

## UNITARY PLAN UPDATE REQUEST MEMORANDUM

**TO** Phill Reid, Manager, Planning, Auckland-wide

**FROM** Sisira Jayasinghe, Planner, Planning Central & South

**DATE** 2 September 2019

**SUBJECT** **Designation to be updated in the AUPOP in accordance with s181(3) of the Resource Management Act 1991**



This memorandum requests an update to Auckland Unitary Plan Operative in part

<b>Reason for update – Minor Alterations</b>	
<b>Chapter</b>	<b>Chapter K</b>
<b>Section</b>	Schedules and Designations
<b>Designation only</b>	
<b>Designation # 6717</b>	<b>State Highway 20B – State Highway 20 to Auckland International Airport</b>
<b>Locations:</b>	State Highway 20B (Puhinui Road) from Puhinui Road interchange to Orrs Road, Puhinui
<b>Lapse Date</b>	Given effect to (i.e. no lapse date)
<b>Purpose</b>	State Highway 20B Road purposes: the maintenance, operation and improvement of the State Highway (including road widening).
<b>Changes to text (shown in underline and strikethrough)</b>	Refer to the Attachment 2 of Team Leader approved confirmation report
<b>Changes to diagrams</b>	Not applicable
<b>Changes to spatial data</b>	Refer to the Attachment 3 of Team Leader approved confirmation report
<b>Attachments</b>	<ol style="list-style-type: none"> <li><b>1</b> Team Leader Approved Confirmation report</li> <li><b>2</b> Copy of Decision letter dated 27 August 2019</li> <li><b>3</b> Copy of the Notice of Decision SH20B Minor Alterations to the Designation 6717.</li> <li><b>4</b> Updated text to D6717</li> <li><b>5</b> Updated GIS Viewer to D6717</li> </ol>

<p><b>Prepared by:</b> Sisira Jayasinghe Planner, Planning Central &amp; South</p>	<p><b>Text entered by:</b> Sophia Coulter Planning Techncian</p>
<p><b>Signature:</b> </p>	<p><b>Signature:</b> </p>
<p><b>Maps prepared by:</b> Shelley Glassey Geospatial Analyst - Aucklandwide</p>	<p><b>Reviewed by:</b> Sisira Jayasinghe Planner, Planning Central &amp; South</p>
<p><b>Signature:</b> </p>	<p><b>Signature:</b> </p>
<p><b>Signed off by:</b> <b>Celia Davison</b> Manager, Planning Central &amp; South</p>	
<p><b>Signature:</b> </p>	

Attachment 1: Team Leader Approved Confirmation report

# Notice of requirement for minor alterations to a designation under section 181(3) of the Resource Management Act 1991



## Notice of requirement description

Designation number:	6717 State Highway 20B – State Highway 20 to Auckland International Airport
Requiring authority:	New Zealand Transport Agency
Location:	State Highway 20 (Puhinui Road) from Puhinui Road interchange to Orrs Road, Puhinui

## Summary

Auckland Council has received a request from the New Zealand Transport Agency (NZTA) under section 181(3) of the Resource Management Act 1991 (RMA), dated 5 June 2019, to alter Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport.

It is considered after undertaking an assessment of the notice, that the proposed alterations meet the statutory tests of section 181(3) of the RMA and can therefore be processed and confirmed as minor alterations.

## Recommendation

1. That the proposed alterations to Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport in the Auckland Unitary Plan be confirmed, subject to the conditions recommended in Section 4 and Attachment 2 of this report for the following reasons:
  - the alterations involve no more than minor changes to the effects on the environment associated with the use of the land;
  - both the requiring authority and Auckland Council agree with the alterations; and
  - written notice has been given to every owner or occupier of the land directly affected by the alterations and the proposed works which have been agreed to by these directly affected persons.
2. That Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport is altered in the designation map layer and Chapter K Designations where the text needs to be altered in the Auckland Unitary Plan.

## 1. Background

### 1.1. Minor alteration to a designation

Auckland Council has received a Notice of Requirement (NoR) for alterations to Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport from NZTA under section 181(3) of the RMA. The alterations seek to enable the construction of the SH20B Short Term Improvements project which intends to provide for:

- The construction of two priority vehicle lanes;
- A new Shared Use Path (SUP); and
- Safety and capacity improvement at the Manukau Memorial Gardens main entrance intersection and the Campana Road intersection.

The proposed alterations are described below:

#### 1.1.1 Minor Alteration No.1 – Land south of Orrs Road

The land is required for part of the proposed Priority Lane (approximately 160m in length) as well as related shoulder elements and a stormwater swale. This alteration is for the SUP and associated safety fencing, which are located outside the existing designation area. The minor alteration also allows for the proposed construction works including earthworks and vegetation clearance.

#### 1.1.2 Minor Alteration No.2 – Campana Road intersection

The land is required for part of the southern arm (egress and access lanes) of the upgraded Campana Road intersection, a small part of the SUP, related shoulder elements and supporting earthworks.

#### 1.1.3 Minor Alteration No.3 – SUP Supporting Embankment

The land is required for a supporting embankment related to the adjacent SUP and maintenance bay. The alteration also allows for construction works including earthworks and vegetation clearance that would be followed by post-construction reinstatement.

#### 1.1.4 Minor Alteration No.4 – Manukau Memorial Gardens

The land requirement at the Manukau Memorial Gardens relates to several different purposes as follows:

- Provision of signalised intersection for safe access and egress to SH20B
- Provision of two segments of priority lanes to facilitate access and egress lanes from the Manukau Memorial Gardens
- Provision of two general traffic lanes
- Provision of approximately 420m long, 3m wide SUP and associated safety fencing

In addition, the minor alteration provides for associated earthworks, support embankments and a retaining wall (approximately 110m in length and 1.6m high) for the proposed infrastructure as well as construction work areas, temporary construction fencing, vegetation clearance (approximately 5100sq.m) with replacement / restoration planting post-construction,

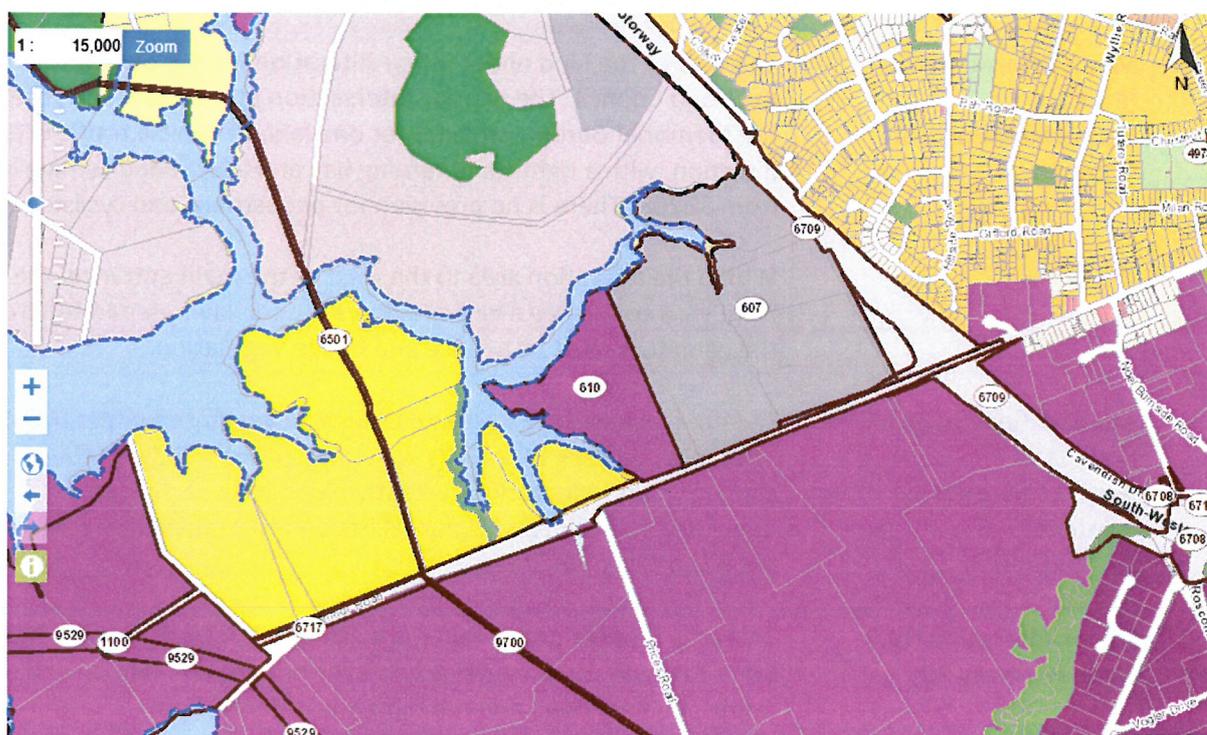
a planted swale, a lizard management area and the provision of three culverts extensions containing fish passages.

### 1.1.5 Minor Alteration No.5 – State Highway 20

The land requirement relates to the proposed 3m wide SUP located outside the existing SH20B designation with supporting earthworks and a retaining wall (approximately 40m length). This also provides for a stormwater swale. The minor alteration is located within an area of land already designated by NZTA for SH20. Therefore, an alteration to the existing SH20B designation is necessary to accommodate the proposed works.

## 1.2. Land affected by the alterations

The land affected by the alterations to Designation 6717 includes several properties along the SH20B road corridor between the intersection with Orrs Road and Puhinui Road motorway interchange (SH20B/SH20) as listed in Attachment 1 of this report, and shown in the Auckland Unitary Plan map below:



NZTA has provided site plans showing the alterations to the designation boundary (refer to **Attachment 3** of this report).

## 1.3. Description of the site and existing environment

The following table summarises the existing environment within the five discrete areas affected by the designation alterations as shown in Attachment 3 of the report.

**Table 1: Description of existing environment within the proposed designation alterations**

<b>Minor Alteration Area</b>	<b>Description</b>
<b>Minor Alteration No.1 Land South of Orrs Road</b>	The area subject to Minor Alteration No.1 is owned by Auckland International Airport Limited. It includes a part of land that was historically Orrs Road, prior to the development of Puhinui Road / SH20B. It consists of a small group of young Pohutukawa trees surrounded by old road surfaces.
<b>Minor Alteration No.2 Campana Road Intersection</b>	The area is owned by AIAL. The land comprises paddocks grazed for rural land use containing a small wetland area.
<b>Minor Alteration No.3 SUP and Supporting Embankment</b>	The area is owned by AIAL. It is paddock land located in between two highly modified tributaries of Waokauri Creek.
<b>Minor Alteration No.4 (Part 1) Manukau Memorial Gardens</b>	<p>This part of the land under Minor Alteration No.4 is owned by Auckland Council. The existing intersection at the main entrance to the Memorial Garden provides for one lane of vehicle traffic in each direction, with a right-hand turning bay and a left-hand turning lane from SH20B. There is no provision for pedestrians and cyclists.</p> <p>Within the alteration area to the west of the main entrance, the front yard comprises a well-maintained open lawn, separated from the cemetery itself by a fence and hedge vegetation.</p>
<b>Minor Alteration No.4 (Part 2) Manukau Memorial Gardens</b>	The area is owned by Auckland Council. A vegetated upper tributary of Waokauri Creek weaves its way through the middle of the cemetery. The tributary is currently piped for a section of approximately 80m and a gully exists on top of the culvert, closer to the boundary of SH20B.
<b>Minor Alteration No.5 State Highway 20</b>	This area is contained within the existing NZTA Designation 6709 – State Highway 20. It contains two over-bridges and two on and off ramps, Puhinui Road and the signalised intersection.

#### **1.4. Delegated authority**

The Team Leader – Planning Central and South has delegated authority, in accordance with Schedule 2A of the Auckland Council Delegations: Chief Executive Officer (updated June 2019), to exercise the council’s functions, powers, duties and discretions under the Resource Management Act 1991 in relation to section 181(3).

The NoR can therefore be considered by the Team Leader – Planning Central and South and confirmed or declined under section 181(3)(c).

## **1.5. Relevant statutory provisions**

Section 181 "Alteration of designation" of the Resource Management Act 1991 states:

- (1) A requiring authority that is responsible for a designation may at any time give notice to the territorial authority of its requirement to alter the designation.*
- (2) Subject to subsection (3), sections 168 to 179 and 198AA to 198AD shall, with all necessary modifications, apply to a requirement referred to in subsection (1) as if it were a requirement for a new designation.*
- (3) A territorial authority may at any time alter a designation in its district plan or a requirement in its proposed district plan if-*
  - (a) The alteration-*
    - (i) Involves no more than minor changes to the effects on the environment associated with the use or proposed use of land or any water concerned; or*
    - (ii) Involves only minor changes or adjustments to the boundaries of the designation or requirement; and*
  - (b) Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and*
  - (c) Both the territorial authority and the requiring authority agree with the alteration –*

*and sections 168 to 179 and 198AA to 198AD shall not apply to any such alteration.*
- (4) This section shall apply, with all necessary modifications, to a requirement by a territorial authority to alter its own designation or requirement within its own district.*

## **2. Analysis of the proposed alterations**

The relevant matters to consider are contained in section 181(3) of the RMA as outlined above.

### **2.1. Assessment of environmental effects (s181(3)(a)(i))**

The requiring authority has provided an assessment of environmental effects (AEE) with the NoR. The AEE addresses the following environmental effects which have been considered by the Council:

**Table 2: Environmental effects of NoR assessed by the Council**

Environmental Effect	NZTA Technical Expert	Council's Technical Expert
<b>Acoustics</b>	Siiri Wilkening, Marshall Day Acoustics	Rhys Hegley, Hegley Acoustics Consultants
<b>Archaeology</b>	Arden Cruickshank, CFG Archaeology	Myfanwy Eaves, Senior Specialist Archaeology, Auckland Council
<b>Ecology</b>	Graham Don & Treffery Barnet, Bioresearches	Carl Tutt, Ecologist, Auckland Council
<b>Landscape and Visual</b>	Shannon Bray, Wayfinder	Ainsley Verstraeten, Principal Landscape Architect, Auckland Council
<b>Traffic</b>	Sahan Lalpe, Aurecon	Andrew Temperley, Senior Transport Planner, Traffic Planning Consultants Limited

The requiring authority considers that the proposed alterations to the designation involves no more than minor changes to the effects on the environment.

Anticipated actual and potential adverse effects on the environment during both construction and operation of the proposed designation alterations have been assessed in the submitted AEE. These effects primarily relate to earthworks, noise and vibration, traffic and transport, removal of vegetation, stormwater and changes to ecology. NZTA propose to manage these effects through the implementation of existing designation conditions as described below. Positive effects will result from the proposed works as a whole and the designation alterations.

#### Positive Effects

The proposed designation alterations would result in the following positive effects:

- Provision of priority traffic lanes enabling
  - more attractive and efficient public transport service by supporting the provision of more reliable and timely travel choice options to and from the Auckland Airport, surrounding areas and Puhinui Train Station; and
  - opportunities for high occupancy modes to bypass congested lanes of traffic, making journeys faster and more reliable;
- Construction of dedicated pedestrian and cycle infrastructure along SH20B / Puhinui Road, providing safety benefits for cyclists, and pedestrians accessing the Manukau Memorial Gardens and Te Araroa Walking Trail;
- Enhanced and safer traffic access and egress to and from Memorial Gardens through the signalisation of the intersection;
- Facilitate future land use change within the wider area, including, but not limited to the provision of the intersection upgrade at Campana Road which would facilitate land development to the south of Puhinui Road, as per the Puhinui Precinct in the Auckland Unitary Plan;

- Native planting and weed/exotic species clearance within the Manukau Memorial Gardens which will result in landscape enhancement, habitat gains, while also deterring illegal rubbish dumping along the Gardens' boundaries.

### 2.1.1 Noise and Vibration Effects

Marshall Day Acoustics (MDA) has assessed the actual and potential noise and vibration effects associated with the proposed designation alterations. This assessment, submitted with the NoR application, confirms that the designation alterations and nearby receivers are located in a high noise environment due to existing traffic from SH20B and low altitude aircraft movements.

As construction activities with similar noise and vibration effects are anticipated by Designation 6717 and Designation 6709 (as this Designation applies to a significant part of Memorial Gardens), the change in construction noise effects as a result of the proposed designation alterations are predicted to be no more than minor.

The assessment demonstrates that the operational traffic noise effects associated with the proposed designation alterations result in a reduction in noise levels at all except one receiver, with small increases being received within the Manukau Memorial Gardens. Generally, traffic noise level changes will be unnoticeable when compared with the traffic noise levels within the existing designation boundaries.

The only activity that the assessment notes as having the potential to generate noticeable levels of vibration at sensitive receivers is vibratory rolling as part of the paving works. However, none of the proposed designation alterations impact occupied buildings within 15m of the planned works and the assessment consequently predicts that vibration effects received by surrounding building occupants would be unnoticeable, with the exception of occupants within the Hirepool building (located at the north-east corner of the Puhinui Road motorway interchange (SH20B/SH20)).

With regard to construction vibration, the submitted MDA assessment compares the expected existing and proposed levels against the 5mm/s limit adopted by the Auckland Unitary Plan for the protection against building damage. Hegley Consultants agree with this approach and the conclusion reached by MDA that vibratory rolling operating at both the current and the proposed designation boundaries will generate *"noticeable vibration levels and cause similar responses from occupiers of building. Occupiers should be notified prior to any works exceeding 2 mm/s in order to avoid concern. Confirmation of the communication strategy will form part of the Outline Plan of Works."*

Regarding construction noise effects, the MDA assessment predicts noise levels to rise by approximately 2dB at the Hirepool Building as a result of proposed works. Hegley consultants have concluded that the levels resulting from construction equipment operating within the designation alterations will be reasonable, and consequently agree with the MDA assessment that *"the effects would be similar to those experienced with construction within the designation"*.

On the above basis, the MDA assessment concluded that noise and vibration effects associated with the proposed designation alterations range from unnoticeable to slight, and the change in effects when compared with existing noise and vibration levels within the receiving environment and anticipated by the existing designation will be between less than minor and no more than minor. Hegley Acoustics Consultants have reviewed the MDA assessment on behalf of the Council and confirmed that they agree with the recommendations and conclusions.

In addition, it should be noted that affected landowners/occupiers have given their written approval in support of the proposed works. There will be a strong focus on project management, communication and consultation during the proposed works. This is supported by the written approvals provided from affected landowners/occupiers including the Council's Parks Department as landowner of the Manukau Memorial Gardens, with the timing of works to be managed to avoid disruption to cemetery services. It is noted that 1.8m high acoustic barriers will be constructed around the Manukau Memorial Gardens to mitigate noise and visual effects generated by the proposed works.

### 2.1.2 Ecological Assessment

The ecological assessment from Bioresearches Ltd submitted with the NoR application states that terrestrial ecological values within the designation alteration areas generally consist of low value vegetation. Notwithstanding this, the assessment notes that vegetated areas affected by the designation alterations within the Manukau Memorial Gardens are connected to a wider network of vegetation that cumulatively provides important wildlife habitat to native birds and reptiles. Consequently, these areas will be replanted, and restoration planting will be undertaken to remove weed species within these areas upon completion of earthworks. This planting will provide enhanced native birds and reptile habitats connected with surrounding vegetation. Lizard capture and relocation will also occur within these areas prior to works commencing, while native nesting birds will also be avoided during vegetation clearance. Consequently, the assessment concludes that there will be no more than minor terrestrial ecological effects resulting from the proposed vegetation removal within areas affected by the designation alterations.

Regarding freshwater ecological values, the ecological assessment deemed these to be negligible within the areas around the Campana Road intersection affected by the designation alteration as the wetland on-site has no aquatic habitat. Areas affected by the designation alterations within the Manukau Memorial Gardens were also deemed to have low freshwater ecological values. Notwithstanding this, riparian vegetation removed from the affected areas will be replanted and additional restoration planting will be provided. Fish passages within the affected areas will also be installed to provide ecological connectivity for native fish between tributary reaches.

Regarding areas affected by the designation alterations located south of Orrs Road, within SH20 and between tributaries adjoining the Waokauri Creek, the assessment concluded that these areas have very low ecological value. In relation to the area of land south of Orrs Road, there are no freshwater features on-site, although there are approximately 23 trees planted on a lawn, as these trees are of a juvenile nature, and considered to only have amenity value.

In relation to the area between tributaries adjoining the Waokauri creek, this is managed pasture land with negligible botanical value and very low or negligible fresh water quality.

Similarly, the area within SH20 affected by the designation alterations was identified as having low botanic value and containing no freshwater features.

Overall, the assessment concluded that there will be no more than minor ecological effects resulting from works within the designation alterations areas.

The Council's Terrestrial Ecologist, Carl Tutt generally concurs with the conclusion reached in the submitted ecological assessment but raised concerns about the narrowness of the 1 – 1.5m wide planting strip proposed within the Manukau Memorial Gardens. Mr. Tutt's recommendation to increase the planting strip's width to maintain an ecological connection through the Manukau Memorial Gardens with the surrounding area has been accepted by both the NZTA and the Council's Parks Department.

### 2.1.3 Mana Whenua

Consultation with Mana Whenua regarding the proposed designation alterations has taken place via AT's Southern Mana Whenua Forum. It was agreed in consultation with these Mana Whenua groups that this forum be used to present all components of the Southern Gateway Programme including the proposed designation alterations. Membership of the Forum includes Ngāi Tai Ki Tāmaki, Ngāti Maru, Ngāti Tamaoho, Ngāti Te Ata Waiohua, Ngāti Whanaunga, Te Ahiwaru Waiohua, Te Ākitai Waiohua and Te Patukirikiri.

At a subsequent hui, the proposed designation alteration plans were presented including a recap on the design of the SUP at Waokauri Creek and the works at the Manukau Memorial Gardens. An overview of the baseline technical assessments was presented on archaeology, coastal processes, construction water management, ecology (freshwater, marine and terrestrial) land contamination, noise and vibration.

Clarification was sought from Mana Whenua groups regarding the extent of works at Waokauri Creek in respect of the SUP bridge and confirmation was provided by NZTA that no piers within the coastal marine area would be required nor would any diversions of the inlet course.

Concern was expressed by Mana Whenua groups in relation to the potential bottleneck which may occur at Pukaki Creek Bridge, if left unwidened. Confirmation was provided by NZTA that the widening of Pukaki Creek Bridge was beyond the scope of the current Project but formed part of the Southern Gateway Programme – Long Term Project considerations on which the Forum would be kept informed.

With respect to the Manukau Memorial Gardens, NZTA provided confirmation of the extent of works and discussion centred on the intersection upgrades which were generally supported, subject to recognising that the signalisation sequence would need to be controlled for large funeral processions.

In response to concerns expressed by Mana Whenua regarding the extent of land proposed for construction areas, the proposed construction support area to the south of Orrs Road has been removed, and the stormwater management approach to Pukaki Creek Bridge and Orrs Road has been amended. This involved deleting a proposed wetland swale which protruded into previously undisturbed land with the swale to be replaced by a propriety device within an area subject to excavation.

In response to concerns expressed by Mana Whenua, the extent of earthworks has also been minimised as far as practicable, with areas affected by the designation alterations being

predominantly contained within land disturbed by previous earthworks associated with the original road works or by other utility works.

On the above basis, NZTA believes the concerns of Mana Whenua affected by the proposed works have been adequately addressed and this is accepted by the Council.

In relation to the corresponding resource consent applications which propose works in areas of the SH20B and corridor outside of the proposed designation alteration / land, Council has served notice on the eight Mana Whenua groups within the Auckland Transport Southern Mana Whenua Forum who have been identified particularly as being potentially adversely affected by the proposed works.

#### 2.1.4 Archaeological Assessment

The submitted Archaeological Assessment concluded that no evidence of pre-1900 archaeology or heritage, or significant 20<sup>th</sup> century heritage has been identified within the corridor subject to Designation 6717 or the proposed designation alterations areas, either during historic research or field survey. The Council's Senior Specialist – Archaeology concurs with the submitted Archaeological Assessment and has confirmed there are no known archaeological constraints or effects which affect the proposed works.

#### 2.1.5 Landscape and visual Assessment

The submitted Landscape and Visual Assessment focuses on whether there is a more than minor change in effects as a result of the designation alterations. In this regard, the assessment concludes that the effects on natural character will be less than minor.

The assessment states that areas that have natural character values have been avoided, by choosing to locate the designation alterations in areas that are highly modified. Within the Manukau Memorial Gardens, the assessment identifies that proposed planting (including the recommended mitigation planting beyond the works area) is likely to improve natural character values over the long-term. This forms an important part of the agreement reached between the Council's Parks Department and NZTA prior to issuing their written approval to works proposed in the Manukau Memorial Gardens. The management of the cemetery and the Council's Parks Department are satisfied with the proposed arrangements.

The assessment concludes that landscape effects will be less than minor. In support of this conclusion, the assessment notes that the landscape in which the designation alterations are located is anticipated to undergo significant change under existing Auckland Unitary Plan provisions, which provides for urban development within this landscape. The proposed alterations to the SH20B will also reinforce a more urban character. Within the Manukau Memorial Gardens, existing vegetation is of poor quality, and the proposed planting will enhance the surrounding landscape.

In summary, the assessment concludes that the proposed designation alterations visual and landscape effects will be minor to less than minor for the following reasons:

- The designation alterations will be visible in the context of an existing, busy State Highway, in all cases on the opposite side of the road
- Within the Manukau Memorial Gardens, there will only be short term loss of screening vegetation

- Much of the vegetation removal is already allowed for by the SH20 (Designation 6709)
- A 1.8m solid boundary screening fence will be provided between the cemetery and the construction activities, to mitigate visual effects
- In the longer-term, visual amenity within the Manukau Memorial Gardens will be improved by the provision of vegetation screening.

Overall, the assessment concludes that landscape and visual effects resulting from the proposed designation alterations will be no more than minor.

Council's Principal Landscape Architect, Ms Ainsley Verstraeten requested NZTA provide reasons for locating the SUP on the northern side of SH20B outside the Manukau Memorial Gardens instead of being continued along the southern side of SH20B, as Ms Verstraeten noted that a significant amount of vegetation removal and earthworks would occur within a significant area to accommodate a SUP on the northern side of SH20B.

NZTA's response to the above request is that the rationale behind the SUP location was first discussed with Ms Verstraeten during the site visit which took place on 20th February 2019 and again at a pre-application meeting held on 4th June 2019.

Further, NZTA stated that description of possible alternative locations or methods for undertaking the proposed works was not required as they would not have a significant adverse effect on the environment, as per the clause 6, Schedule 4 of the RMA, and this is reflected on the submitted AEE.

The NZTA also noted that a SUP on the northern side of SH20B would:

- provide for improved and safer connectivity with the existing footpath on the eastern side of SH20/SH20B interchange which is a route used by staff and visitors to the Manukau Memorial Gardens from the east
- utilise the alignment of the existing pedestrian route within the SH20/SH20B interchange

The NZTA also pointed out that irrespective of whether the SUP was located on the northern or southern side of SH20B, the proposed works would still require the infilling of the gully and the removal of trees at Manukau Memorial Gardens to provide for new lanes along SH20B.

On the above basis, I concur with the conclusions reached in the submitted assessment that landscape and visual effects resulting from the proposed designation alterations will be no more than minor.

#### 2.1.6 Transport Assessment

Council's Consultant Transport Expert, Andrew Temperley has reviewed Aurecon's Transport Assessment, accompanying plans and other application information relating to the designation alterations. Additional information was requested in relation to future transportation proposals and effects along the corridor including business case work undertaken by the NZTA along this corridor and Transport Assessments for future developments, including the proposed Park and Ride Facility opposite Campana Road.

The submitted transport assessment states that the proposed designation alterations would enable key capacity and accessibility improvements to SH20B, including the provision of

priority lanes and a SUP along the route, and upgrading two intersections to include signalisation.

The submitted transport assessment concludes that *“as construction activities with similar construction, traffic effects are anticipated by both Designation 6717 and 6709, therefore the change in construction traffic effects as a result of the designation alterations are predicted to be no more than minor and will be subject to Travel and Transport Management (TTM) plans and processes”*.

After reviewing the submitted transport assessment, Mr. Temperley confirmed that the proposed designation alterations and associated transport improvements are acceptable, as construction related effects are adequately mitigated and the project will have less than minor traffic effects on SH20B and the wider road network. Given the longer-term development pressures along SH20B, Mr. Temperley also recommended continued engagement between Council, Auckland Transport and the NZTA to ensure that any future changes to the form and function of the SH20B Puhinui Road corridor enable future planned development potential identified in the Auckland Unitary Plan.

In relation to Resource Consent applications lodged by NZTA, Council engaged with Auckland Transport, who raised a number of concerns and recommendations, mostly in relation to safety and design details of the proposed improvements. Council confirmed that these concerns will be addressed at the Outline Plan of Works stage. In addition, it was noted that some of the safety and design details raised by Auckland Transport relate to parts of the SH20B Road corridor which fall outside the scope of SH20B proposed designation alterations.

## 2.2 Assessment of minor changes or adjustments to the boundary (s181(3)(a)(ii))

The designation alterations involve the following changes to the boundary of the existing designation.

**Table 3: Details of Notice of Requirement**

Minor Alteration Area	Property Address / Legal Description	Property Owner	Extent of Alteration (Square Meters)	Percentage Change
<b>1. SUP of land south of Orrs Road</b>	Puhinui Road SECT 2 SO 446054	Auckland International Airport Limited	2920	3.5%
<b>2. Campana Road Road Intersection</b>	454 Puhinui Road, Papatoetoe Auckland 2025  Lot 1 DP 173452	Auckland International Airport Limited	5279	6.2%
<b>3. SUP Bund</b>	454 Puhinui Road, Papatoetoe Auckland 2025  Lot 1 DP 173452	Auckland International Airport Limited	677	0.8%
<b>4. Manukau Memorial Gardens</b>	361 Puhinui Road, Papatoetoe Auckland 2025  Lot 1 DP 199870; Lot 1 DP 201144: Pt Lot 1 DP 96646; SEC 2 SO 69950	Auckland Council	16596	19.6%
<b>5. SUP at SH20B/SH20 Interchange</b>	SH20B	Her Majesty the Queen	5192	6.1%

The alterations involve only minor changes or adjustments to the boundaries of NZTA Designation 6717. The existing designation is a road corridor (approximately 2.4km in length) that stretches between the intersection of Orrs Road/ SH20B in the west and the Puhinui motorway interchange (SH20B/SH20) in the east. The above table indicates the land area required for each alteration to the designation and percentage change associated with each alteration. Each alteration to the area of NZTA Designation 6717 is considered to be a minor boundary adjustment when compared with the wider designated State Highway area.

**2.3 Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners and occupiers agree with the alteration (s181(3)(b))**

The NZTA has obtained the written notice of every owner or occupier of the land directly affected by the proposed designation alterations, and they are listed in the table below:

**Table 4: Owners and occupiers directly affected by the alterations to Designation**

<b>Name of owner / occupier</b>	<b>Property address / Legal Description</b>	<b>Owner/Occupier</b>	<b>Other Designations apply to the property</b>
<b>Auckland International Airport Limited</b>  <b>Watercare Services Limited</b>	Section 2 SO 446054	Owner  Occupier	AIAL Designation 1100 AIAL Designation 1102 Watercare Designation 9529
<b>Auckland International Airport Limited</b>	454 Puhinui Road, Papatoetoe, Auckland 2025 (Lot 1 DP 173452)	Owner and Occupiers	Wiri Oli Services Limited (WOSL) Designation 9700 New Zealand Refining Company (NZRC) Designation 6501 AIAL Designation 1102
<b>Auckland Council</b>	361 Puhinui Road, Papatoetoe, Auckland 2015	Owner and occupier (Cemetery – Manukau Memorial Gardens)	Auckland Council Designation 607, Cemetery NZTA Designation 6709, SH20 AIAL Designation 1102

The Council's Parks Department has provided written approval for the NZTA to proceed with the following works within the Manukau Memorial Gardens:

- safety and capacity improvements to the existing Manukau Memorial Gardens intersection with SH20B which will be widened to form a full signal-controlled intersection;
- provision of priority traffic lanes along SH20B for the use of buses and high occupancy vehicles either permanently or temporarily;
- provision of a SUP along SH20B providing a dedicated facility for pedestrians and cyclists to use, including access to the Manukau Memorial Gardens; and ancillary works including vegetation clearance and replanting, earthworks, an upstream and downstream extension of existing culvert, a planted wetland swale for the treatment of stormwater runoff, and construction of a retaining wall and boundary fencing

In addition, the Council's Parks Department has reached agreement with the NZTA for the following requirements to be met by the contractors working on the project during construction.

- Hours of operations 6.30am to 6.30pm or as otherwise permitted under the consent;
- The cemetery office will email daily the following day's schedule of funerals and burials to the Site Manager or Foremen by 4.30pm;

- The contractor shall ensure that all truck movements and work producing noise over 45dB cease strictly half an hour prior to and half an hour after events (funeral or burial);
- Vehicle movements are limited to 30kph through the cemetery grounds; and
- All contractor staff shall take an appropriate sensitive approach when working or moving past or close to visitors to the cemetery.

Although Auckland Transport have not been identified as a landowner directly affected by the proposed designation alterations, the NZTA confirmed that Auckland Transport have been consulted and that safety and design details for the proposed designation alterations raised by Auckland Transport will be provided at the OPW stage as required by Section 176A of the RMA.

When assessing the corresponding resource consent applications, the Council's Development Engineering Team and Auckland Transport identified information relating to safety and design details for NZTA to respond to. In response, NZTA confirmed that consultation with Auckland Transport on these matters is ongoing, particularly in relation to State Highway, intersections and SUP design. The outcome from this consultation will be addressed in the OPW and engineering plan approvals processes. Hence Auckland Transport was not identified as an affected party for the corresponding resource consent applications.

#### **2.4 Agreement of both the territorial authority and the requiring authority (181(3)(c))**

The alterations to the designation have been requested by the requiring authority, and therefore it agrees with the alterations. Auckland Council agrees with the proposed alterations for the following reasons:

- The alterations involve no more than minor changes to the environmental effects associated with the use of the land
- The alterations involve only minor changes to existing designation boundaries
- Written notice has been given to every owner or occupier of the land directly affected by the alterations and the proposed works which have been agreed to by these directly affected persons.
- Adherence with recommended and existing designation conditions will ensure any potential adverse environmental effects resulting from the proposed alterations are avoided, remedied or mitigated.

### **3 CONCLUSIONS AND RECOMMENDATIONS**

#### **3.1 Conclusions**

The proposed alterations meet the statutory tests of Section 181(3) of the Resource Management Act 1991, in that:

- The alterations involve no more than minor changes to the environmental effects associated with the use of the land.
- Adherence with recommended and existing designation conditions will ensure any potential adverse consequential effects resulting from the proposed alterations are avoided, remedied or mitigated.

- The alterations involve only minor changes to existing designation boundaries.
- Written notice has been given to every owner or occupier of the land directly affected by the alterations and the proposed works which have been agreed to by these directly affected persons.
- The council and the requiring authority agree with the alterations.

### 3.2 Recommendation

1. That pursuant to Section 181(3) of the Resource Management Act 1991, NZTA's notice of requirement for alterations to Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport is **confirmed** subject to the amended conditions recommended in Section 4 and Attachment 2 and 3 of this report.
2. That Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport is amended in the Designation overlay and Chapter K Designations in the Auckland Unitary Plan Operative in Part as recommended in Section 4 and Attachment 2 and 3 of this report.

### 4. Agreed alterations

The text alterations are shown in **Attachment 2** of the report, and amendments are shown as either strikethrough or underlined. The alterations to the designation's boundaries are shown in **Attachment 3** of the report.

There are two alterations to the existing designation conditions.

The first alteration is an amendment to existing designation Condition 1 so that the planned works associated with the designation alterations are undertaken in accordance with the submitted NoR documents as follows:

*Any works undertaken to give effect to the designation shall be generally in accordance with the plans and information submitted by the New Zealand Transport Agency ("NZTA") in support of this Notice of requirement in the documents referenced Proposal 36414, Sheet No 1 – No 2 by Council, ~~and those previously submitted in association with Designation 261, and those provided as part of the Alterations to Designation for the 'SH20B/Puhinui Road Short Term Improvements' dated 4 July 2019, and Attachment A – Details of Minor Alteration, prepared for the NZTA by Aurecon New Zealand Limited.~~*

The second alteration is the proposed deletion of existing designation Condition 7 relating to consultation with Watercare Services Limited regarding installation of the Hunua No.4 – Watermain. The Hunua No.4 – Watermain has not been installed beneath SH20B as previously planned and Designation 9540 has already been removed from this part of the area in the relevant Auckland Unitary Plan text and Designation overlay. Therefore, this condition is now redundant, and Watercare Services Limited had given their written consent in respect of deleting Condition 7 from the existing designation conditions.

~~7. The NZTA shall consult with Watercare Services Limited during consideration of options for and the design of any road upgrading works within the area of the designation. The purpose of such consultation is to ensure that the Notice of Requirement for the proposed Hunua No. 4 Watermain is taken into account.~~

**Report Prepared by:**

Sisira Jayasinghe  
Planner, Planning Central and South, Plans and Places Department

Signature: 

Date: 23 August 2019

**5. SECTION 181(3) DETERMINATION**

Having read the council planner's report and recommendations on the notice or requirement, I am satisfied I have adequate information to consider the matters required by the Resource Management Act 1991 (the RMA) and to make a decision under delegated authority.

Accordingly, the notice of requirement for alterations to Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport is confirmed under section 181(3) of the RMA as agreed and set out in section 4 of this report.

Name: Marc Dendale

Title: Team Leader – Planning Central and South, Plans and Places Department

Signature: 

Date: 23 August 2019

**SCHEDULE OF ATTACHMENTS**

**Attachment 1: List of Minor Alterations to the designation 6717**

**Attachment 2: Text Alterations to the Designation 6717**

**Attachment 3: Boundary Alterations to the Designation 6717**

## List of Minor Alterations to the Designation 6717

Minor Alteration Area	Property Address / Legal Description	Property Owner	Extent of Alteration (Square Meters)	Percentage Change
1. SUP of land south of Orrs Road	Puhinui Road SECT 2 SO 446054	Auckland International Airport Limited	2920	3.5%
2. Campana Road Intersection	454 Puhinui Road, Papatoetoe Auckland 2025  Lot 1 DP 173452	Auckland International Airport Limited	5279	6.2%
3. SUP Bund	454 Puhinui Road, Papatoetoe Auckland 2025  Lot 1 DP 173452	Auckland International Airport Limited	677	0.8%
4. Manukau Memorial Gardens	361 Puhinui Road, Papatoetoe Auckland 2025  Lot 1 DP 199870; Lot 1 DP 201144; Pt Lot 1 DP 96646; SEC 2 SO 69950	Auckland Council	16596	19.6%
5. SUP at SH20B/SH20 Interchange	SH20B	Her Majesty the Queen	5192	6.1%

## Text Alterations to the Designation 6717

## 6717 State Highway 20B - State Highway 20 to Auckland International Airport

Designation Number	6717
Requiring Authority	New Zealand Transport Agency
Location	State Highway 20B (Puhinui Road) from Puhinui Road interchange to Orrs Road, Puhinui
Rollover Designation	Yes
Legacy Reference	Designation 303, Auckland Council District Plan (Manukau)
Lapse Date	Given effect to (i.e. no lapse date)

**Purpose**

State Highway 20B Road purposes: the maintenance, operation and improvement of the State Highway (including road widening).

**Conditions**

1. Any works undertaken to give effect to the designation shall be generally in accordance with the plans and information submitted by the New Zealand Transport Agency ("NZTA") in support of this Notice of Requirement in the documents referenced Proposal 36414, Sheet No 1 - No 2 by Council, and those previously submitted in association with Designation 261, and those provided as part of the Alteration to Designation for the 'SH20B/Puhinui Road Short Term Improvements' dated 4 July 2019, and Attachment A – Details of Minor Alteration, prepared for the NZTA by Aurecon New Zealand Limited.

2. NZTA shall submit an Outline Plan of Works in accordance with the provisions of section 176A of the Resource Management Act 1991 prior to commencing any works within the SH20B.
3. NZTA shall consult with the New Zealand Refining Company Ltd at least 30 working days prior to carrying out any activities on, in or under SH20B within the area of the existing New Zealand Refining Company Ltd Refinery to Auckland Pipeline ("the RAP") designation (referenced as Designation 296 in the District Plan) except in emergency situations. In any such emergency, the New Zealand Transport Agency shall notify NZRC or its appointed agent within two days of such works, any digging below 400mm from existing datum shall be performed by hand digging only, and no heavy compaction shall be applied during the emergency works.
4. If any archaeological feature (e.g. shell midden, hangi, oven stones, pit depressions, defensive ditches, artefact material, or koiwi tangata [human skeletal remains]), is uncovered during any work undertaken within the area of the designation, that work shall cease within a 10 metre radius of the discovery and the Environmental Management Group, Auckland Council, Heritage New Zealand and the appropriate iwi authorities shall be contacted within 72 hours so that appropriate action can be taken.
5. NZTA shall consult with Wiri Oil Services Ltd ("WOSL") (or its agent) at least 30 working days prior to carrying out any activities on, in or under SH20B within the area of the existing Wiri to Auckland Pipeline ("the WAP"), except in emergency situations.
6. Any works or activities within 3m of the WAP shall, unless prior written approval from WOSL (or its agent) for the work has been obtained:
  - a. Not disturb any soil below a depth of 0.4m from the surface; and
  - b. Ensure that upon completion of the works, the finished surface level is not reduced below the existing datum;and
  - c. Not involve tree or shrub planting; and
  - d. Not involve the erection of any structure (e.g. road sign).

7. ~~NZTA shall consult with Watercare Services Ltd during consideration of options for and the design of any road upgrading works within the area of the designation. The purpose of such consultation is to ensure that the Notice of Requirement for the proposed Hunua 4 Watermain is taken into account.~~
  
8. The NZTA shall use its best endeavours to work cooperatively with other statutory bodies, providers of transportation infrastructure (who operate or plan to operate infrastructure either adjoining or dependant on the operation of SH20B), and Auckland International Airport Limited.
  
9. NZTA shall ensure that the stormwater drainage system within the designation, including any associated discharge, is maintained to avoid adverse environmental effects on the abutting properties.

#### **Attachments**

No attachments.

Boundary Alterations to the Designation 6717



Figure 1: NZTA Designation 6717



Figure 2: Minor Alteration No.1 – Land south of Orrs Road

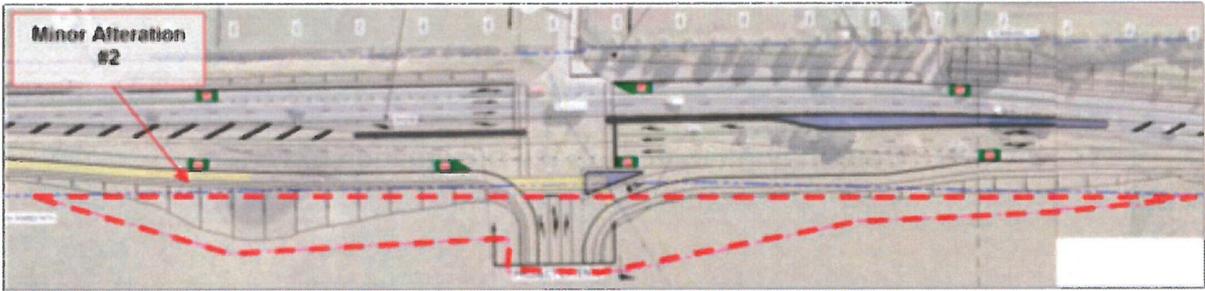


Figure 3: Minor Alteration No.2 – Campana Road Intersection Location

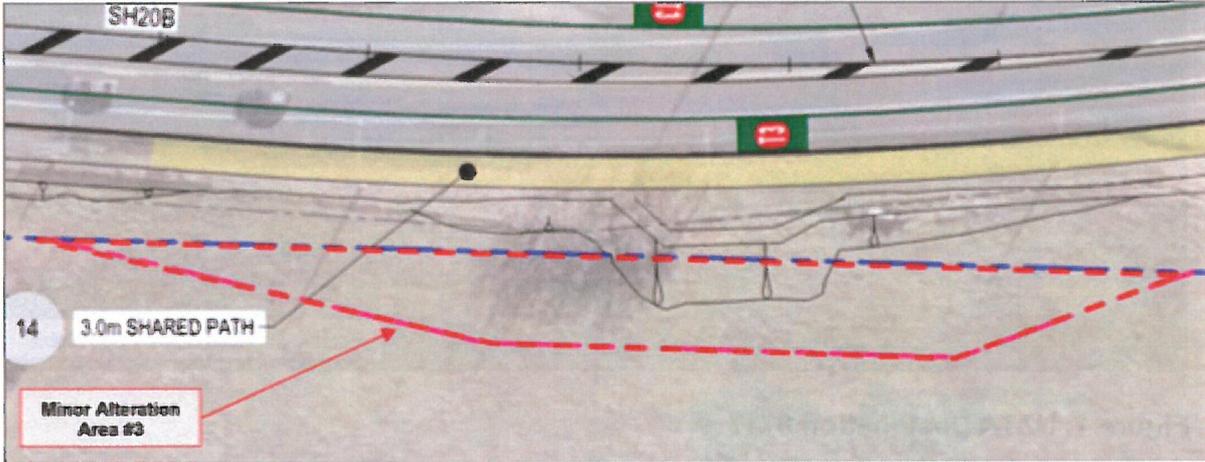


Figure 4: Minor Alteration No.3 - Supporting Embankment for the SUP



Figure 5: Minor Alteration No.4 (Part 1 and 2) – Manukau Memorial Gardens

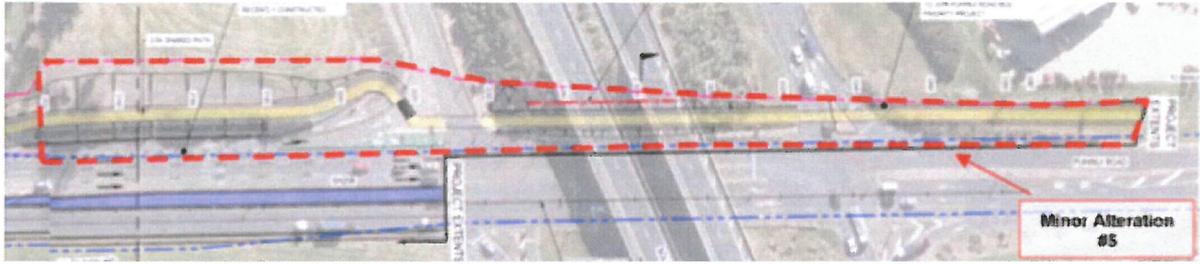


Figure 6: Minor Alteration No.5 - SUP at the SH20 / SH20B Interchange

Attachment 2: Decision letter dated 27 August 2019

27 August 2019

Mike Wood  
Principal Planner – Consents and Approvals, System Design and Delivery  
New Zealand Transport Agency  
Private Bag 106602  
Auckland 1143

Dear Mike

**Re: Notice of minor alterations to Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport in the Auckland Unitary Plan.**

Auckland Council has considered your request to alter the existing Designation 6717 State Highway 20B – State Highway 20 to Auckland International Airport located at State Highway 20 (Puhinui Road) from Puhinui Road Interchange to Orrs Road, Puhinui.

The proposed alteration to the designation has been processed and confirmed in accordance with the statutory tests of Section 181(3) of the Resource Management Act 1991. The Section 181(3) confirmation report for the minor alteration is attached.

The Auckland Unitary Plan will be amended in due course.

If you have any questions please contact Sisira Jayasinghe, Planner, Planning Central and South on 021 592 801.

Yours sincerely



Marc Dendale  
Team Leader – Planning Central and South  
**Plans and Places**

Attachment 3: Notice of Decision SH20B Minor  
Alterations to the Designation 6717

26 August 2019

Attn: Marc Dendale  
Team Leader – Planning Central and South  
Plans and Places  
Auckland Council  
Private Bag 92300  
Victoria Street West  
Auckland 1142

Dear Marc

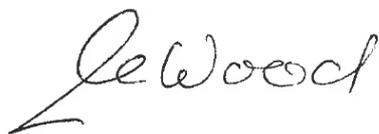
**Notice of Decision of the NZ Transport Agency Under Section 172 of the Resource Management Act 1991 in regard to the Notice of Requirement for the SH20B/Puhinui Road Short Term Improvements Project**

Pursuant to Section 181 of the Resource Management Act 1991 (RMA), the NZ Transport Agency (the Transport Agency) gave notice to the Auckland Council of its requirement to undertake minor alterations to Designation 6717 (SH20B) under the Auckland Unitary Plan.

The Transport Agency has reviewed the decision, and in accordance with Section 172 (1) of the RMA, the Transport Agency accepts the recommendation in whole.

If you have any further questions please do not hesitate to contact Mike Wood, on (09) 9288756 or [mike.wood@nzta.govt.nz](mailto:mike.wood@nzta.govt.nz)

Yours sincerely



**Mike Wood**  
Principal Planner Consents and Approvals  
NZ Transport Agency

Attachment 4: Updated text to D6717

## 6717 State Highway 20B - State Highway 20 to Auckland International Airport

Designation Number	6717
Requiring Authority	New Zealand Transport Agency
Location	State Highway 20B (Puhinui Road) from Puhinui Road interchange to Orrs Road, Puhinui
Rollover Designation	Yes
Legacy Reference	Designation 303, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

State Highway 20B Road purposes: the maintenance, operation and improvement of the State Highway (including road widening).

### Conditions

1. Any works undertaken to give effect to the designation shall be generally in accordance with the plans and information submitted by the New Zealand Transport Agency ("NZTA") in support of this Notice of Requirement in the documents referenced Proposal 36414, Sheet No 1 - No 2 by Council, and those previously submitted in association with Designation 261, and those provided as part of the Alteration to Designation for the 'SH20B/Puhinui Road Short Term Improvements' dated 4 July 2019, and Attachment A - Details of Minor Alteration, prepared for the NZTA by Aurecon New Zealand Limited.
2. NZTA shall submit an Outline Plan of Works in accordance with the provisions of section 176A of the Resource Management Act 1991 prior to commencing any works within the SH20B.
3. NZTA shall consult with the New Zealand Refining Company Ltd at least 30 working days prior to carrying out any activities on, in or under SH20B within the area of the existing New Zealand Refining Company Ltd Refinery to Auckland Pipeline ("the RAP") designation (referenced as Designation 296 in the District Plan) except in emergency situations. In any such emergency, the New Zealand Transport Agency shall notify NZRC or its appointed agent within two days of such works, any digging below 400mm from existing datum shall be performed by hand digging only, and no heavy compaction shall be applied during the emergency works.
4. If any archaeological feature (e.g. shell midden, hangi, oven stones, pit depressions, defensive ditches, artefact material, or koiwi tangata [human skeletal remains]), is uncovered during any work undertaken within the area of the designation, that work shall cease within a 10 metre radius of the discovery and the Environmental Management Group, Auckland Council, Heritage New Zealand and the appropriate iwi authorities shall be contacted within 72 hours so that appropriate action can be taken.
5. NZTA shall consult with Wiri Oil Services Ltd ("WOSL") (or its agent) at least 30 working days prior to carrying out any activities on, in or under SH20B within the area of the existing Wiri to Auckland Pipeline ("the WAP"), except in emergency situations.

6. Any works or activities within 3m of the WAP shall, unless prior written approval from WOSL (or its agent) for the work has been obtained:

- a. Not disturb any soil below a depth of 0.4m from the surface; and
- b. Ensure that upon completion of the works, the finished surface level is not reduced below the existing datum;

and

- c. Not involve tree or shrub planting; and
- d. Not involve the erection of any structure (e.g. road sign).

~~7. NZTA shall consult with Watercare Services Ltd during consideration of options for and the design of any road upgrading works within the area of the designation. The purpose of such consultation is to ensure that the Notice of Requirement for the proposed Hunua 4 Watermain is taken into account.~~

8. The NZTA shall use its best endeavours to work cooperatively with other statutory bodies, providers of transportation infrastructure (who operate or plan to operate infrastructure either adjoining or dependant on the operation of SH20B), and Auckland International Airport Limited.

9. NZTA shall ensure that the stormwater drainage system within the designation, including any associated discharge, is maintained to avoid adverse environmental effects on the abutting properties.

## **Attachments**

No attachments.

Attachment 5: Updated GIS Viewer to D6717

