

**New Dunedin Hospital – Whakatuputupu – Stage 1 (NDH) enabling works
resource consent application: Comments from Waka Kotahi NZ Transport
Agency (Waka Kotahi) on Notified Draft Conditions**

20 December 2021

Expert Consenting Panel
Fast-track Consenting
New Dunedin Hospital – Whakatuputupu (Stage 1)

via email: DunedinHospital.fasttrack@epa.govt.nz

Waka Kotahi comments:

1. Waka Kotahi is a Crown entity that takes an integrated approach to transport planning, investment and delivery. The statutory objectives of Waka Kotahi are to undertake its functions in a way that contributes to an effective, efficient and safe land transport system in the public interest. Our vision is for a sustainable, multi-modal land transport system where public transport, active or shared modes are the first choice for most daily transport needs.
2. Waka Kotahi has a mandate under the Land Transport Management Act 2003 (LTMA) and the Government Rounding Powers Act 1989 (GRPA) to carry out its functions in a way that delivers on the transport outcomes set by the government, including as set out in the Government Policy Statement on Land Transport 2021 (GPS).
3. Overall, Waka Kotahi has an interest in the New Dunedin Hospital – Whakatuputupu Stage 1 (NDH) Fast-track application and draft conditions as a result of our statutory role and management of the State highway network. State Highway 1 (SH1) both north and south routes and State Highway 88 (SH88) adjoining the NDH site are classified as National Roads in accordance with the Transport Agency One Network Road Classification. National roads make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, major ports or international airports, and have high volumes of heavy commercial vehicles or general traffic. Both highways demonstrate this importance; SH1 links other regional and inter regional population centres to Dunedin and to Dunedin Airport, and SH88 connects SH1 to Port Chalmers the container port for Otago and Southland. Both routes carry high general traffic and heavy vehicle volumes. SH1 also include dedicated cycle facilities.
4. Waka Kotahi generally supports the Stage 1 works for the NDH site included in the application and have been working productively with the NDH team on the

potential transport aspects for an extended period. This has included input into the draft conditions with the specific conditions relating to the management of the potential impacts on the transport network generally being reflected in the Draft condition set now released for comment.

5. The specific conditions which Waka Kotahi has a particular interest in are detailed in the table below, and generally relate in to:
- Conditions relating to the pre-condition survey and geotechnical assessment of the State highway network as a baseline for determining rehabilitation requirements.
 - Conditions relating to the development and approval process for the Traffic Management Plan.
 - Condition providing for the detailed design approval for works within SH88.
 - Advice notes highlighting the obligations under the GRPA.

Waka Kotahi can provide further clarification or assistance to the Panel on these matters as required and will continue to work closely with the NDH team to address any issues.

Kā mihi



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Draft Condition No.	Support / Delete	Draft Condition	Comments on the Draft Condition
2&3	Support	<p>Pre-Condition Surveys</p> <p>2. <i>Prior to the Land Stability Management Plan (LSMP) for the Inpatient building site required by condition 4(a) being submitted to the Dunedin City Council for approval, a preconstruction condition survey must be undertaken by a certified structural engineer for land, buildings, adjacent state highways, and surface infrastructure to establish baseline conditions where dewatering on the Inpatient site is likely to result in a predicted differential ground settlement exceeding 15 millimetres over 10 metres.</i></p> <p><i>The pre-construction condition surveys must include the modelled drawdown observation points set out in New Dunedin Hospital, Inpatient Building Geotechnical Preliminary Design Report, Tonkin + Taylor, July 2021, other sensitive buildings/infrastructure, State Highways 1 and 88, and the site boundary ground surface.</i></p> <p><i>A reasonable attempt must be made to contact property owner(s) to carry out the precondition surveys, and if access is not made available, details of the attempt(s) must be recorded.</i></p> <p><i>The results of the survey must be included within the LSMP provided to the Council under condition 4(a).</i></p> <p>3. <i>Prior to the Noise and Vibration Management Plan (NVMP) required by condition 4(c) being submitted to the Dunedin City Council for approval, a pre-construction condition survey must be undertaken by a certified structural engineer for buildings and adjacent state highways where the enabling works are likely to result in an exceedance of the guideline vibration limits set out in DIN 4150-3:2016 Vibration in Buildings – Part 3: Effects on Structures.</i></p> <p><i>The pre-construction condition survey must include the following locations:</i></p> <ul style="list-style-type: none"> - Strawberry Sound (61 Castle Street) - Cook Brothers Flats (15a and 15b Anzac Ave) - 27 Anzac Ave Apartments - Dunedin Fire Station - Dairy and Machine House Building (on application site) - State Highways 1 and 88 adjacent to the site boundaries 	<p>Waka Kotahi supports the structured approach to pre-condition surveying including specific reference to the adjacent State Highways (SH1 and SH88).</p> <p>The specific inclusion of SH1 and SH88 in the geotechnical survey requirements as per condition 4(a) is also supported.</p>

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		<p><i>The pre-condition surveys must identify if any building and adjacent state highways are capable of withstanding higher levels of vibration, and if so, what the new vibration limit is.</i></p> <p><i>A reasonable attempt must be made to contact property owner(s) to carry out the precondition surveys, and if access is not made available, details of the attempt(s) must be recorded.</i></p> <p><i>The results of the survey must be included within the NVMP provided to the Council under condition 4(c).</i></p>	
5	Support	<p>Traffic Management Plans</p> <p>5. <i>A Traffic Management Plan (TMP) must be submitted to Waka Kotahi NZ Transport Agency and Dunedin City Council (via email to rcmonitoring@dcc.govt.nz) as road controlling authorities for approval by the assigned compliance or monitoring officers at least 1 month prior to the enabling works on each site commencing. The TMP's must outline how truck movements, site access, and temporary alterations to the transport network will be managed to ensure effects on the safe and efficient operation of the road network are minimised for each stage of construction.</i></p> <p><i>Any proposed lane reductions/closures covered by the TMP's which exceed 3 days duration shall be modelled for their effects on the transport network using the Dunedin City Council transport model, prior to submission to the road controlling authorities.</i></p> <p><i>The TMP's must be prepared in accordance with the Code of Practice for Temporary Traffic Management (CoPTTM) and be consistent with the key principles set out in the New Dunedin Hospital Enabling Works Transport Assessment, Novo Group, August 2021, and include:</i></p> <ul style="list-style-type: none"> <i>a) key traffic management principles to be adhered to during the works.</i> <i>b) results of any modelling undertaken.</i> <i>c) preferred heavy vehicle routes.</i> <i>d) site vehicle access locations.</i> <i>e) traffic management measures including: <ul style="list-style-type: none"> <i>i. site vehicle access by trucks and other vehicles.</i> <i>ii. traffic lane reductions, closures, and diversions.</i> <i>iii. cycle lane provision, ensuring continuous cycle lanes are provided on State</i> </i> 	<p>Waka Kotahi have been working in detail with the NDH Team on the Traffic Management Planning requirements. The amendments to this condition detailing the process and requirements reflect the input that Waka Kotahi has provided and is supported.</p> <p>The wording regarding approval of the TMP seems to indicate that this would be through officers of the Council. For the State highway component of the works it would generally be the role of Waka Kotahi as the road controlling authority to approve those component s of the TMP. The joint approval of the TMP between Waka Kotahi</p>

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		<p>Highway 1 north and south.</p> <p>iii. footpath closures/diversions, ensuring that at least one footpath remains available for pedestrians on St Andrew Street (SH88) at all times.</p> <p>iv. continued property access for surrounding properties, ensuring signposting of access locations where necessary.</p> <p>f) maps showing the location of any enabling works within the road corridor and traffic management treatments in (e) above.</p> <p>g) location and management of containers or hoardings placed on footpaths so they do not obstruct visibility of traffic signals on the State Highway and local road network.</p> <p>h) procedures for communication with surrounding activities, stakeholders, and the public, including:</p> <ul style="list-style-type: none"> - details of contact person for community liaison and complaints. - list of properties and stakeholders that will be communicated with, including Waka Kotahi, Dunedin City Council, Otago Regional Council, Fire and Emergency New Zealand, and NZ Police. - procedures for informing surrounding properties and stakeholders of construction programme and progress. - communication activities proposed with each property and stakeholder, including procedures and methods of communication. 	<p>and Dunedin District Council as road controlling authorities would align with the approval process in condition 15 for any subsequent versions of the TMP.</p> <p>Work on the modelling of the potential traffic impacts of the NDH works is underway already with Waka Kotahi engaged in the process.</p>
6	Support	<p>Approval of Bridge Pier and Bollard Design</p> <p>6. The final design plans for the bridge piers and bollards to be located in road reserve shall be submitted and approved by Waka Kotahi NZ Transport Agency prior to construction to ensure they are optimally located and designed to provide for pedestrian movement and protection of the bridge piers from vehicles.</p>	<p>Waka Kotahi supports the condition as it provides a mechanism to optimise the design of the proposed structures in the road corridor and minimise the potential impact on traffic safety and the pedestrian facilities provided.</p>
10	Support (with minor correction)	<p>Hours of Work</p> <p>10. The enabling works must be limited to between 7.00am and 6.00pm, Monday to Friday (inclusive), and 7.00am to 2.00pm on a Saturday, except that the use of machinery is limited to between the hours of 7.30am and 6.00pm, Monday to Friday (inclusive), and 7.30ampm to 2.00pm on a Saturday, except for</p>	<p>A minor correction has been noted (highlighted) that should be corrected.</p>

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		<p><i>dewatering. No work may occur outside of these times, on Sundays, or public holidays, except where emergency works are required to protect public health and safety.</i></p> <p><i>Note – specific limitations on the hours machinery use are set out in the NVMP under condition 4(c) above.</i></p>	<p>It should also be noted that the hours of operation may also be affected by the provisions of the TMP as it may seek to manage the impacts of certain activities on the transport network (e.g. avoiding activities that include high vehicle movements during peak travel periods).</p>
14 & 15	Support	<p>Traffic Management</p> <p><i>14. The enabling works on each site must be undertaken in accordance with the approved TMP's required by condition 5 above for the duration of the works, or any subsequent version of the document provided to and approved by Waka Kotahi NZ Transport Agency and Dunedin City Council as road controlling authorities.</i></p> <p><i>15. Meetings between the consent holder, Waka Kotahi NZ Transport Agency Dunedin City Council and Fire and Emergency New Zealand shall be held every three months for the duration of the enabling works for the purpose of reviewing the effectiveness of the TMP's in place, and whether any improvements are required. Any improvements required will be incorporated in the TMP's which will be provided to Waka Kotahi New Zealand Transport Agency and Dunedin City Council for approval.</i></p>	<p>The approach proposed to provide for the updating and approval of TMPs is supported. The commitment to regular meetings with key stakeholders including Waka Kotahi is also supported as it provides opportunity to optimise TMP measures, highlight potential future issues and proactively address these.</p>
24	Support	<p>Reinstatement of Roading Assets</p> <p><i>24. Any public road, footpath, or other public roading asset that has been temporarily altered or damaged as a result of the enabling works must be reinstated to the reasonable satisfaction of the relevant road controlling authority (i.e. Waka Kotahi NZ Transport Agency and/or the Dunedin City Council) at the expense of the consent holder. The pre-condition surveys required under conditions 2 and 3 shall be used as the baseline to determine any damage that has occurred.</i></p>	<p>The structured approach to undertaking comprehensive pre-condition surveys and using these as the baseline detail to determine the nature and level of rehabilitation work required is supported.</p>

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Advice Notes	Support	<p>h). It is a requirement of the Government Roadway Powers Act 1989 that any person wanting to carry out works on a state highway first gain the approval of Waka Kotahi NZ Transport Agency for the works and that a Corridor Access Request (CAR) is applied for before any works commence.</p> <p>i) Detailed design approval for the works affecting the highway, from Waka Kotahi NZ Transport Agency will be required prior to the CAR process. In the case of the airbridge foundations this will be confirmed by way of a Licence to Occupy.</p> <p>j) A CAR is made online via www.submitica.co.nz. The CAR needs to be submitted at least 20 working days prior to the intended start date. A copy should also be sent to the Waka Kotahi NZ Transport Agency environmental planning team at environmentalplanning@nzta.govt.nz. The Corridor Access Request will need to include:</p> <p>(i) The detailed design for the works. In developing the detailed design, the consent holder will need to consult with Waka Kotahi NZ Transport Agency.</p> <p>(ii) A Construction Traffic Management Plan that has attained approval from the Waka Kotahi appointed state highway maintenance contractor for Coastal Otago (Highway Highlanders).</p> <p>(iii) A design safety audit which has been prepared, processed and approved in accordance with Waka Kotahi guidelines for Road Safety Audit Procedures for Projects (https://www.nzta.govt.nz/assets/resources/road-safety-audit-procedures/docs/roadsafety-audit-procedures-tfm9.pdf).</p>	The inclusion of specific advice notes relating to the obligations and approval process for any works to the State highway network are supported. These makes it clear that the consents and the requirements as detailed in the conditions do not resolve the further requirements for notification and approval under the provisions of the GRPA.