritage images) on bus shelter glazing panels as described in <b>Attachment C</b>.</p>
23	<p>Please provide information to demonstrate why Airing Court Wall or part of the wall cannot be preserved in-situ. Please comment on any scope for changes to AT policy with regards to reduced lane widths for example.</p>	<p>This is addressed at Section 3.1.5 of the AEE. To reiterate and elaborate, we note the following:</p> <ul style="list-style-type: none"><li>• While the Wairaka Precinct boundary setback provision provides for road widening on the western side of Carrington Road, the design has been subject to localised realignment to the east between Ch. 1300-1500. The extent of realignment enables avoidance of the former Oakley Hospital Main Building (the Primary Feature within the Extent of Place); whilst also avoiding the need for third-party land take and removal of mature Pohutukawa on the eastern side of the road.</li><li>• Realignment further east than proposed would require third-party land take and removal of mature Pohutukawa on the eastern side. This would be difficult to substantiate in an alternatives assessment given that the Wairaka Precinct boundary setback provision clearly envisages and provides for road widening on the western side. It would also present integration issues with the design to the south (which provides for all widening on the western side of the road), and to the north (where integration with the existing SH16 bridge is required).</li><li>• The design has already been subject to localised narrowing in this location. As shown in drawing 3230635-CA-0403 (see Appendix B of the lodged application), the design is narrowed to approximately 24.9m at Ch. 1368 – a 3.9m reduction from the 28.8m provided for along the remainder of the Wairaka Precinct frontage. Virtually all cross-section elements have already been compromised to achieve this reduction – bus lanes are reduced to 3.2m (3.5m preferred), general traffic lanes are down to the minimum compliant width of 3.0m, the western footpath is down to the minimum compliant width of 1.8m, while the western cycle lane is 1.3m which is below minimum standard. Further reductions to individual elements of the cross-section are not supported.</li><li>• Accordingly, the only way to further narrow the corridor would be to delete features which are integral to the purpose of the Project, including bus lane(s), the bus stop, and the southbound right-turn lane</li></ul>



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		<p>for the Gate 1 intersection. Such deletions are not supported, as they would result in the corridor's existing deficiencies in this location remaining. For clarity, it is noted that deletion of the bus stop alone would not sufficiently accommodate the Airing Court Wall.</p> <ul style="list-style-type: none"> <li>The Airing Court Wall cannot remain in situ, as it would result in a 2m high brick wall cutting across sections of cycle path, kerblane, and bus lane. As set out above, there is no scope to amend the design such that these conflicts can be practically avoided. Accordingly, the wall needs to be removed.</li> </ul>
24	Please provide details of the watermain isolation valve chamber proposed within the Historic Heritage Extent of Place. It is understood this infrastructure is below ground however please provide details of above ground access (photos will suffice).	Preliminary Design details of the Watercare isolation valve chamber were supplied with the application – see drawing 2013XXX.300 within the Watermain drawing set which was included at Appendix B of the lodged application.
25	Please confirm if an archaeological authority is being sought in parallel with the resource consent noting that Airing Court Wall is a pre-1900 structure.	Yes – an Archaeological Authority is being sought in parallel with the resource consent application.
<b>Archaeology</b>		
26	Please provide a map showing the 1887 Airing Court Wall, Gate 1 subsurface features, in relation to the proposed CRIP works should be provided in the assessment. Please include any photographs and descriptions of the trenching which occurred beneath the wall.	Refer to <b>Attachment E</b> for updated Archaeological Assessment which addresses this item.
27	Archaeological site records cited should be updated with details available to the archaeologist about known subsurface features etc, the 1887 Airing Court Wall should either be recorded as an archaeological site or added to one of the existing nearby sites as appropriate, and the site records should be appended to the archaeological assessment.	Refer to <b>Attachment E</b> for updated Archaeological Assessment which addresses this item.
28	The Archaeological Assessment should include details of the optioneering/alternatives analysis in particular regarding the 1887 Airing Court Wall, and an explanation as to why the assessment was apparently commissioned after the developed design was completed, and several years after planning and assessment began. Likewise the archaeologist should address the potential for a redesign to avoid or minimise archaeological effects, and the proposed re-use of some of the bricks if it's not too difficult or expensive to remove the mortar.	<p>This is partly addressed at Section 3.1.5 of the AEE, and in the response to item 23 above. To reiterate and elaborate, we note the following:</p> <ul style="list-style-type: none"> <li>As noted in the AEE, the options assessment took place as part of the preceding DBC between 2022 and 2024. The DBC was supported by a heritage assessment prepared by Plan Heritage Limited, dated July 2023. This assessment documented the optioneering process and effects assessment as it related to heritage and archaeology, and reached similar conclusions to the assessment subsequently commissioned to inform the resource consent application. It is therefore erroneous to infer that heritage and archaeology effects were not considered prior to the preparation of the resource consent. Moreover, we note that it is not uncommon that an assessment to inform a business case is commissioned separately from a subsequent assessment to inform a resource consent application for a project identified through a business case process.</li> <li>As summarised at Section 3.1.5 of the AEE, the DBC Options Assessment considered a shortlist of three options with different configurations for active mode (bidirectional or unidirectional) and bus lane (one-way or two-way) facilities. All options assessed required removal of the Airing Court Wall to achieve the desired form and function, even factoring in the localised narrowing of the design and eastward realignment (as described in the response to item 23 above).</li> <li>In terms of the possibility of redesign – please refer to the response to item 23 above.</li> </ul> <p>Note this point is also addressed at section 7.4 of the revised Archaeological Assessment – see <b>Attachment E</b>.</p>
29	<p>The Archaeological Assessment of Effects should be updated to include the following:</p> <ol style="list-style-type: none"> <li>the pedestrian bridge and associated structures and groundworks on the wider pre-1900 Mt Albert Railway Station complex</li> <li>the trenching for the watermain and excavation for valves etc</li> </ol>	Refer to <b>Attachment E</b> for updated Archaeological Assessment which addresses this item.
30	The archaeological values assessment should be expanded to address concerns with the assessment of the 1887 Airing Court Wall, and apparent tensions with the built heritage assessment.	Refer to <b>Attachment E</b> for updated Archaeological Assessment which addresses this item.
31	The proposed level of recording for the 1887 Airing Court Wall should be revised upwards (with regards to the HNZ guidelines).	Noted. The proposed conditions of consent require the appropriate level of archival recording to be determined in consultation with HNZPT (see proposed condition 17(c)).

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32	Along with the archaeological management plan, a research strategy should be prepared in order to facilitate understanding of the Airing Court Wall in terms of the archaeology of the oppressed, women/gender, and institutions. This could inform Interpretive Panels or similar if they are to form part of the application.	Noted. As per the responses to items 18 and 21, interpretive panels now form part of the application (see <b>Attachment C</b> ). Accordingly there will be opportunities to incorporate this content.
33	More details of the CRIP and watermain proposal should be added, including exemplary plans and sections in key areas where effects are known or likely. Contents and table of figures should also be added to the assessment for ease of use.	This has been supplied – see Appendix B of the lodged application which contains full Preliminary Design drawing sets for both the CRIP and the Watermain.
Visual Amenity and Landscape		
34	<p>The AEE at section 3.1.3 Proposed Vegetation and Landscaping notes that there will be the planting of 190 new specimen trees equating to 1,624m2 of canopy coverage. It then goes on to note the feasibility, locations, sizes, numbers and species of trees shown on the Preliminary Design Drawings will be confirmed at Detailed Design Stage. The commentary within the AEE suggests that the proposed number, locations and grades of tree may be changed at a later date. However, it is understood that the conclusions / levels of effects outlined within the Landscape Effects Assessment rely on the proposed planting and tree implementation as mitigation – including the number and grade / rate of establishment of these. Accordingly please clarify / confirm the following:</p> <p>a. How the proposed 190 trees / 1,642m2 canopy coverage is ensured as an outcome within the conditions offered.</p> <p>b. Confirm that the locations of trees indicated do not conflict with existing or proposed cables, pipes, and lights, in ground or above.</p> <p>c. What the minimum grade size for all trees will be, noting 45L-80L for small, 80L-160L for medium and 80L- 400L for large are mentioned, as well as minimum 45L under the Urban Ngahere Strategy.</p> <p>d. Confirm the minimum number of trees and canopy coverage to be implemented. If this is less than the 190 proposed whether this would still meet the outcomes of the Urban Ngahere Strategy.</p>	<p>Regarding point (a):</p> <ul style="list-style-type: none"><li>The Project Team is seeking to realise all feasible opportunities for tree planting across the project site and its immediate environs to ensure Auckland Transport’s sustainability outcomes are realised, whilst working within the numerous technical constraints of the road corridor design and existing site conditions.</li><li>Broadly, the proposed conditions provide for the tree planting outcomes through: (i) Condition 1, which requires the activity to be carried out in general accordance with the plans and information listed in Schedule 1 (which includes soft landscape plans showing proposed new trees); (ii) Condition 8, which requires a detailed planting plan as part of the ULDP; and (iii) Condition 16, which sets requirements for works within root zones.</li></ul> <p>Regarding point (b):</p> <ul style="list-style-type: none"><li>A rigorous 3D clash detection process is underway in the Detailed Design phase of the project to ensure the proposed trees do not clash with the underground and above ground utilities, structures, lighting and carriageway clearances.</li><li>In addition, the structural root zones, canopies and Tree Protection Zones of the existing trees have been clearly identified to the engineering team to ensure that no new utilities or structures negatively affect their health, and that arborist input can be sought where required.</li></ul> <p>Regarding point (c):</p> <ul style="list-style-type: none"><li>The minimum tree grade size will be 45L grade across the project, which aligns with the Auckland Council Urban Ngahere Strategy's recent recommendations and the Urban Ngahere team's support for the planting of smaller grade trees to aid in their establishment on site.</li><li>Opportunities for larger 80L &amp; 160L grade trees will also be explored along the corridor where berm conditions and clearances allow, primarily on the west side of Carrington Road to achieve a greater degree of day one amenity for the public. 400L grade trees will be used in a very limited manner, and only at locations of high significance / amenity and where large berm areas exist for planting them such as near to the heritage buildings, or the corners of the Woodward Road intersection.</li></ul> <p>Regarding point (d):</p> <ul style="list-style-type: none"><li>The exact number of trees to be planted and the resultant canopy cover cannot yet be confirmed until the design of the road corridor geometry is finalised. To define the minimum numbers requested we have used the Urban Ngahere team's requirement for AT projects of one replacement tree for every 10m² of canopy cover loss to mitigate the loss within a reasonable timeframe.</li><li>A figure of 839.5m² of canopy loss has been calculated based on the updated tree removal figures (see responses to items 41 and 44 below, and to <b>Attachments F-H</b>).This would set an absolute minimum number of 84 replacement trees at a minimum 45L grade. At 10 years, this would ensure the replacement of the tree canopy loss, and achieve a minimum canopy cover of 9.54% within berm areas and 3.89% across the whole project area.</li><li>While this minimum replacement figure would not meet the 15% target set by the Urban Ngahere Strategy, the proposed numbers are well in excess of this – as noted in the responses to items 41 and 44 below and in Attachment F, the proposed number of new trees exceeds the minimum replacement by 96 trees (i.e. 180 minus 84). Confirmed tree numbers and canopy cover calculations will be available at the end of detailed design, and are required to be provided as part of the ULDP under the proposed conditions.</li></ul>

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35	<p>Please confirm the location and size of laydown areas. Please advise if works proposed on the eastern-side of the road and western-side road works will use the same laydown areas. Please confirm if separate laydown areas are required for the CRIP works and the Watermain works. This information is requested to understand the potential visual amenity effects on specific neighbours.</p>	<p>As per the response to item 6 above, a single laydown area will be shared between the CRIP works (west and east side) and the Watermain works – there are no requirements for separate laydown areas for each project.</p> <p>In terms of the location and size of laydown areas, three options have been identified on the western side of Carrington Road as follows. Each would be 0.7 to 1ha in area:</p> <ul style="list-style-type: none"><li>• Option 1 – North of the Gate 3 intersection, within land to be developed by the Marutūāhu Rōpū;</li><li>• Option 2 – South of the Gate 2 intersection, within land to be developed by the Marutūāhu Rōpū; and</li><li>• Option 3 – South of Gate 3 intersection, within land to be developed by the Waiohū-Tāmaki Rōpū.</li></ul> <p>Each of these options would require temporary occupation of Rōpū land by the contractor to utilise during the construction programme of approximately 24-32 months. Negotiations with the Rōpū are ongoing and an agreement is yet to be reached on a site. Auckland Transport will enter into a temporary occupation agreement once a site is agreed.</p> <p>Auckland Transport's preference is for either Options 1 or 3, both being flat sites with direct main road access. A potential site layout for Option 1 is shown below. Note that the Option 3 site is the same site as previously utilised as a laydown area by Dempsey Wood for works within the Carrington Residential Development. Option 2 is not favoured as it would require significant retaining, and would result in a narrower laydown area.</p> 
36	<p>Please provide a CPTED report for the proposed pedestrian bridge and associated space including the slip lane in front of 222 and 224 Carrington Road.</p>	<p>In our view, there is not sufficient design detail at this stage to complete a full CPTED assessment for this area. For this reason, the proposed conditions require a CPTED audit to be prepared for the walking and cycling facilities and bridge structures proposed as part of the Project. The proposed requirement under condition 8 is that this is prepared as part of the ULDP prior to the start of construction, when further design detail is available.</p>
37	<p>While it is recognised the fabrication of the new active mode bridge is to take place offsite and is to be steel frame or precast concrete material, there is limited details on the final appearance and design. The proposed condition wording “consideration given around the form, function and exterior appearance” does not provide enough detail to ensure a quality outcome given the proximity of the bridge and piles to the properties at 222 and 224 Carrington Road. For example it is not clear how the offered condition will ensure the final design will require elements to minimise blank / solid concrete or steel appearance of the bridge, piles and retaining wall. It is not clear how the design will respond to any identified CPTED issues and the character of the area.</p>	<p>Detailed design for the bridge has not yet been completed, so it is not possible to provide the detail sought on its final appearance and design at present.</p>
38	<p>Please provide a concept design drawings and details (material, patterning, colour, finishes etc) of the footbridge structure, including the inner and exterior balustrade / panel, abutments, and retaining should be provided. This</p>	<p>Detailed design for the bridge has not yet been completed, so it is not possible to provide the detail sought on its final appearance and design at present.</p>

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	could include how the bridge will be viewed in conjunction with the existing road support structures, rail infrastructure and existing elements shown on the photo below.	
39	The proposal requires a number of retaining walls along the western boundary of the works, ranging from 500mm – 1,500mm. Please provide the proposed material, appearance and finished treatment of these walls.	It is noted that ongoing discussions with adjacent developers are likely to result in the deletion of proposed retaining walls along the western boundary and replacement with batters. This is yet to be confirmed, and will only be confirmed at detailed design. Accordingly, it is not possible to provide the detail sought in respect of retaining walls at present.
40	Please confirm whether there are any above ground structures associated with the Watermain Project. Please identify on the drawings the location, and provide detail drawings of the structures (e.g., any screening, dimensions, materiality/appearance etc).	Above ground structures associated with the Watermain are limited to: <ul style="list-style-type: none"><li>• OD141 ventilation pipe from the Air Valve Chamber (see Watermain Preliminary Design sheet 2013XXX.208 for location) that will be 1.2m above ground locally within the berm. The Watercare standard sections are to be applied. Please refer to Watercare Standard Drawing No. 2001979.116 for details.</li><li>• Potentially 1-2 cathodic protection test points to be installed in the berm, with locations to be finalised at detailed design. These will be approximately 120mm in diameter, 400mm above ground.</li></ul>
41	<p>The Landscape Effects Assessment (7.3.2 Vegetation Patterns and Open Space) notes that thirty-four trees require removal (25 require consent), however the AEE and Arboricultural Report note a total of 61 trees to be removed, and 32 that require consent for removal. The Arboricultural Report also identifies 46 trees proposed for removal that require Tree Owner Approval, and the Landscape Effects Assessment identifies 43 trees.</p> <p>Please update the assessments to correctly refer and assess the potential adverse effects of the vegetation removal proposed.</p>	<p>The figure of 34 trees to be removed that was included in the lodged LVA was for street trees within Carrington Road. As noted at Section 5.6.1 of the AEE, this a subset of the total of 61 trees to be removed for the Project as a whole. Similarly, the figure of 25 tree removals requiring resource consent included in the LVA was for Carrington Road only, and excluded the further seven on Segar Avenue required to reach the total of 32 outlined in the AEE. Note that these figures are now superseded.</p> <p>Please refer to <b>Attachment F</b> for updated tree removal figures. These figures confirm that small changes to the earlier noted totals – 70 trees in total to be removed. Of these, 32 removals require resource consent under AUP:OP rule E26.4.3.1(A92), and 49 require tree owner approval. Refer to the attachment for detail.</p> <p>Corresponding updates to Tree Removal Plans and the Arboricultural Assessment incorporating these figures are provided as <b>Attachments G and H</b>. These have been revised and updated to ensure they are aligned with the figures in Attachment F.</p>
42	The Landscape Effects Assessment notes the management of temporary lighting during nighttime as a mitigation strategy. While the permanent lighting along the street is included within the Urban Design and Landscape Plan condition, temporary lighting doesn't appear to be covered in terms of managing visual amenity effects on adjacent neighbours. Please confirm how temporary lighting will be managed.	Temporary lighting during construction would be addressed by ensuring that where an existing light was required to be decommissioned for the stages of works, a suitable substitute would be installed to maintain the safety of the space. These temporary lights would be installed to replicate the existing conditions, by either solar towers or temporarily relocated streetlights.
43	The Urban Design Strategy provides for the mix of trees proposed along each Zone. Zone 4 includes Ti Kouka and Nikau as the two specimen trees. Noting the scale of trees being removed along Segar Road, please provide the rationale for using only these two narrower canopy trees along this road.	There is minimal space to plant large canopy trees in the northern berm along Segar Ave. Trees cannot be planted into the treatment swale and the area between existing property boundary and swale contains overhead power lines. There are also existing trees that overhang the berm within the adjacent property. Please refer to cross section 3230635-CA-0405 in the Typical Cross-Sections provided at Appendix B of the lodged application for further detail.
44	<p>The Urban Design Strategy Sheet No 129 – Existing and Proposed Tree Numbers does not match the trees (ID) being retained and removed as outlined within the Arboricultural Report - for example trees 26, 27, 43 and 44 are highlighted orange to be removed, but are being retained in the arboricultural report, and trees 66, 78, 79, 80 and 101 are green for retention but are being removed in the arboricultural report. The information also does not note the same number of trees being removed (notes 48, while AEE notes 61) /retained and planted (notes 180 vs arboricultural which notes 190). Please update the page to accurately outline the proposal in terms of the number of retained/removed trees and correct ID, and proposed trees to be planted.</p> <p>As an example, drawing 3230635-AL-2013 (Rev A) illustrates the removal of Trees 26 and 27 and Tree 1 as being retained, however the Arboricultural Report notes first two trees as being retained and Tree 1 as being removed. Please update the drawings 3230635- AL-2011 – 2013 to correctly show the trees being removed and retained across the proposal.</p>	<p>As noted in the response to item 41 above, the Urban Design Strategy Sheet No. 129, Tree Removal Plans, and Arboricultural Assessment have been updated; and are provided as <b>Attachments F, G, and H</b> respectively.</p> <p>These updates have confirmed that 70 trees in total are now proposed for removal across the project extent, with 32 requiring resource consent. These removals total approximately 839.5m<sup>2</sup> in canopy loss within the road reserve. It can also be confirmed that the 180 new trees are indicatively proposed as part of the Project.</p> <p>While this represents a small change in the number of affected trees initially set out in the AEE, it reflects the corrections to rectify the inconsistencies between reports, the inclusion of smaller specimens of comparatively low value; and the removal of newly planted trees at the gates which may not be cost effective or suitable for transplanting. Refer to the attachments for detail.</p>
<b>Parks Planning</b>		
45	The landscaping plans, specify both “V11 – Amenity Planting” and “V14 – Revegetation Planting” on “Soft Landscape Plan Sheets 10 & 11”.	Regarding point (a):





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		<p>Changes to the primary network within the floodplain include:</p> <ul style="list-style-type: none"><li>• Disconnecting the 225mm pipe network before it crosses underneath Segar Avenue, and connecting into the adjacent 750mm pipe.</li><li>• Redirecting the two existing catchpits outside 21 Segar Avenue to join the 750mm network.</li></ul> <p>Proposed works within the floodplain is to allow for additional capacity to be added to the secondary network. These works include the addition of a conveyance channel located in the northern berm along Segar Avenue between 13 Segar Avenue and 25 Segar Avenue. This conveyance channel will receive higher flows surcharging from the upstream network, which are currently surcharging onto the Segar Avenue roadway. Additional flood storage volume provided by the conveyance channel reduces the volume of water overtopping vehicle crossings into adjacent properties on the southern side of Segar Avenue. Parts of the 1% AEP floodplain within Segar Avenue overlap with the conveyance channel.</p> <p>Changes to the secondary network do not include the redirection of any OLFPs. The proposed works within the 1% AEP flood plains do not increase adverse effects from flood hazards, or increased flood depths and velocities, to other properties upstream or downstream of the site.</p> <p>Updated static hydraulic gradeline calculations and stormwater plans will be provided at the detailed design stage.</p>
49	Please provide the proposed earthwork plans and comments from the project geotechnical engineer regarding the potential adverse effects on the stability and safety of surrounding land, buildings, and existing services associated with the proposed new active mode bridge over the railway corridor. Specific geotechnical input on the potential temporary and long-term effect for the proposed earthworks is required at land use consent stage.	Currently we do not have a complete model necessary to generate an isopach plan. However, Detailed Cross-Sections prepared for the Preliminary Design showing indicative cut and fill depths have been prepared, and are included as <b>Attachment I</b> . Earthworks associated with the active mode bridge are yet to be confirmed and modelled.
Groundwater Diversion and Settlement		
50	As noted under item 49, please provide a clear isopach earthworks plan to show the location, distribution, and depths of proposed earthworks. The plan must also show the maximum cut and fill depths.	<p>Refer to <b>Attachment J</b>.</p> <p>As noted in the response to item 49 above, we do not currently have a complete model necessary to generate an isopach plan. However, Detailed Cross-Sections prepared for the Preliminary Design showing indicative cut and fill depths have been prepared; and are included as <b>Attachment I</b>. It is noted that ongoing discussions with adjacent developers are likely to result in the deletion of proposed retaining walls along the western boundary and replacement with batters – these details are not shown in the cross-sections.</p>
51	Please identify the critical cross-sections for assessment – please consider: the deepest excavations, proximity to adjacent buildings/structures, driveways and public services and the shallowest groundwater levels.	<p>The relevant critical cross-section is shown at Figure 4 of <b>Attachment J</b>.</p> <p>As noted at Section 2 of the report provided at <b>Attachment J</b>, the key area is between Watermain Chainage 850 and 983 where excavations related to the installation of the isolation valve, cross connections and air valve chambers will occur. Using the CRIP chainages as used in the Detailed Cross-Sections, this extent corresponds approximately with the cross-sections for Chainages 1340-1460 (see sheets 3230635-CA-0562 to 0563).</p>
52	Please provide a concept design for the proposed retaining walls, together with lateral wall deflection analyses, using WALLAP (or similar software) or following an empirical approach if appropriate, in order to determine the likely lateral wall deflection and assist in the preparation of a mechanical settlement profiles at the critical cross-sections, from the edge of the proposed excavation extending beneath neighbouring buildings/structures (including driveways) and public services.	<p>Refer to <b>Attachment J</b>, which contains a high level summary on likely retaining wall sizing if retaining walls are required.</p> <p>Note that ongoing discussions with adjacent developers are likely to result in the deletion of proposed retaining walls along the western boundary and replacement with batters. Accordingly, concept retaining wall design has not started.</p>
53	Please note the preparation of profiles, at the critical cross-sections, should show the total (combined) settlement (i.e. the consolidation settlement due to groundwater drawdown plus the mechanical settlement due to retaining wall deflection) beneath the neighbouring buildings/structures and public services. The profiles should be annotated with the calculated maximum differential settlement (slope gradient) across neighbouring driveways, buildings/structures and public services, if any.	Given consolidation settlement only affects owner assets and services within the road corridor in which works relate (within 10 m of the isolation valve) we consider the preparation of profiles at key critical cross sections unnecessary – see <b>Attachment J</b> .

No.	Request	Response
54	Please provide an assessment of the tolerance/sensitivity of the neighbouring buildings and structures to the predicted differential settlement that could result from the dewatering and retaining wall deflections, with respect to their age, construction and foundation types, from the structural design engineer for the project. A Stage 1 Assessment - Burland Classification of Damage for the neighbouring buildings/structures is also required. If the Stage 1 assessment indicates “Slight Damage or greater” then, a Stage 2 assessment is required.	This is not relevant as no settlement is expected at the building; hence the building is considered to have negligible risk of damage – see <b>Attachment J</b> .
55	The identification of potentially affected public services and the assessment of the combined effect of groundwater drawdown and retaining wall deflection on these services using appropriate assessment criteria.	There are no other known public services in proximity to the works not already specified in Section 6.2 of the report at Attachment H, and those within the maximum extent of drawdown are scheduled to be diverted or replaced – see <b>Attachment J</b> .
56	The assessment of the combined effect of groundwater drawdown and retaining wall deflection on the neighbouring services/structures/driveways should use the appropriate assessment criteria.	The only excavation and dewatering likely to be greater than 10 days’ duration is excavation related to the isolation valve and air valve chambers and cross connections. No retaining walls are proposed in this area. Retaining walls, if required elsewhere along the alignment, are unlikely to permanently drain or impede groundwater – see <b>Attachment J</b> .
57	The groundwater memo by Beca Ltd concluded that a Groundwater Settlement Monitoring & Contingency Plan (GSMCP) is required. Please provide a draft GSMCP for review. The draft GSMCP should include (but not be limited to): a plan showing the locations and types of monitoring devices including groundwater monitoring bores, building settlement marks on the neighbouring buildings/structures, ground settlement marks including on the neighbouring driveway, retaining wall deflection marks and inclinometers ( if required). Alert and alarm trigger levels and monitoring frequency are also required for total and differential settlement of the ground surface, buildings and retaining walls and alert levels 1 and 2 for groundwater level monitoring. Identification of neighbouring buildings/structures that require pre-and-post dewatering detailed condition surveys, together with those public services ( if any), which require pre-and -post dewatering CCTV condition survey, together with a description of the proposed construction methodology/sequence and contingency options.	The groundwater memo submitted with the consent application recommended preparation of a GSMCP to set out how excavation for the cross connections and isolation valve chamber will avoid, remedy or mitigate adverse effects from ground settlement and on the Oakley Hospital heritage building. Although the analytical assessment in this letter indicates that groundwater drawdown is unlikely to reach the heritage building, we still recommend installing and monitoring a shallow bore to confirm that drawdown effects align with this assessment. This will enable contingency actions, if needed, as set out in the attached draft Groundwater Monitoring and Contingency Plan (GMCP), which is appended to the additional report provided at <b>Attachment J</b> of this s92 response.