

## Week of 28th May 2018

We are finally out of the mud and services, and back to building the new Laxon Terrace roadway. Progress was slowed due to the wet weather, but we did manage to get ourselves in a position to maximise the fine weather forecast for this coming week.

All of the services have now been relocated and/or deepened, and the rain gardens are in place. The site entrance from Laxon Terrace is now open again. We now have 500m<sup>3</sup> of granular fill to place to bring the road up to the right level. We hope to start work on the kerb and channel on the new section by the end of the week.

### Cowie Street

The Cowie Street approach works were stalled last week as we focussed instead on the final stages of moving the services on the new section of Laxon Terrace. While this was underway, the only way in/out of the project was via Cowie Street. This is turn meant we were unable to complete the kerb and channel through the chicane below the poplar tree. These final sections of kerb and channel are being finished this week, with the cement treated basecourse works starting late this week and running into early next week.

### Last rail shutdown

We have our final rail shutdown this coming Queen's Birthday

weekend. At this stage we are just looking at some minor tidying up works around the bridge structure, and to apply anti-graffiti sealant to various areas of the barriers and bridge.

We will also be starting to shrink down our site footprint alongside the rail lines. This will involve the

removal of some fencing, relocation of the site offices, and final trim and shaping of the rail embankments.

We hope to only need to work on Saturday and Sunday, but are making backup plans for work on Monday just in case we don't get everything finished.



*New section of Laxon Terrace*

### Mon 28 May–Sun 3rd June

Planned works include:

#### COWIE STREET

- Final placing of precast kerb and channel;
- Basecourse preparation;
- Concrete footpaths and abutment topping slabs.

### SARAWIA STREET & LAXON TERRACE

- Pavement subbase construction;
- Kerbs, channels and footpaths.

## Mana Whenua inputs to urban design

Mana whenua inputs into the urban design elements of the project to be installed shortly include:

- the pattern and colour for the Stone Strong abutment;
- the design of the mana whenua fence on top of the retaining wall; and
- the footpath patterning.

The urban design subcommittee who oversaw the work comprised:

- Iwi artists Ted Ngataki and Tina Pihema;
- Iwi representatives:
  - \* Adrian Pettit - Te Ākitai Waiohūa;
  - \* Metiria Kaihau - Ngāti te Ata Waiohūa;
  - \* Mei Hill - Ngāti Whātua Ōrākei;
  - \* Tipa Compain;
  - \* Maea Rawiri; and
  - \* Kathleen Wilson.
- Auckland Transport; and
- WSP-Opus.

the maunga ohinerau, moana, commuters crossing over on their daily commute:

- \* Blue – Water;
- \* Green - Ti tutahi, kawakawa (vegetation present onsite);
- \* Yellow – Light;
- \* Red – volcanic rock maunga.

### Abutment

- Pattern inspired by Te ti tutahi (cabbage tree) trunk, leaf, bark;

- Cabbage trees were existing onsite – inspired by local vegetation;
- Red ochre colour – earthy.

### Footpath pattern

- Te ruareoreo – waves, ripple in the sand when the wind blows
- Triangles – ha hai – three chisel cuts representing the faith, the truth and Wairua Tapu.



Fencing

## Design rationale

Each of the three design elements was informed by a specific design rationale.

### Fencing

- Timber verticals in steel frame to extend the full length of the retaining wall;
- Sections of taller fencing around extended footpath area evoke the pa/lookout theme;
- Routed pattern with paint reference to local maunga and awa themes;
- Taniko inspired different colours represent different traversing,



Abutment



Ha Hai - three chisels



Te ruareoreo – waves, ripple in the sand