

**SMOOTH HILL DRAFT DCC CONDITIONS OF CONSENT FOR ROAD UPGRADES –  
UPDATED AS PART OF APPLICANT'S REPLY**

**Conditions:**

General

1. The proposed activity must be undertaken in general accordance with the approved plans attached to this certificate as Appendix One, and the information provided with the updated resource consent application received by the Dunedin City Council on 31 May 2021 and further information received on 5 April 2022 and the information provided at the resource consent hearing held between 17 May 2022 and 25 May 2022, except where modified by the following conditions. In the event of differences or conflict, between the measures in the documents and the conditions, the conditions shall prevail:
2. The consent holder:
  - a) is responsible for all contracted operations relating to the exercise of this consent; and
  - b) ensure that all personnel (contractors) working on the site are made aware of the conditions of this consent, have access to the contents of consent documents and to all associated erosion and sediment control plans and methodology; and
  - c) ensure compliance with land use consent conditions.
3. Neighbouring property owners adjoining the affected road boundaries of Big Stone Road and McLaren Gully Road must be advised of the proposed works at least seven days prior to the road upgrade works commencing.

Engineering

4. All investigations, detailed design, and construction of the road upgrades must be supervised by a suitably experienced Chartered Professional Engineer (CPEng).

Ecology

5. Prior to construction commencing, a Lizard Management Plan (LMP), based on the Draft Smooth Hill Lizard Management Plan prepared by Boffa Miskell Ltd, dated June 2021, must be prepared by a suitably qualified herpetologist, with the objective of addressing the loss of lizard habitat and disturbance and displacement of lizards as a result of the exercise of this consent to ensure no net loss of lizards. The plan must be developed in consultation with Te Rūnanga o Ōtākou and the Department of Conservation following their guidelines for lizard salvage and transfer in New Zealand. As a minimum the plan must include:
  - a) Confirmation of the lizard values present along the margins of McLaren Gully Road and Big Stone Road through a desktop assessment and on-site survey.
  - b) Detail of onsite surveys that have been undertaken to inform the LMP.
  - c) Avoid, remedy, and mitigation methodologies including salvage and relocation, and predator control, and habitat enhancement (including planting and fencing), undertaken to reduce the effects on lizards during construction, and any appropriate methodologies for offsetting or compensating for any residual adverse effects on lizards if they are identified through monitoring.

- d) Pre and during construction monitoring methodologies, including any post release monitoring.
  - e) Reporting requirements to Dunedin City Council and Te Rūnanga o Ōtākou, which will include, but not be limited to reporting on the avoid, remedy and /or mitigation measures used to reduce effects on lizards during construction as well as any remedial, offset or compensatory actions undertaken.
  - f) Key responsibilities of onsite personnel.
6. Prior to construction commencing, the LMP prepared under Condition 5 above must be submitted to the Resource Consents Manager, Dunedin City Council at [rcmonitoring@dcc.govt.nz](mailto:rcmonitoring@dcc.govt.nz) for certification that it addresses the requirements of this condition. The plan is to be implemented for the duration of any road construction works.

#### Archaeology

7. A qualified archaeologist must be retained to provide advice, recording, and reporting on any archaeological material encountered during the construction of the road upgrade and realignment works.
8. Prior to the commencement of the road upgrade and realignment work, an archaeological site briefing by a qualified archaeologist must be delivered to all contractors undertaking earthworks associated with the road upgrades that may affect archaeology. The briefing must outline:
- a) The history of the site and its archaeological potential.
  - b) Any standing archaeological remains within the road upgrade area to be clearly identified and retained.
  - c) The role of the archaeologist and requirements for archaeological involvement.
  - d) What sort of archaeological features could be expected and what they might look like.
  - e) What to do if a possible archaeological site is found and the archaeologist is not on site.

Evidence of the archaeological site briefing must be provided to a warranted DCC officer upon request.

#### Construction Traffic Management

9. Prior to construction of the road upgrades commencing, the consent holder must provide evidence to the Resource Consents Manager, Dunedin City Council at [rcmonitoring@dcc.govt.nz](mailto:rcmonitoring@dcc.govt.nz) that the necessary Temporary Traffic Management Plans for both the State Highway 1 and McLaren Gully and Big Stone Roads have been approved by the relevant Rooding Control Authority.

Advice Note: the Temporary Traffic Management Plans must be prepared by a qualified planner under the NZ Code of Practice for Temporary Traffic Management.

#### Construction of Upgrades to McLaren Gully Road and Big Stone Road

10. Prior to construction of the upgrades to McLaren Gully Road and Big Stone Road commencing:
- a) The detailed design of the road, including cut and fill slopes must be informed by geotechnical investigations and be in accordance with the road design standards contained in the Dunedin City Council Code of Subdivision and Development 2010 or

alternative land development/traffic engineering standards accepted by the Transport Manager, Dunedin City Council;

- b) A design stage road safety audit in accordance with the NZTA Road Safety Audit Procedures for Projects Guidelines 2013 must be carried out ; and
- c) The detailed design of the road upgrades and results of the road safety audit must be provided to the Transport Manager, Dunedin City Council for review and certification that the detailed design complies with condition 10 (a) of this consent.

11. Following completion of the upgrades to McLaren Gully Road and Big Stone Road:

- a) The completed road upgrade works must be certified by a suitably experienced Chartered Professional Engineer (CPEng) that these have been completed in accordance with the detailed design certified by the Transport Manager, Dunedin City Council under condition 10 (c). That certification must be provided to the Transport Manager, Dunedin City Council.
- b) As-built plans, detailing full asset data, must be provided to the Transport Manager, Dunedin City Council.
- c) A post construction stage road safety audit in accordance with the NZTA Road Safety Audit Procedures for Projects Guidelines 2013 must be carried out and the results provided to the Transport Manager, Dunedin City Council.

Upgrades to State Highway 1 Intersection with McLaren Gully Road

- 12. Prior to construction of the State Highway 1 intersection works commencing, the consent holder must submit the detailed design of the State Highway 1 intersection works to Waka Kotahi NZ Transport Agency for approval.
- 13. Prior to the State Highway 1 intersection works commencing, the consent holder must submit to the Resource Consents Manager, Dunedin City Council at rcmonitoring@dcc.govt.nz a copy of Waka Kotahi NZ Transport Agency's approval to undertake works on the State Highway (as detailed in the advice notes below).
- 14. Prior to waste being accepted at the landfill, a right turn bay, auxiliary left turn lane, localised shoulder widening for left turn out movement and flag lighting (the 'State Highway 1 Intersection works') must be constructed at the intersection of State Highway 1 and McLaren Gully Road.
- 15. The completed State Highway 1 intersection works must be certified by a suitably experienced Chartered Professional Engineer (CPEng) that they have been completed in accordance with the detailed design approved by Waka Kotahi NZ Transport Agency. That certification must be provided to Waka Kotahi NZ Transport Agency.
- 16. Prior to waste being accepted at the landfill, the consent holder must provide to the Resource Consents Manager, Dunedin City Council at rcmonitoring@dcc.govt.nz correspondence from Waka Kotahi NZ Transport Agency confirming that the works to the State Highway 1 intersection with McLaren Gully Road have been constructed to Waka Kotahi NZ Transport Agency standards.

#### Waka Kotahi Advice Notes:

- a) It is a requirement of the Government Roading Powers Act 1989 that any person wanting to carry out works on a state highway first gain the approval of Waka Kotahi New Zealand Transport Agency for the works and that a Corridor Access Request (CAR) is applied for and subsequently a Work Access Permit issued (WAP) before any works commence. A CAR will be required for the State Highway 1 Intersection works.
- b) Detailed design approval from Waka Kotahi NZ Transport Agency shall be gained by the consent holder prior to applying for a CAR. The detailed design shall be prepared by a suitably qualified professional who has been certified by Waka Kotahi. In developing the detailed design, the consent holder will need to consult with the Waka Kotahi appointed state highway maintenance contractor for Coastal Otago (Highway Highlanders; [coastalotago@downer.co.nz](mailto:coastalotago@downer.co.nz)) and a Waka Kotahi Safety Engineer.
- c) A Corridor Access Request is made online via [www.submitica.co.nz](http://www.submitica.co.nz). The CAR needs to be submitted at least 21 working days before the planned start of works. A copy should also be sent to the Waka Kotahi NZ Transport Agency System Design and Delivery Planning Team at [EnvironmentalPlanning@nzta.govt.nz](mailto:EnvironmentalPlanning@nzta.govt.nz). The Corridor Access Request will need to include:
  - The detailed final design for the right turn bay, auxiliary left turn lane, localised shoulder widening, flag lighting and stormwater management;
  - A Construction Traffic Management Plan that has attained approval from the Waka Kotahi NZ Transport Agency appointed state highway maintenance contractor for Coastal Otago (Highway Highlanders).
  - If requested by Waka Kotahi, 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/road-safety-audit-procedures-tfm9.pdf>).

#### Vehicle Access

17. At the time the construction is being undertaken, all existing (or relocated) driveways adjoining the upgraded (sealed) McLaren Gully Road and/or Big Stone Road must be hard surfaced from the edge of the respective road carriageways, toward the respective property boundaries for a distance of not less than 5.0m.
18. The consent holder must require all heavy vehicle contractors, associated with the landfill construction and operation, use the route described within the application, (SH1 – McLaren Gully Road – Big Stone Road) unless a hazard is present on this route which renders it impassable.

#### Noise

19. The road upgrade works must be limited to between 7.30am – 6pm Monday to Saturday (inclusive). No works are permitted to occur outside of these times, on Sundays, or public holidays, except where emergency works, such as responses to extreme weather events, are required to protect public health and safety. Within 24 hours of any emergency works occurring outside of authorised hours, the Consent Holder must inform the Resource Consent Manager, Dunedin City Council in writing at [rcmonitoring@dcc.govt.nz](mailto:rcmonitoring@dcc.govt.nz) of the following:
  - a) The nature of the emergency event.

- b) The nature of the emergency works required to protect public health and safety.
  - c) The location of the emergency works.
  - d) The duration of the emergency works.
20. Noise from the road upgrade works must comply with the noise limits outlined in rule 4.5.4.1 Construction of the Dunedin City Councils 2<sup>nd</sup> Generation District Plan (2GP).
21. A Construction Noise Management Plan (CNMP) must be prepared by an acoustic specialist which addresses the requirement of Appendix E of addresses NZS6803: 1999 Acoustics – Construction Noise, and which includes measures to mitigate noise transmission from construction activity to the existing residential dwellings. The CNMP must be submitted to the Resource Consent Manager, Dunedin City Council at [rcmonitoring@dcc.govt.nz](mailto:rcmonitoring@dcc.govt.nz) for certification at least 10 working days prior to commencement of the road upgrade works.
22. The road upgrade works must be undertaken in accordance with the certified CNMP.

### Earthworks

23. Prior to commencement of any road upgrade works, an Erosion and Sediment Management Plan (ESMP) must be prepared by a suitably qualified person which includes methods to ensure effective management of erosion and sedimentation during earthworks including measures to:
- a) divert clean runoff away from disturbed ground;
  - b) control and contain stormwater run-off;
  - c) manage sediment laden run-off from the road construction works; and
  - d) protect any existing drainage infrastructure from sediment run-off.
  - e) manage dust.
24. The earthworks for the road upgrade works must be undertaken in accordance with the ESMP.
25. Change in ground levels must not cause a ponding or drainage nuisance to neighbouring properties adjoining the road upgrade works.
26. Any introduced fill material must comprise clean fill only; being natural material such as clay, soil, rock, and aggregate that are free of combustible or organic materials.
27. Earthwork slopes must not be cut steeper than 1:1 (45°) or two metres high without specific engineering design and certification by the Transport Manager, Dunedin City Council in accordance with condition 10.
28. Earthworks slopes must not be filled steeper than 2h:1v (27°) or two metres high without specific engineering design and certification by the Transport Manager, Dunedin City Council in accordance with condition 10.
29. All completed earthworks slopes shall be inspected and certified by a suitably experienced Chartered Professional Engineer (CPEng) in accordance with condition 11.

30. A suitably experienced Chartered Professional Engineer (CPEng) must determine any temporary shoring requirements at the site during earthworks construction and the consent holder must install any temporary shoring recommended by the engineer.
31. Surplus earthworks material is to be removed and transported to either the landfill site for reuse or to another Council approved destination.
32. Should the consent holder cease, abandon, or stop work on site for a period longer than 6 weeks, the consent holder must first take adequate preventative and remedial measures to control sediment discharge/run-off and dust emissions and must thereafter maintain these measures for so long as necessary to prevent sediment discharge or dust emission from the site. All such measures must be of a type and to a standard which are to the satisfaction of the Resource Consent Manager, Dunedin City Council.
33. At the completion of the road upgrade earthworks (or earlier, if physical conditions allow) the slope and batters must be immediately top-soiled and vegetated (e.g. hydro-seeded) as soon as practicable to limit sediment mobilisation.

**Advice Notes:**

Transport

1. It is advised that in the event of future development on the site, Dunedin City Council will assess provision for access, parking and manoeuvring upon receipt of an Outline Plan of Works application.

Heritage

2. Modification or destruction of an archaeological site shall be managed through the archaeological authority process under the Heritage New Zealand Pouhere Taonga Act 2014.