BUN60424934 and Waka Kotahi NoR – Furth Information Request tracking 29 Feb 2024

Green=Resolved Red=Unresolved

No	Requested Information (NoR and/or RC)	
	Landscape (NoR)	**All resolved except for 5**
5	**Clarification:** Please confirm the maximum height of the terramesh walls. The LVA and AEE note that the terramesh walls are to have a maximum height of 3.7m and 1.8m high. However, the detail drawings (page C-3011 (Rev 0A)) annotates the walls as having a maximum height of 4.2m and 2.5m high. An additional 500mm and 700mm on top of already high walls and fencing is a significant structure to mitigate the effects of the increase in height from 1.8m – 2.5m and 3.7m – 4.2m may impact on the assessment undertaken in the LVA or the planting required for mitigation.	The response notes that the height of the walls are to be a maximum of 3.7m and 1.8m high as shown on the detail drawings (C-3005 and C-3006 Rev A). However, Appendix 15 in the further information response (Appendix 15_5C4353-WSP-54-DR-C-3011 Retaining Wall Detail) still annotates the walls at heights of 4.2m and 2.5m high. Therefore, it is still unclear in the documentation what the final height of the walls will be.
	Transport (NoR)	**Resolved except for items below**
15	**Traffic Modelling** Provide evidence that demonstrates that the base traffic model for the SH1 interchange, including the Great South Road / Mill Road roundabout is calibrated and represents actual operating conditions.	No further information provided. Need to better understand model calibration. RFI Response 15 states that the applicant does not have access to the models. However, RFI response 16 indicates that the models have been updated.
16	**Traffic Modelling** Update the modelling to include the correct number of inbound trucks (8) at the northbound off-ramp and to include outbound trucks from the CVSC site. Provide an assessment of the operation of the SH1 interchange including the Great South Road / Mill Road roundabout with the revised modelling.	States modelling has been updated and confirms that the revised number of trucks can be accommodated. Modelling should be provided
18	**Traffic Modelling** Provide an assessment of the safety and operational effects of the long delay times for the right turn	Response of NZTA has confirmed signalisation in 2024 is noted.

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	movement from the northbound off-ramp with the addition of CVSC traffic, including any mitigation proposed to manage potential safety or operational effects.	Layout of intersection required including interim upgrades mentioned to confirm that the modelling represents the proposed design. Measures for mitigation re. monitoring of ramp and amending operation of the CVSC. A condition may be required in this regard.
19	**Traffic Modelling** Provide summary SIDRA Lane and Movement outputs for the signalised arrangements at the northbound and southbound off-ramps in scenarios with and without CVSC development traffic.	Only results with the CVSC have been provided. No results with the CVSC. Due to the poor operation of the without scenario the addition of more heavy vehicles could have a significant impact.
22 [24 in SME's list]	**Operational Plan** Provide a copy of the recommended Operational Plan as referenced in Section 7.1 of the TIA.	Operational Plan not provided. Would be helpful as this would help understand measures to manage the effects of the operation of the site.
23 [25 in SME's list]	**Vehicle Access** Provide an assessment of visibility for the: • Vehicle crossing at the site entry • Vehicle crossing at the site exit • Realigned vehicle crossing along the northern boundary of the CVSC site *Note: The assessment should be provided for the driver's eye height for both cars and trucks.*	No assessment (desktop or on-site) provided of the realigned vehicle crossing north of the site. No on-site assessment provided of the sight distance from the exit from the site. Desktop assessment is based on Streetview which has a high view point of each image whereas SISD requires the driver eye height to be 1.1m. This will be a factor given the topography of Great South Road north of the site. Appears that the location of the entrance to the site shown on the aerial on page 5 of the PDF is located more southerly than the proposed entrance. Further assessment is required of the sight distances as outlined above.
	<u>Noise (NoR)</u>	**Resolved**
	<u>Waste water disposal (NoR/RC) Not NoR</u>	
41 [43 in SME's list]	To assess the practicality of the proposed waste water holding tank, please put forward an assessment of daily wastewater volume generated, the design of the holding tank and how it accords with TP58 chapter 7.8.7. along with a proposed service plan. Please confirm what waste water related conditions, if any, are offered as part of the proposal?	**Resolved – Site Operation and Maintenance Plan to include provisions for the maintenance and servicing of waste water holding tank.**

No	Requested Information (NoR and/or RC)	
	Earthworks (NoR/RC) Not NoR	
42 [44 in SME's list]	The proposed Erosion and Sediment Control Plan (Report) by WSP, dated 29 June 2023 does not have a clear GD05 based earthworks ESC methodology. Please describe the proposed earthworks staging/phasing methodology including the type of controls and why relatively low efficiency Silt Fences (~50% efficient) are proposed. Given the sensitive receiving environment, please justify why more efficient Decanting Earth Bunds (~70-80% with flocculation) and or Sediment Retention Ponds (~80-90% with flocculation) are not proposed. I note the 2 x Lamellas shown in the ESCP Drawings, however the expected use and likely efficiency is not explained.	**Unresolved as per specialist's feedback:** *I consider that without a well prepared indicative ESCP that I am not in a position or assess the application for potential advise effects and or be able to recommend appropriate consent conditions.* **Please provide the requested information through provision of an ESCP for the site.**
43 [45 in SME's list]	If the proposed ESCP is to be retained in any form, please ensure that any non-GD05 practices are fully described in a technical report that demonstrates the likely efficiency of the device/s. I note the proposed two ESCP options do not clearly depict how it all works, ie what is the purpose of the Filter Socks? *Note: Whilst the option to condition a Finalised ESCP is available, the indicative plan must be capable of being a final ESCP and any subsequent Finalised ESCP will need to meet the same standard or higher.*	**Outstanding as per the above.**
	Soil Contamination (RC)	**Resolved**
	Flooding (NoR/RC)	**Resolved, except for items below.**
49 [51 in SME's list]	**AEE**, pg. 53 The AEE states that the depth of runoff from the site post-development is changed by 25.8mm for 100yr EDC case and 27.6mm for 100y MPD case. Please provide a proposed condition to ensure that the change in runoff will be	**Unresolved as per feedback from HW's:** *For the catchment area upstream of the southern motorway culvert. The applicant's assessment indicates a flood level increase of less than 30mm*

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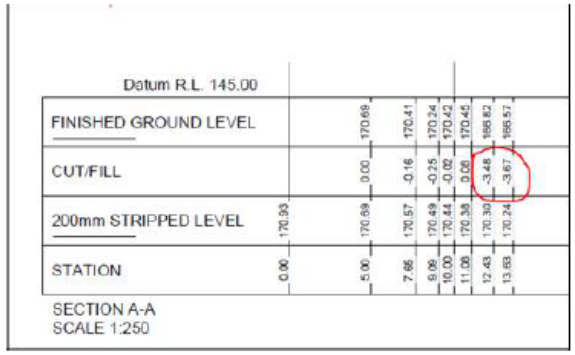
	appropriately managed to ensure the increase in depth of runoff is no more than as stated.	*because of the relatively steep contours an increase of less than 30mm does not increase flood extent in this area. An increase of less than 30mm in depth will be constrained by the topography of the area.* *Based on the information provided attenuation is not required.* *However, Tables 3 and 4 utilise a flood plain area of 28652m² for the 10 and 100yr events with and without climate change. Please review this number as we would expect different floodplain extent areas (+ floodplains) depending on event (10yr or 100yr) and whether climate change rainfall was utilised.* *Depending on the response to the question above further consideration may be required.*
50 [52 in SME's list]	**AEE**, pg. 53 Please provide further assessment of the flood hazards during construction. And if any effects are identified how will the effects be managed and if a condition is required.	**Unresolved – indicative ESCP required at RC stage to enable assessment (see above).**
	<u>Groundwater Diversion (RC)</u>	
55 [57 in SME's list]	**Groundwater Levels:** Please provide all the groundwater level data collected fortnightly and after major storm events referenced above.	**Item 57 (59 in SME's list) unresolved as per groundwater specialist's comments:**
56 [58 in SME's list]	**Wetlands:** Could the applicant please provide a more detailed explanation to support the statement "diversion of any groundwater shall not affect the base flow of any rivers or springs and the levels and flows into the wetland."	
57 [59 in SME's list]	**Detailed Cross-section:** Could the applicant please provide a critical geological cross-section (from south to north) showing the deepest excavation level, the wetland level,	

No	Requested Information (NoR and/or RC)	
	stream beds and the groundwater level throughout the section selected.	I have reviewed the updated reports and plans etc. However , the Item 59 needs further clarification about the maximum excavation depth proposed. The Cut/Fill plan provided (C-0040, Revision A, dated 15/01/2024) noted that the maximum excavation depth is 4.2m as noted in the snip below. **Cut/Fill Table** Depth Range (-Cut +Fill) | Area (m²) | Volume (m³) | Color -4.2 - -4.0 | 119 | 6 -4.0 - -3.5 | 1439 | 378 -3.5 - -3.0 | 1336 | 1120 However, the Geological Section A-A (C-0041, Revision A, dated 15/01/2024) stated that the maximum excavation depth as 3.67m. please see the snip below as circled in Red.  *Hence, confirmation is required for the actual excavation depth with an appropriate Cut/Fill Plan. Because this plan's reference will be a consent condition for the Excavation Limit in the groundwater consent.*
	Stormwater Diversion and Discharge and ITA (NoR/RC) Not NoR	**Resolved**
	Freshwater and Terrestrial Ecology (RC)	**No further requests required**
	Mana Whenua Values (RC)	**Resolved**
	Hazardous Substances (NoR)	**Resolved**