



URBAN AND LANDSCAPE DESIGN SECTOR PLAN: MOIR HILL CONSTRUCTION YARD

Ara Tūhono
**Pūhoi to
Warkworth**
A NZ Transport Agency PPP Project

NX2 NORTHERN
EXPRESS
GROUP

FLETCHER//ACCIONA



Plan Preparation

Discipline	Name
Urban Designer	Lynne Hancock
Landscape Architect	Jeremy Cooke
Iwi Advisor for Hōkai Nuku	Gena Moses - Te Kani
Ecologist	Matt Baber

Revision Document History

Revision	Discription	Date
A	NX2 Internal Review	15/02/2017
B	Issued to NZTA for Review	01/03/2017
B.01	NX2 response to NZTA feedback	13/03/2017
B.02	NX2 response to NZTA feedback	11/04/2017
C	Issued to NZTA for review of final layout, includes stakeholder feedback and design development by constructor	25/07/2017

This document should be printed at A3.

Images in this document: Unless otherwise noted, drawings, illustrations, photos and other images have been provided directly by NX2. In all other instances, best efforts have been made to reference the image to its original source.

Moir Hill Construction Yard

The Northern Express Group (NX2) has been awarded the contract to deliver the design, construction and maintenance of the Pūhoi to Warkworth Motorway Project.

NX2 is required by the Board of Inquiry Designation conditions to draft a ‘Specific’ Urban and Landscape Design Sector Plan (ULDSP) detailing the construction yard design and how we intend to screen it from public view if it is within 200m of an occupied dwelling. In this case the yard is within 200m of two properties; 99 and 101 Moir Hill Road as shown in Figure 1.

In accordance with Condition D38B, draft ULDSPs are to be provided to the following stakeholders, requesting comment.

- Stakeholders within 200m of any construction yard (Condition D38(c));
- Stakeholders with views from a dwelling onto the area (these are noted by specific address or company name, and include any other occupied dwellings within 500m of the designation boundary) (D30(a));
- Manager Built Environment Auckland Council (D30(b));
- Pūhoi Landcare Group Incorporated (D30(c)); and
- Mahurangi Action Incorporated (D30(d)).

NX2 has circulated the drafted ‘Specific’ Urban and Landscape Design Sector Plan (ULDSP) detailing the Moir Hill construction yard design to these stakeholders. Stakeholder feedback has resulted in changes to the layout of the construction yard and how it will be screened, as shown in Figure 2.

As required by condition D38D, this finalised ULDSP is now being provided to the stakeholders and the Manager (Major Infrastructure Projects, Auckland Council) for final certification.

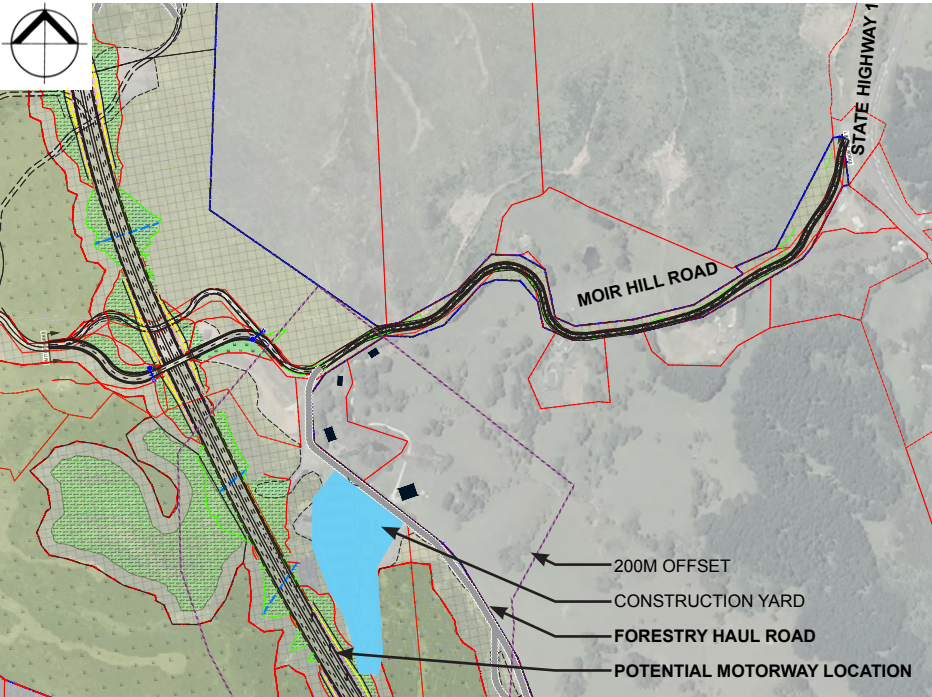


Figure 1. Context Map showing construction yard area location in blue



Figure 2. Site Layout Plan 1:1000 @ A3

Construction Yard

Location

The Moir Hill construction yard is to be located south of Moir Hill Road about 1km to the west of the intersection of Moir Hill Road and existing State Highway 1. The yard is to be established next to an existing private forestry haul road in an existing cleared area which is adjacent to the indicative location of the proposed Motorway. The yard area is currently surrounded by some regenerating pine forest which will be partially cleared as a part of Project works. The location and layout of the yard are shown in Figures 1 and 2 above.

Design Detail

The yard is to accommodate construction staff providing office space and space to store goods. It will include office cabins, service buildings including toilets and storage buildings, as well as a sealed carpark. The prefabricated buildings are approximately 4m in height, and the storage containers are of a similar height. The yard will be bordered by a security fence.

Rehabilitation

The yard will be operational for the duration of construction until completion of Construction Works and will be rehabilitated once the yard is no longer required. This will include removal of all temporary buildings and landscaping in keeping with the final design of the Project. A consideration of the final form of the area will be incorporated into the 'permanent' ULDSP, which you will also be asked to provide comment on when the detail is better known.

Urban and Landscape Design Framework

The Urban and Landscape Design Framework (ULDF) sets out the overall urban design vision for the Project to integrate with land use and developments in surrounding areas. It sets the "high level" principles which the Urban and Landscape Design Sector Plans need to give effect to.

Section 5.10 of the ULDF sets out the guiding principles for construction yards located within 200m of a residential dwelling. In particular, the outcome sought is effective screening by way of early establishment, fast growth, and sufficient density and depth vegetation.

The view of the yard from the dwellings within 200m is partially screened with some existing vegetation, but this screening isn't continuous. Based on feedback from stakeholders, we propose to reduce views from the two adjacent properties by installing a 2.5m high fence adjacent to the construction yard.

The front door of the house at 99 Moir Hill Road is located opposite an informal entrance which creates a view to the proposed yard (the legal driveway is access from a different area on Moir Hill Road). Screening this view will be a 2.5m high timber fence which will run along the boundary of the property, adjacent to the yard (refer to Figure 2).

The House at 101 Moir Hill Road will have a less direct view to the construction yard. The existing vegetation which currently screens that view will be retained. It contains a mix of mature poplars (6-8m+ high) and other medium sized deciduous and evergreen shrubs. A 2.5m high timber fence will also run along this boundary, adjacent to the construction yard. This will screen construction yard operations from this property.

Photos of Proposed Yard Site



Photo ① Photo looking south-east down forestry haul road towards the proposed yard location.



Photo ② Photo from proposed construction yard driveway of existing vegetation screen on opposite side of the road.



Photo ③ Photo of proposed construction yard location.



Photo ④ Photo from proposed construction yard driveway of adjacent property.

This ULDSP has been prepared in accordance with the Ara Tūhono - Pūhoi to Warkworth Designation conditions D38, D38A and D38B. Following receipt of comments from stakeholders, this final version has been prepared for certification by Auckland Council in accordance with Condition D38C.

NX2 will start constructing the Moir Hill construction yard from August 2017.

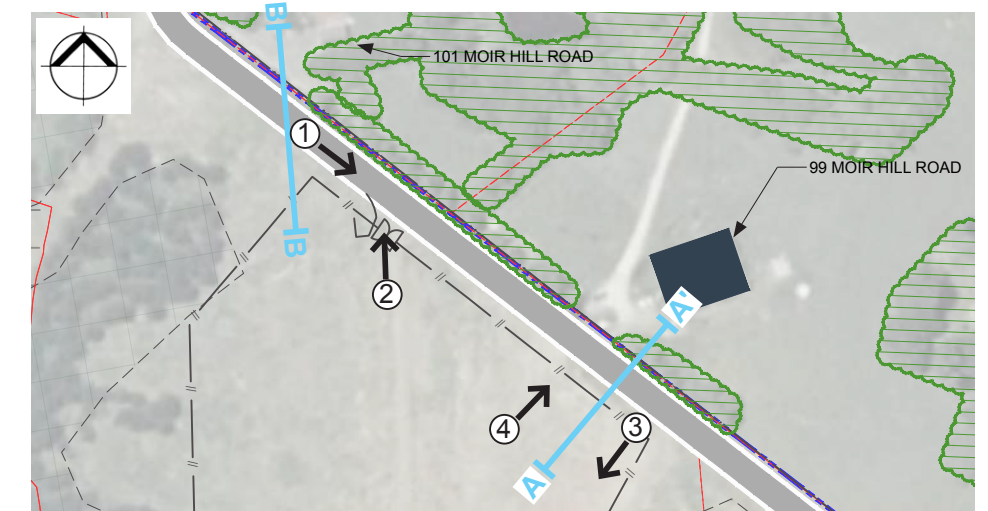


Figure 3. Context Map showing location of photos of construction yard and neighbouring vegetation

Stakeholder Feedback

NX2 Response Explanation for Response

Options to construct a fence or barrier to give privacy and deflect noise to 101 Moir Hill Rd?	Agree	In response to feedback from this stakeholder, the NX2 team meet the landowner and proposed a timber screen fence to run the from the corner of Moir Hill Road down the eastern side of Wreaks Road and passed the house to provide a better screening option (than the 1m high planted bund initially proposed). The fence, likely plywood screens, approximately 2.5m high, located on the roadside and offset from the existing boundary fence would stay up for the period of construction works. The owner confirmed they were happy with the fence proposed. As a result of adding the fence, the construction yard site will not be visible to the neighbours.
Requested a copy of final plans.	NA	The BOI conditions require NX2 to send copies of final plans to stakeholders. This UDLSP provides the final plans.
Raised issue with early morning noise from a generator.	Agree	NX2 can confirmation that the subject noise was being produced by a generator charging forestry radios. The generator has now been automated to turn off after-hours.
Requested a higher earth bund than what was shown (c. 2m high) to provide better screening than a 1m bund with plants.	Agree	In response to feedback from this landowner, the NX2 team have removed the earth bund and plants, and suggested a fence. The fence is likely to be 2.5m high, located on the roadside and offset from the boundary fence. The fence is to stay up for the period of construction works. As a result of adding the fence, the construction yard site will not be visible to the neighbours.
The current layout shows the hazardous goods area and toilet block located close to the road. Will the hazardous goods area be used to store explosives? Can the toilet block be moved?	Agree	The Moir Hill construction yard does not include any storage for any explosives. Explosives will be delivered to the construction area (not the construction yard) each morning, and any unused explosives will be taken offsite, back to the factory each afternoon. The items to be stored in the construction yard area include machine oils and lubes, paints, resins, concrete retardants, small hand held containers of fuel etc. NX2 have re-oriented the buildings within the construction yard to provide additional screening between this property and have moved the hazardous goods and toilet area further back.
What is the future of the construction yard area, once the road construction has finished? (e.g. car parking or offices).	NA	NX2 don't yet know what the final layout will look like, however it is likely that the site will be 'integrated into the surrounding landscaping and topography'. Towards the end of the construction of the road, a 'permeant' phase UDLSP will be developed and circulated again to stakeholders for their feedback and Council for certification.

Construction Yard Section A-A'

