

## Minutes of Meeting

<b>Purpose of Meeting</b>	<b>Causeway Upgrade Project Community Liaison Group (CLG) Meeting 4</b>		
<b>Project</b>	Causeway Upgrade Project		
<b>Prepared By</b>	Rachel Purdy		
<b>Place of Meeting</b>	Pringle Park Bowling Club 4 Pringle Park Rd, Te Atatu Peninsula	<b>Date</b>	13 August 2013
<b>Present:</b>	Community Liaison Group members Mark Evans (Causeway Alliance) Simon Paton (Causeway Alliance) Elizabeth Collins (Causeway Alliance) Kevin Stevens (Causeway Alliance) Rachel Purdy (Causeway Alliance) Donald MacRae (NZ Transport Agency's Te Atatu Interchange Upgrade Project Manager) Jala Shekho (NZ Transport Agency's Te Atatu Interchange Upgrade Communications)		
<b>Apologies</b>	Margi Watson (Albert-Eden Local Board)		
<b>Distribution</b>	Website and by email to Community Liaison Group members		

<b>1.</b>	<b>Meeting Agenda</b>
	<ul style="list-style-type: none"> <li>- Welcome and introductions</li> <li>- Project background</li> <li>- Causeway Upgrade Progress update</li> <li>- Urban Design and Landscape Plan</li> <li>- Rosebank Boardwalk alternative design</li> <li>- Environmental monitoring and tree assessment</li> <li>- Find out more, and Causeway News</li> <li>- Discussion</li> </ul>
<b>2.</b>	<b>Waterview Connection</b>
	<ul style="list-style-type: none"> <li>- Waterview Connection (WC) is comprised of a number of packages:               <ul style="list-style-type: none"> <li>o SH20 Waterview Tunnel and GNRI being undertaken by the Well-Connected Alliance</li> <li>o SH16 Causeway Upgrade Project being undertaken by the Causeway Alliance</li> <li>o Te Atatu Interchange Upgrade package - tender underway. Works will commence late 2013/early 2014</li> <li>o St Lukes Interchange Upgrade package - tender underway.</li> </ul> </li> <li>- All packages will be completed in a similar timeframe prior to opening of the</li> </ul>

	Waterview Tunnel and SH20 / SH16 connection in early 2017
<b>3.</b>	<b>Programme Recap</b>
	<ul style="list-style-type: none"> <li>- Causeway Alliance is delivering the Causeway Upgrade Project for the NZ Transport Agency. The Alliance is comprised of the Transport Agency, AECOM, Coffey, Fulton Hogan, Leighton Contractors and Sinclair Knight Merz</li> <li>- August 2013 - Causeway construction continues and Te Atatu Interchange Upgrade project tendering in process</li> <li>- Early 2014 - Te Atatu Interchange Upgrade works start</li> <li>- Late 2016 - both projects due to be completed</li> <li>- Early 2017 - Waterview tunnels open</li> </ul> <p>Schematics of the Causeway Upgrade Project shown (refer to CLG meeting presentation)</p>
<b>4.</b>	<b>Progress update</b>
	<ul style="list-style-type: none"> <li>- Construction progressing in sequences</li> <li>- Design almost complete, final reviews and approvals progressing</li> <li>- Working closely with Waterview Connection team at Great North Rd</li> <li>- Te Atatu site office and yard working well</li> </ul>
<b>5.</b>	<b>Alwyn Avenue Site Clearance</b>
	<ul style="list-style-type: none"> <li>- The clearance of 12 houses has been undertaken at Alwyn Ave.</li> <li>- The site is being tidied up and the site has been fenced for security</li> <li>- Temporary access from No 12 Alwyn Ave for construction vehicles to access Whau River Bridge</li> </ul>
<b>6.</b>	<b>Whau River Bridge</b>
	<ul style="list-style-type: none"> <li>- Earthworks have been undertaken to provide the Alliance with access to the Whau River Bridge</li> <li>- A track has been created next to the motorway (on the north side, both ends of bridge).</li> <li>- The current shared path (pedestrian/cycleway) will be maintained during construction</li> </ul>
<b>7.</b>	<b>Traherne Island</b>
	<ul style="list-style-type: none"> <li>- Vegetation clearance on Traherne Island north has been undertaken</li> <li>- A drainage blanket of drainage aggregate 0.5m in depth has been laid over the top of the widening area</li> <li>- Wick drain installation, at the northern end of area, commenced on 13 August 2013</li> <li>- Wick drains involve installing a sock with plastic carrier vertically into the ground. The soil pressure around the drains pushes water into the sock from where it is then discharged. This allows the underlying soft sediment to settle at a quicker rate</li> <li>- The wick drains will be installed at 1.2m centres and 12 to 18m in depth</li> <li>- Approximately 23,000 wick drains will be installed for the ground improvement works, which will take around 5 - 6 months</li> </ul>

8.	<b>Great North Road Interchange (GNRI)</b>
	<ul style="list-style-type: none"> <li>- Works at GNRI undertaken to date include site clearance, excavation and filling, and shifting of the shared path outside of the working area</li> <li>- These initial clearance works are in preparation for the widening of the traffic lanes through this area</li> </ul>
9.	<b>Next area start dates in 2013</b>
	<ul style="list-style-type: none"> <li>- Alwyn Ave – earthworks for access track down to Whau River Bridge (Aug-Oct)</li> <li>- Whau River Bridge – ground improvements at eastern end (Aug) and temporary construction staging (Sept-Oct)</li> <li>- North Traherne Island/Causeway – clearance, working platform continues progressing east, install wick drains</li> <li>- GNRI (westbound) – site clearing continues, widen onramp, progressing west across Causeway</li> <li>- Establish Rosebank Domain - access continuing</li> <li>- South Traherne Island - clearance and working platform (Aug-Sept)</li> </ul>
10.	<b>Urban Design and Landscape Plan (UDLP)</b>
	<ul style="list-style-type: none"> <li>- Purpose of the UDLP <ul style="list-style-type: none"> <li>o UDLP includes: <ul style="list-style-type: none"> <li>o Design principles / colours and materials</li> <li>o Bridges and structures</li> <li>o Landscaping / land-use reinstatement</li> <li>o Shared path (pedestrian and cycle facilities)</li> <li>o Roadscape elements</li> <li>o Maintenance considerations</li> </ul> </li> </ul> </li> </ul>
11.	<b>Colours and Materials</b>
	<ul style="list-style-type: none"> <li>- A palate of textures and colours will be used for finished landscape and urban design aspects of the project. The palette includes colours and textures for aspects including planting, rock face, bridges and structural features</li> </ul>
12.	<b>Planting and trees</b>
	<ul style="list-style-type: none"> <li>- Planting and vegetation for the project will be based on the following principles: <ul style="list-style-type: none"> <li>o Contributing to the coastal experience of the environment in which the Project is located, such as through the use of native coastal species</li> <li>o Using eco-sourced species from Tamaki Ecological District</li> <li>o Using appropriate ecotypes</li> <li>o Acknowledging and maintaining references to existing vegetation</li> <li>o The planting of pohutukawa at gateway locations</li> </ul> </li> </ul>
13.	<b>Shared Path and Patiki underpass</b>
	<ul style="list-style-type: none"> <li>- Swale planting and a 0.5m wide planted shoulder will be provided on both sides of the shared path</li> <li>- Planting will be established at the Patiki underpass, which will contribute to the</li> </ul>

	<ul style="list-style-type: none"> <li>open design of the structure</li> <li>- The underpass will be well lit and a rocky base under the bridge will discourage graffiti</li> <li>- Walls will also be designed with anti-graffiti measures</li> </ul>
14.	<b>Rosebank Park Domain access road</b>
	<ul style="list-style-type: none"> <li>- Design refinements to the approved Rosebank Park Domain access road works</li> <li>- Retaining wall adjacent to SH16 and shared path has been replaced by an earthworks batter</li> <li>- Changes to internal Rosebank Park Domain access road to provide improved access for the race car clubs</li> <li>- Approval obtained from Whau Local Board</li> <li>- Motorsport clubs supportive of works</li> <li>- Resource consent applications will be lodged with Auckland Council for works outside the designation</li> </ul>
	<b>Oakley Boardwalk</b>
	<ul style="list-style-type: none"> <li>- The Oakley Boardwalk adjacent to a section of the Oakley Creek Inlet to reduce the area of reclamation along Oakley Creek will be: <ul style="list-style-type: none"> <li>o A 280m long concrete structure</li> <li>o 3m wide between handrails</li> <li>o Allow for the two-way cycle and pedestrian movement</li> </ul> </li> <li>- A 1.5m high noise wall that doubles as a crash barrier will be constructed adjacent to the boardwalk</li> </ul>
	<b>Rosebank Boardwalk – Alternative Design</b>
	<ul style="list-style-type: none"> <li>- The existing cycleway in this area is a timber boardwalk that is narrow with no balustrades and poor sightlines for cyclists</li> <li>- The Causeway Alliance’s current design is for a new timber boardwalk 3m in width with balustrades</li> <li>- The Causeway Alliance has developed an alternative design to the boardwalk - a fill embankment with 3m wide path that will have an asphalt surface, 0.5m shoulders on both sides, which is consistent with the other sections of the shared path. Rock revetment and landscape planting are proposed on either side of the embankment.</li> <li>- The embankment will require additional works within the coastal environment. However, the fill embankment will offer a number of benefits compared to a 3m wide timber boardwalk, including: <ul style="list-style-type: none"> <li>o Improved amenity and user experience from consistent width</li> <li>o Improved sightlines for users with no balustrades</li> <li>o Continuation of asphalt surface along path</li> <li>o Constructability benefits – no temporary embankment for piling works in marine area (which is later removed)</li> <li>o “Whole of life” solution - better design life and reduced maintenance requirements</li> </ul> </li> </ul>
	<b>Alternative Boardwalk - Next Steps</b>
	<ul style="list-style-type: none"> <li>- Obtain feedback on the alternative design</li> </ul>

	<ul style="list-style-type: none"> <li>- Changes to statutory approvals: <ul style="list-style-type: none"> <li>o Coastal consents</li> <li>o Marine Reserves Act Authority</li> </ul> </li> <li>- Lodge applications with Auckland Council (consent changes) and the Department of Conservation (Marine Reserves Act Authority changes)</li> </ul>												
<b>Environmental monitoring - overview</b>													
	<ul style="list-style-type: none"> <li>- Broad range of experts review construction activities</li> <li>- Pre-clearance and on-going inspections for lizards, vegetation, trees and archaeology</li> <li>- Stormwater, erosion/sediment control, coastal area protection established before works begin and regular inspections</li> <li>- On-going monitoring of earthworks compliance, contaminated soils, noise, air quality, marine ecology and birds</li> <li>- Monitoring results to be issued to the CLG</li> </ul>												
<b>Bird monitoring and management</b>													
	<ul style="list-style-type: none"> <li>- Monthly bird monitoring results of high tide roost at Harbourview-Orangihina (Te Atatu Pony Club), counting 12 different types birds: <table border="1" data-bbox="391 969 1062 1176" style="margin-left: 40px;"> <thead> <tr> <th style="background-color: #4F81BD; color: white;">Month</th> <th style="background-color: #4F81BD; color: white;">Pre-establishment (2010)</th> <th style="background-color: #4F81BD; color: white;">Current (2013)</th> </tr> </thead> <tbody> <tr> <td>May</td> <td style="text-align: center;">276</td> <td style="text-align: center;">614</td> </tr> <tr> <td>June</td> <td style="text-align: center;">470</td> <td style="text-align: center;">588</td> </tr> <tr> <td>July</td> <td style="text-align: center;">286</td> <td style="text-align: center;">342</td> </tr> </tbody> </table> </li> <li>- Avian quarterly report (June 2013) states Causeway Alliance's construction yard / office area is having no impact on roosting birds</li> </ul>	Month	Pre-establishment (2010)	Current (2013)	May	276	614	June	470	588	July	286	342
Month	Pre-establishment (2010)	Current (2013)											
May	276	614											
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July	286	342											
<b>Bird roosts at Causeway Bridge</b>													
	<ul style="list-style-type: none"> <li>- Provide alternative roost for birds during construction works near the Causeway Bridge</li> <li>- Two sites chosen south of Causeway Bridge, in channels</li> <li>- Install floating pontoons, size approximately 3m x 4m</li> <li>- Monitoring by our avian expert</li> </ul>												
<b>Tree assessment and timber use</b>													
	<ul style="list-style-type: none"> <li>- Tree assessment and schedule of trees for removal issued to the CLG for feedback on 29 July 2013</li> <li>- STEM (Standard Tree Evaluation Method) assessment by Project arborist identifies amenity trees (higher value trees)</li> <li>- When amenity trees cannot be retained they are replaced</li> <li>- No requests received for timber for 'heritage' use</li> <li>- Requests for timber use by local schools and Te Atatu Pony Club</li> </ul>												
11.	<b>Questions/Comments from the CLG on the Causeway Upgrade Project</b>												
	<b><i>Whau River Bridge and Alwyn Avenue</i></b>												
	<i>Will the Whau River Bridge access track be used to access the motorway for</i>												

*construction works?*

The temporary track will provide access from the construction yard down to the bottom of the cliff for the Whau River Bridge widening works. This avoids having access from the motorway.

*The historic brickworks are located at the bottom of the track – don't go near this area.*

The Causeway Alliance's works are not in the area of the brickworks and the Alliance's Project Archaeologist is involved in the project works to minimise effects on archaeological sites. Works at the Whau River Bridge will initially involve undertaking ground improvement works to build abutments for the widening of the bridge.

*Will there be any noise mitigation for houses in Alwyn Avenue?*

A noise bund/fence along Alwyn Ave will be established to control long-term operational noise from the motorway in accordance with the Board of Inquiry (BoI) conditions. The design and construction of the bund/fence will be undertaken by the Te Atatu Interchange Upgrade Project. The Causeway Alliance works involve creating a construction access road down to Whau bridge and a temporary earth stockpile will be placed alongside Alwyn Avenue.

*What about during construction?*

Construction works will comply with the Board of Inquiry limits for construction noise

*Do we ring Council if there is a noise complaint?*

Contact the Causeway Alliance via the state highways freephone line, 0800 444 449 if there is an issue. The Causeway Alliance will monitor noise along edge of the construction site using noise meters. Noise levels will be compared to the BoI noise limits for the project. The Te Atatu Interchange Upgrade Project will also be monitoring noise levels during construction.

### **Patiki Underpass**

*Will there be light spill from the lighting at Patiki Underpass – a large lighting pole is shown on the Urban Design and Landscaping Plans? Bird life in the area is sensitive to effects from light spill, so lighting should be kept to a minimum*

The BoI conditions require compliance with relevant lighting standards. Lighting will be focused on the shared path and light spill will be kept to a minimum.

*Will the Patiki Underpass have graffiti protection?*

Yes, the underpass will have graffiti guard and the Alliance is working closely with Council's graffiti removal contractors.

### **Oakley Creek Shared Path and Noise Barrier**

*Can the noise wall (alongside Oakley Creek) that will reflect noise up at houses in Point Chevalier be made of porous in order to absorb the noise rather than reflect it? The crash barrier located in the middle of the motorway, will likely double the noise received at houses in Point Chevalier.*

The crash barrier/noise barrier alongside Oakley Creek will be a concrete structure 1.5m in height and has been modelled by a noise expert to reduce noise travelling across to houses at Waterview. The west-bound lanes are lower than the east-bound

lanes, so there will be some separation from the noise wall.

The wall is being constructed by the Causeway Alliance as a requirement of the works at GNRI. The noise resulting from the Causeway Alliance's works at GNRI will be minimal in comparison to other noise generating works at GNRI, such as the ramps being constructed by the Well Connected Alliance. However, we will mention the design of the noise wall to the Project's noise expert.

*Why are the carriageways at different levels?*

This is due to the diverge point to the Waterview tunnels.

*Will the Oakley Boardwalk be for pedestrians or cyclists?*

The boardwalk is a shared path that can be used by both pedestrians and cyclists. It is a boardwalk because it is not on land to prevent building a widened motorway in close proximity to Oakley Creek.

*What will the speed limit on the boardwalk be?*

It will be the same as it is now.

*Not much is being done for pedestrian safety. Will there be any protection for pedestrian safety?*

The shared path will be wider than it currently is. It will be 4m wide, being 3m of seal and two 0.5m planted shoulders on either side

*Will the new shared path result in increased enjoyment of cyclists?*

The shared path will be constructed to the Austroads standards for shared path design.

*Will there be noise control for the shared path?*

There are no requirements to mitigate noise on the shared path. There will only be noise mitigation by the Oakley Creek section of the shared path, for approximately 300m. The Whau River Bridge will have a smaller concrete barrier.

### ***Rosebank Fill Embankment Alternative (under Rosebank Road off-ramp)***

*How many culverts will be constructed in the mangrove area under the embankment?*

There will be two 600mm diameter culverts.

*Will there be a change to the curve radius?*

The curve radius on the proposed fill embankment would be the same as the curve radius of the current proposed timber boardwalk – both of which are a larger curve radius than the existing timber boardwalk. The existing boardwalk does not comply with the Austroad standards for shared paths.

*Will there be a loss of Marine Reserve as a result of the filling required for the fill embankment?*

Yes, the fill embankment will result in a small loss of Marine Reserve area. However, the landscaping proposed for the fill embankment would look much better than the

current environment adjacent to the timber boardwalk. The coastal environment in this part of the Marine Reserve is subject to poor flushing and a lot of rubbish is collected in the area. The Causeway Alliance's earlier design changes to the Causeway section of SH16 resulted in an overall reduction in the project footprint within the Marine Reserve.

### ***Rosebank Domain***

*Will the Rosebank Domain access still be via the left hand side of the shared path?*

Yes, there will be no change to the location of the Rosebank Domain access. The Causeway Alliance is upgrading the access way and looking at designs to improve visibility between shared path users and those accessing the Domain to reduce conflicts in this area. The shared path will be separate from the access road.

### ***Environmental Monitoring***

*Where do the lizards go when they are relocated?*

A copper skink population is present around the Whau River Bridge at Alwyn Ave. The Project ecologists specialising in lizards have identified an alternative site behind the Te Atatu Pony Club on the coastal edge of the site that is suitable for the lizards to be translocated to during construction.

*Will you be undertaking pest control of this site?*

Yes, the lizard specialists have set up a special area with pest control for the lizards to be translocated to and monitored

*Note for the Alliance – Harbourview Orangihina land is not a park or a reserve so should just be referred to as Harbourview Orangihina.*

Causeway Alliance will note this correction.

*What is the source of the bird counts?*

The bird counts have been undertaken by Graham Don from Bioresearches.

*Will the numbers of birds counted be available?*

Yes, they will be available as part of the monitoring results the Causeway Alliance provides to the CLG.

*Is the total fenced area for the Te Atatu Pony Club the same as prior to the construction works?*

The area is similar to before. The area opposite the Z petrol station has been fenced to provide additional area. Coastal roosting can occur on the other side of the construction yard also, alongside the Whau River.

*Do you have any details around nesting activities?*

The monitoring focuses on birds that are roosting, not nesting. Nesting details are not available at present.

*Noting the upcoming works on Southern Traherne Island, has the Mimulus repens*



*been relocated?*

Yes, the Mimulus repens has been translocated to a nursery in Piha and we are working closely with the Department of Conservation on the Mimulus translocation. All Mimulus repens plants have been removed from the SH16 works area.

*It is understood that a Mimulus repens Management Plan has been prepared for the works. Could you provide some updates on this in future meetings?*

Yes, we can provide an update on this activity at the next CLG meeting (and on traffic management).

*As part of the re-landscaping at Traherne Island and Rosebank, do you have a plan to address pest plants and pest management? The wattle has sprung back very quickly in these areas.*

The Traherne Island Management Plan addresses pest management. The Causeway Alliance is required to manage the land within the motorway designation. The land to the north of the designation is not part of the Management Plan but extending pest management is being discussed within the Alliance as we are cognisant of avoiding the spread of pest plants into new planting areas. The Alliance is responsible for the maintenance of new plants for a period of 2 years. The Alliance is genuinely looking at ways to enhance what we leave behind.

*Offer of assistance from Forest and Bird volunteers to assist with pest management along the motorway corridor.*

### **Traffic Management**

*The bus shoulder lanes on SH16 provide mitigation for break downs at peak periods. Will this be the position once works are complete?*

Yes, cameras spot breakdowns on the motorway and assistance is sent to push the vehicle off to the shoulder as soon as practicable in order to prevent a backlog of traffic.

*Will the construction traffic management allow flow during peak periods and are you considering moveable barriers? The Lincoln Road traffic is horrendous during morning and evening peak periods. With long construction periods during peak hours moveable barriers could provide appropriate mitigation for commuters.*

Moveable barriers were seriously considered by the Alliance, however the area available for the use of moveable barriers conflicts with the motorway's central median lighting and the westbound/eastbound carriageways are at different levels. The ability to work around the bridge piers and motorway lighting makes the use of moveable barriers impractical. Moveable barriers were considered for the permanent design but they also do not work.

The Alliance is in discussions with the CEO of the Bus and Coach Association and other key public transport stakeholders in relation to peak period traffic flow. There will also be wider discussions occurring with the Transport Agency to designate bus lanes during construction.

One of the Causeway Alliance Key Result Areas is traffic throughput, meaning it is something that the Alliance has to maintain during construction.

*A pedestrian bridge over the motorway at Westgate connects the two communities on either side of the motorway. Can such a bridge be created over SH16 to connect the*

	<p><i>Waterview and Point Chevalier communities and at Te Atatu to connect the communities on both sides of the motorway?</i></p> <p>Currently there are no plans for a separate pedestrian bridge. The form of the connection between these communities depends on the Te Atatu Interchange tender design.</p> <p><i>When will the speed across the Causeway be reduced to 70km/h? Will it change during the day and will you liaise with the difference Alliances who will need to work together otherwise it will be impossible.</i></p> <p>The speed limit across the Causeway will not be reduced to below 80km/h. The Alliance is mandated to engage with other projects on SH16 and SH20 to maintain traffic throughput. A Traffic Management Group including the Well Connected Alliance, the Te Atatu Interchange Upgrade Project, the Causeway Alliance and the Lincoln Road Project (and later the St Lukes project) has been established in relation to traffic management across the wider network as a result of the Western Ring Route projects.</p> <p><i>At future CLG meetings, will the Te Atatu Interchange Upgrade Project give project briefings?</i></p> <p>Yes, the CLG is a joint meeting for the Causeway Upgrade and Te Atatu Interchange Upgrade Projects.</p> <p><i>Looking at the Urban Design Plans, some of the paths previously shown on the plans north east of the east-bound off-ramps at Point Chevalier have disappeared – can you provide an explanation on this?</i></p> <p>The paths you are referring to are part of the Well Connected scope of works and urban design plans. Well Connected have a similar CLG meeting in Pt Chev/Waterview, where this matter could be raised.</p>
12.	<b>How to find out more</b>
	<ul style="list-style-type: none"> <li>- Community Liaison Group (CLG) meetings</li> <li>- Freephone 0800 444 449   Mention “Causeway”</li> <li>-</li> <li>- Project website, Google: SH16causeway</li> <li>- Info about upcoming work: media, advertising</li> <li>- Separate meetings for site or issue specific details</li> <li>- Causeway News – regular project email updates. To be added to the distribution list, please email Elizabeth Collins</li> <li>- Communications and Stakeholder Manager, contact: <a href="mailto:elizabeth.collins@sh16causeway.co.nz">elizabeth.collins@sh16causeway.co.nz</a></li> </ul>
	<b>Other SH16 Projects – info, contacts, meetings</b>
	<ul style="list-style-type: none"> <li>- Next CLG meeting is Wednesday 13 November</li> <li>- Meeting on proposed environmental mitigation works: Mon 26 August, 1pm – 3pm, at Causeway Alliance’s Te Atatu site office</li> <li>- Te Atatu Interchange Upgrade Project: <a href="mailto:donald.macrae@nzta.govt.nz">donald.macrae@nzta.govt.nz</a>   Ph 969 9800</li> <li>- Proposed Te Atatu Bus Interchange: <a href="mailto:nick.seymour@aucklandtransport.govt.nz">nick.seymour@aucklandtransport.govt.nz</a>   Ph 355 3553</li> <li>- Waterview Connection Board of Inquiry, technical reports   consents:</li> </ul>

	<a href="http://www.nzta.govt.nz/projects/wrr/publications-archive-enquiry.html">http://www.nzta.govt.nz/projects/wrr/publications-archive-enquiry.html</a>
	<b>Summary</b>
	<ul style="list-style-type: none"><li>- Causeway Alliance is committed to working with the community through the CLG</li><li>- The Alliance is closely monitoring its works to minimise environmental impacts and community disruption</li><li>- Construction in progress along State Highway 16</li><li>- Consultation meeting on proposed environmental mitigations on Monday 26 August at 1pm at the Causeway Alliance office, opposite 382 Te Atatu Road</li></ul>