



GENERAL NOTES:

This plan is for the purposes of lodgement with the EPA only. It is not to be used as a construction drawing, and shall be read in conjunction with the civil, structural, architectural and stormwater drawing packages. These sheets illustrate the landscape concept only, and detailed design may alter the extent or location of proposed built elements.
 The notes for these drawings refer to those proposed by NZTA (plan notes) and those to be confirmed through the management plan approach, working with Council and others. Colour denotes proposed work within the designation or consent applications.

PLAN NOTES:

- 1 Proposed Rail Corridor. In the interim, this area is to be planted with low growing native species as part of the visual mitigation measures for the surface section of motorway. Fencing at either end will exclude the public from this area, (to be confirmed with Kiwira).
- 2 Buffer land created between proposed Rail Corridor and motorway corridor due to safety separation required. This area to be heavily vegetated in native, eco-sourced 'basalt rock forest' species as part of the visual mitigation package for the works.
- 3 200m length flushed paved area for vehicle marshalling, to be formed from two differing exposed aggregate concrete mixes, in a pattern that reflects the median planting pattern as shown.
- 4 Central section of median to be planted in 'impact planting' species mix. This planting to be bands of colourful flax, planted in a random geometric pattern as shown.
- 5 3m width SH20 cycleway, all-weather surfacing. Cycle way illuminated as per existing sections of SH20.
- 6 Dense native 'basalt rock forest' vegetation, refer stream realignment sections and planting schedules for details.
- 7 Oakley Creek diverted at this location, refer SW engineer's details and the 'Oakley Creek Restoration Guidelines' document for further information, along with the detailed planting sheets.
- 8 Sloping bank area to be regraded to an approximate 1 in 3.5 slope to allow for stream diversion and prevent the need for extensive retaining walls. Slope to be entirely revegetated with 'basalt rock forest' vegetation due to grade.
- 9 'Alan Wood' stormwater pond, to be revegetated with mass planted riparian species in areas shown, refer SW engineer's details and planting schedule for further information.
- 10 'Waterview' security rail, refer detailed drawing.
- 11 Stepped retaining wall detail around mouth of portal — refer geotechnical details and architectural drawings for further detail.
- 12 Native screening vegetation between cycleway and noise walls — refer planting schedules for details.
- 13 Former residential properties to be demolished as part of works, with reinstatement of these properties to be resolved as part of the management plan process with council. Specimen tree planting in interim.
- 14 Native riparian vegetation to be planted along banks of Oakley Creek as part of project SEV requirements. Refer to schedules and specifications for details.

MANAGEMENT PLAN APPROACH:

- M1 Alan Wood' style pedestrian cor-ten steel and hardwood bridge crosses Oakley Creek at this point to connect Methuen Road to the SH20 cycleway. Refer architectural drawings for details.
- M2 Hardwood timber viewing platform aligned with viewshaft to Mt Albert, details tbc.
- M3 1.8m width all weather footpath links Methuen Road to the SH20 cycleway. The path angles across the slope at a 1 in 12 grade, to prevent the need for steps.
- M4 Low feature planting and 'Living Parks' plinth signage at park entry from Methuen Road.
- M5 1.8m width all-weather footpath provides increased walking options around SW pond, and provides access to the 'cascades' section of Oakley Creek.
- M6 Former reserve area severed by project. Refer open space plan-final form to be resolved via management plan process.

KEY:

- Native canopy planting
NB: Mix varies: coastal and basalt rock forest ecotypes, refer notes
- Riparian planting, refer notes
- Grass
- Specimen planting
- Proposed future rail corridor
- Median 'highlight' planting
- Noise wall
- Creek centre line
- SH20 safety rail
- Motorway buffer planting
- Existing vegetation retained
- Safety fencing
- Construction footprint
- Central median paving (tbc)
- Open space severed by project, refer notes

C	REVISED FOR REBUTTAL EVIDENCE	DLNR	31.01.11
B	ISSUE FOR STATUTORY APPROVAL	JJ	04.08.10
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Drawing Originator:

STEPHEN BROWN ENVIRONMENTS

Original Scale (A1)	1:750	Designer	DL
Reduced Scale (A3)	1:1500	Reviewer	DLNR
		Drafting Checked	
		Consultant Approval	AL

NZ TRANSPORT AGENCY
WAKA KOTAHI

Project: **WATERVIEW CONNECTION PROJECT**
SH16 / SH20

Title: **URBAN DESIGN AND LANDSCAPE PLANS**
SHEET 220

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