

19 August 2014

Andy Spittal

Watercare Services Limited
Private Bag 92521
Wellesley Street
Auckland 1141

Dear Andy

State Highway 18: Watercare North Harbour No. 2 Watermain

1. This is in response to your request dated 27th May 2014 for the NZ Transport Agency's approval-in-principle and affected party approval under the Resource Management Act (RMA) for the proposed alignment of the North Harbour No.2 Watermain (NH2) along State Highway 18 Motorway corridor from Albany Highway to Westgate (SH16).
2. The State Highway Manager has agreed to grant provisional approval-in-principle for Watercare Services Ltd (WSL) to undertake the following works in SH16 North Western Motorway and SH18 Upper Harbour Motorway corridor:
 - I. construct the NH2 Watermain between Albany Highway and Westgate, which includes land reclamation at the western end of Upper Harbour Bridge No.2 and the optional construction of a cycleway to serve as the pipeline corridor from Albany Highway Underpass to Greenhithe Road Underpass, subject to an acceptable design and construction methodology;
 - II. operate and maintain the installed service.
3. Approvals under the Resource Management Act will be given after the Transport Agency's Planning and Investment Manager has received and considered your resource consent application.
4. The final formal approvals will take several forms following an extensive process commencing with preliminary design review of each stage or section of the proposed installations and will include prior consultation where necessary, with the other key stakeholders. WSL will need to demonstrate to Transport Agency satisfaction that each stage or section of work can be physically accommodated within the motorway corridor and that each of the construction activities or on-going service operation and maintenance activities can be undertaken using methodologies that will not compromise the Transport Agency's ability to comply with its legal obligations or cause traffic disruption. Appropriate conditions would be imposed in the agreements and work permits to ensure that Transport Agency interests will be protected.
5. The Transport Agency gives its conditional approval-in-principle, subject to the following conditions:
 - a) prior approvals-in-principle that were granted to WSL on 13th March 2013 to construct the NH2 Watermain on the new Upper Harbour Bridge and on the Hobsonville Road Motorway Bridge at

Westgate are superseded by the latest proposals; and

- b) approval-in-principle for Option 2 alignment is preferred, however approval-in-principle for Option 1 alignment is not excluded provided that the stakeholders reach prior formal agreement to fund and construct a cycleway along the motorway, which will also serve as the watermain corridor and enable watermain repair and/or maintenance without needing access from the motorway carriageway. Due to current uncertainty about spatial constraints and funding contributions for construction of the proposed cycleway, approval-in-principle for Option 1 alignment is subject to an acceptable design and methodology, and availability of contribution funding by Auckland Transport/ the Transport Agency; and
 - c) the pipeline installation on Upper Harbour Bridge will involve payment of a bridge charge and must ensure that the current traffic loading capacity, which includes capacity for full High Productivity Motor Vehicles (HPMV), is maintained and this may involve bridge strengthening at WSL cost; and
 - d) the detailed design shall respond sufficiently to the ground conditions, to ensure that any residual potential for increased risk to the Motorway is no more than minor, and
 - e) trenchless installation methods shall be utilised at the motorway crossings and any other sections where the Transport Agency prefers the trenchless method for any valid reasons; and
 - f) design and location of the pipeline infrastructure in close proximity to the western end of SH18 must not preclude future implementation of likely new connections on this part of the motorway network, which may include new north-facing connections from SH18 to SH16. WSL and/or their consultants will be required to supply preliminary design proposals for early consideration by the Transport Agency's Transportation Team; and
 - g) following acceptance by the Transportation Planning Team of the preliminary design proposals, WSL and/or their consultants and contractors will be required to supply design and methodology details for consideration by the Auckland Motorway Alliance (AMA), including the geotechnical assessment reports. Any peer reviews that may be required by the AMA shall be undertaken at WSL cost. Design details are to comply with Transport Agency requirements for safeguarding safety and motorway operational service levels, for protecting the structural integrity of Transport Agency assets and for monitoring and managing the works to prevent settlement or heave of the Motorway corridor surfaces; and
 - h) consequential effects that cannot be adequately catered for during the construction stage to the satisfaction of the Transport Agency, shall be remedied at WSL cost, to Transport Agency satisfaction during the ensuing five year period following practical completion; and
 - i) WSL will be required to indemnify the Transport Agency against all risks and costs due to the works within Motorway reserve and furnish proof of adequate public liability cover; and
 - j) WSL may be required to provide an on-demand bond as a performance guarantee for those works involving high risk; and
 - k) the Transport Agency will recover from WSL reasonable costs for processing the agreements and permits for installation, works monitoring and completion inspections.
6. The Transport Agency's Safety and Network Performance Manager and Property Manager will undertake, subject to cycleway funding availability, negotiations with WSL, Auckland Transport and Auckland Council and prepare for execution by the Property Manager, a Licence Agreement for Option 1 cycleway to be constructed by WSL in conjunction with installation of the water main as a joint project involving a funding contribution from Auckland Transport/Transport Agency.
7. The AMA Director and the Transport Agency's Property Manager will undertake negotiations with WSL in relation to Upper Harbour Bridge No.2, to prepare a Deed of Licence for the watermain installation (including any bridge strengthening provisions) and a Bridge Protocol for the Watermain Management and Maintenance.

8. The AMA Director will evaluate the detailed design proposals for the phased installation works in accordance with acceptable criteria for permitting utility services in Motorway corridors and approve the various Works Access Permits as and when needed, in accordance with the Utilities' Code.
9. Requirements for permitting the works on Motorways include the following:
 - i. no permanent direct access from the Motorway carriageways or ramps can be given due to legislation restrictions,
 - ii. no temporary access will be permitted from the Motorway carriageways for construction or maintenance purposes unless specifically agreed with the AMA Director,
 - iii. wherever possible temporary access for construction activities in the Motorway berm are to be obtained only via Motorway ramps or adjacent properties,
 - iv. temporary traffic management shall comply with the Code of Practice for Temporary Traffic Management (CoPTTM),
 - v. WSL will be required to locate and identify any existing services and undertake service protection/relocation as necessary and as agreed with the service owners,
 - vi. any boundary fencing, acoustic barriers and landscaping removed for construction shall be reinstated to Transport Agency minimum standard or better,
 - vii. no future maintenance legacy due to the pipeline installation, other than currently prevails, shall be left for actioning by Transport Agency,
 - viii. detailed requirements relating to stormwater provisions, surface restoration and measures for obviating new motorway maintenance activities will be determined by the AMA following review of the final design and construction methodology,
 - ix. conditions relating to environmental protection and historic heritage impacts.

The AMA will in due course advise more detailed information requirements for consideration of the various works.

Please contact Deepak Rama at 09 928 8716 regarding the RMA approval process or Stephen Beynon at 09 539 9101 regarding the Corridor Access Request process should you have any queries.

Yours faithfully


Paul Geck
Acting Safety and Network Performance Manager

Cc AMA: Steve Mutton
Dave Rendall/Stephen Beynon

NZ Transport Agency
Brett Gliddon/Mal Moir/Deepak Rama/Patrick Kelly/Mieszko Iwaskow/Sarah Cronwright/Coralie O'Brien

29 January 2016

Tim Barry

Watercare Services Limited
Private Bag 92521
Wellesley Street
Auckland 1141

Dear Tim

State Highway 18: Northern Interceptor Wastewater Pipeline

1. This is in response to your request dated 6th November 2014 for the NZ Transport Agency's approval-in-principle and affected party approval under the Resource Management Act (RMA) for the proposed Northern Interceptor to be placed within State Highway 18 Motorway corridor between Tauhinu Road intersection and SH16 Motorway connections, Massey North, as shown on your Phase Plan numbered PCG AO Plan (2014-11-19), a copy of which is attached.
2. The State Highway Manager has agreed to grant provisional approval-in-principle for Watercare Services Ltd (WSL) to undertake the following works in SH18 Upper Harbour Motorway corridor:
 - I. design and construct Phases 1 to 2 and 4 of the Northern Interceptor wastewater pipeline within the motorway road reserve between Westgate and Tauhinu Road, to serve as part of the pipeline corridor from Westgate to Albany, subject to acceptable design and construction methodologies; and
 - II. operate and maintain the service following installation.
3. Approvals under the Resource Management Act will be given after the Transport Agency's Planning and Investment Manager has received and considered each resource consent application.
4. The final detailed approvals will take several forms following an extensive process commencing with preliminary design review of each stage or section of the proposed installations and will include prior consultation where necessary, with the other key stakeholders. WSL will need to demonstrate to Transport Agency satisfaction that each stage or section of work can be physically accommodated within the motorway corridor and that each of the construction activities or on-going service operation and maintenance activities can be undertaken using methodologies that will not compromise the Transport Agency's ability to comply with its legal obligations or cause traffic disruption. Appropriate conditions would be imposed in the agreements and work permits to ensure that Transport Agency interests will be protected.
5. The Transport Agency gives its conditional approval-in-principle, subject to the following conditions:
 - a) that Watercare, the Transport Agency and other stakeholders with an interest in the provision of a cycleway reach prior formal agreement to fund and construct a cycleway or sections of cycleway along the motorway, which will also serve as the wastewater pipeline corridor for most of the pipeline route to be situated within the motorway corridor, and

- b) timely availability of contribution funding by Auckland Transport and/or the Transport Agency for construction of the proposed cycleway sections, and
 - c) acceptable design details and construction methodologies given current uncertainty about spatial constraints, that will enable pipeline repair and/or maintenance without needing access from a motorway carriageway, and
 - d) that the proposed pipeline alignment makes allowance for additional future third motorway lanes in both directions, and
 - e) the design and location of the pipeline infrastructure in close proximity to the western end of SH18 must not preclude future implementation of likely new connections on this part of the motorway network, which may include new north-facing connections from SH18 to SH16. WSL and/or their consultants will be required to supply preliminary design proposals for early consideration by the Transport Agency's Transportation Team; and
 - f) the detailed design shall respond sufficiently to the ground conditions, to ensure that any residual potential for increased risk to the Motorway is no more than minor, and
 - g) trenchless installation methods shall be utilised within the Motorway corridor and for all crossings, and
 - h) following acceptance by the Transportation Planning Team of the preliminary design proposals, WSL and/or their consultants and contractors will be required to supply design and methodology details for consideration by the Auckland Motorway Alliance (AMA), including the geotechnical assessment reports. Any peer reviews that may be required by the AMA shall be undertaken at WSL cost. Design details are to comply with Transport Agency requirements for safeguarding safety and motorway operational service levels, for protecting the structural integrity of Transport Agency assets and for monitoring and managing the works to prevent settlement or heave of the Motorway corridor surfaces; and
 - i) consequential effects that cannot be adequately catered for during the construction stage to the satisfaction of the Transport Agency, shall be remedied at WSL cost, to Transport Agency satisfaction during the ensuing five year period following practical completion; and
 - j) WSL will be required to indemnify the Transport Agency against all risks and costs due to the works within Motorway reserve and furnish proof of adequate public liability cover; and
 - k) WSL may be required to provide an on-demand bond as a performance guarantee for those works involving high risk; and
 - l) the Transport Agency will recover from WSL reasonable costs for processing the agreements and permits for installation, works monitoring and completion inspections.
6. The Transport Agency's Safety and Network Performance Manger and the Property Manager will undertake, subject to cycleway funding availability, negotiations with WSL, Auckland Transport and Auckland Council and prepare for execution by the Property Manager, a Licence Agreement for the cycleway to be constructed by WSL in conjunction with installation of the wastewater pipeline as a joint project involving a funding contribution from Auckland Transport and/or Transport Agency.
7. The AMA Director will evaluate the detailed design proposals for the phased installation works in accordance with acceptable criteria for permitting utility services in Motorway corridors and approve the various Works Access Permits as and when needed, in accordance with the Utilities' Code.
8. Requirements for permitting the works on Motorways include the following:
- i. no permanent direct access from the Motorway carriageways or ramps can be given due to legislation restrictions,
 - ii. no temporary access will be permitted from the Motorway carriageways for construction or maintenance purposes unless specifically agreed with the AMA Director,

- iii. wherever possible temporary access for construction activities in the Motorway berm are to be obtained only via Motorway ramps or adjacent properties,
- iv. temporary traffic management shall comply with the Code of Practice for Temporary Traffic Management (CoPTTM),
- v. WSL will be required to locate and identify any existing services and undertake service protection/relocation as necessary and as agreed with the service owners,
- vi. any boundary fencing, acoustic barriers and landscaping removed for construction shall be reinstated to Transport Agency minimum standard or better,
- vii. no future maintenance legacy due to the pipeline installation, other than currently prevails, shall be left for actioning by Transport Agency,
- viii. detailed requirements relating to stormwater provisions, surface restoration and measures for obviating new motorway maintenance activities will be determined by the AMA following review of the final design and construction methodology,
- ix. conditions relating to environmental protection and historic heritage impacts.

The AMA will in due course advise more detailed information requirements for consideration of the various works.

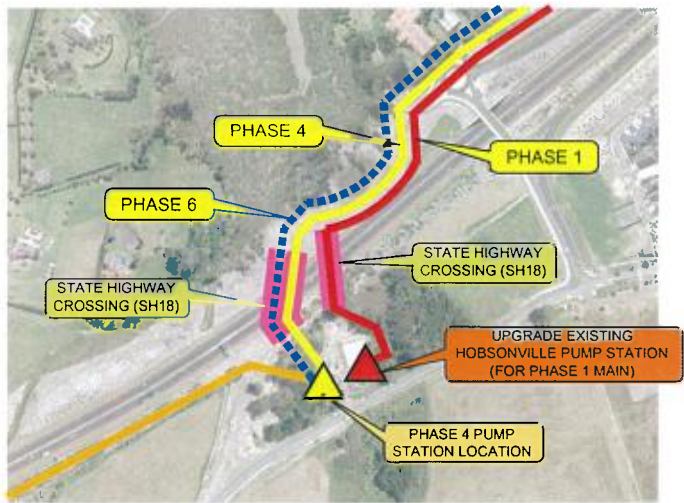
Please contact Chris Gasson at 09 928 8708 regarding the RMA approval process or Stephen Beynon at 09 539 9101 regarding the Corridor Access Request process should you have any queries.

Yours faithfully

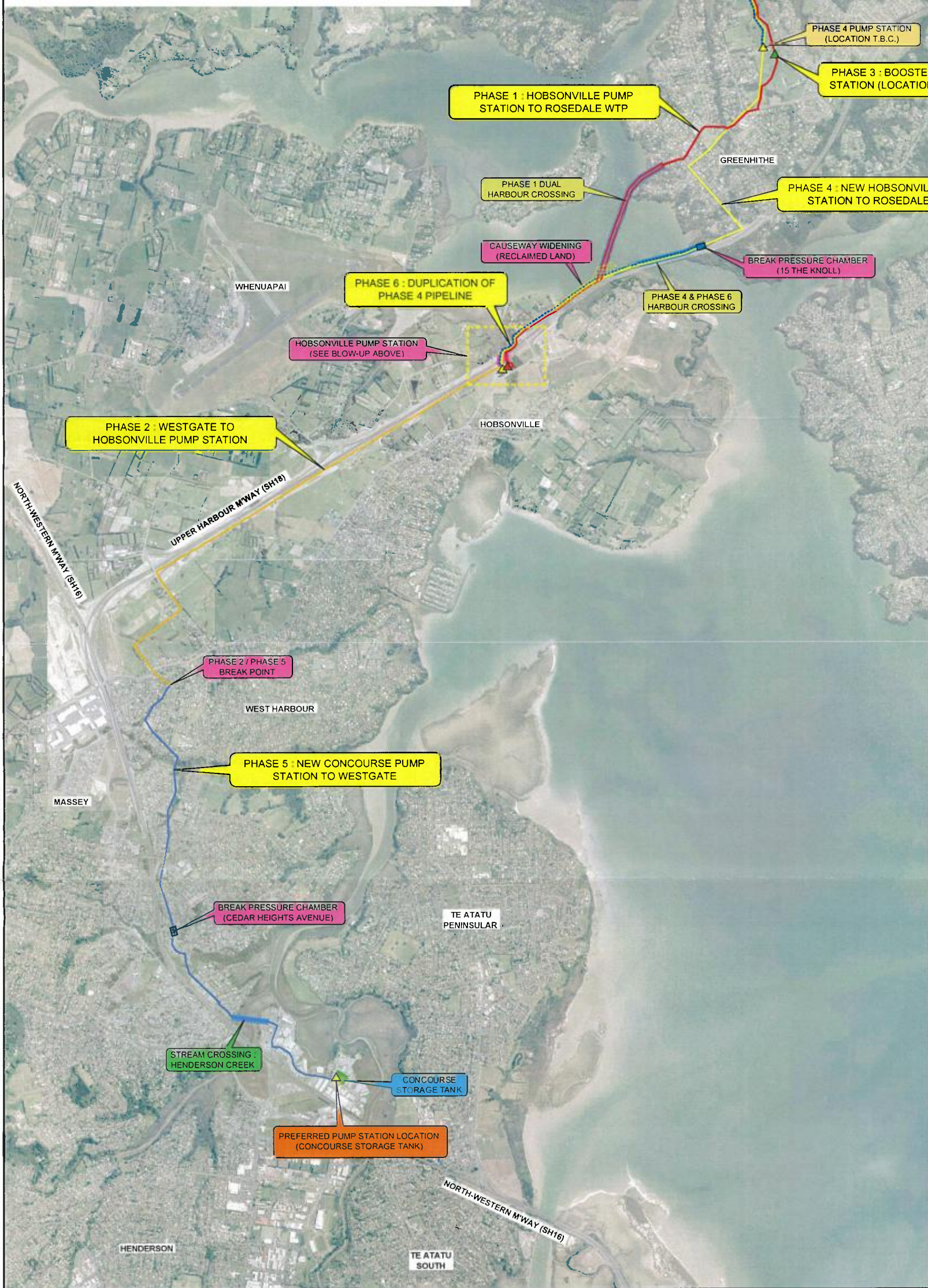
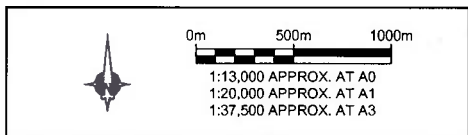

Tim Crow
Safety and Network Performance Manager

Cc AMA: Steve Mutton/Stephen Beynon

NZ Transport Agency
Brett Gliddon/Keith Morris/Chris Gasson/Gareth Mills/Mieszko Iwaskow/Coralie O'Brien



HOBSONVILLE PUMP STATION
DETAIL PLAN (NOT TO SCALE)



Watercare

MWH

Mott MacDonald

Tonkin & Taylor

**NORTHERN INTERCEPTOR
PHASE PLAN**

LEGEND

- Phase 1 (2017-2020) Pipeline : Existing Hobsonville Pump Station to Rosedale
- ▲ Phase 1 (2017-2020) Structure : Upgrade Existing Pump Station
- Phase 2 (2022-2027) Pipeline : Westgate to Hobsonville Pump Station
- ▲ Phase 3 (2022-2027) Structure : New Booster Pump Station
- Phase 4 (2032-2035) Pipeline : New Hobsonville Pump Station to Rosedale
- ▲ Phase 4 (2032-2035) Structure : New Hobsonville Pump Station
- Phase 5 (2035) Pipeline : New Concourse Pump Station to Westgate
- - - Phase 6 (Dictated by Future Demand) Pipeline : Duplication of Phase 3 Pipeline
- Crossing : HDD Sections
- Crossing : Pipe Bridge
- Crossing : Under Motorway
- Structure : Break Pressure Chamber

LABEL INFORMATION CLASS

- CONSTRUCTION PHASE
- PLACE / LOCATION
- PUMP STATION (PHASE 1)
- PUMP STATION (PHASE 3)
- STATE HIGHWAY CROSSING
- OTHER CROSSING
- OTHER INFORMATION