

## Rebecca Murray

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**From:** Lauren McDonald  
**Sent:** Monday, 21 June 2021 04:29 p.m.  
**To:** [REDACTED]  
**Subject:** Response to Official Information Request - Pole Replacement Blackhead Road - April 2019  
**Attachments:** CAR conditions (30).pdf; TMP2018-631 Unison - 194 and 220 Blackhead Road additional 21Feb.pdf; WAP (67).pdf

Dear [REDACTED]

I am writing in response to your official information request of 21 May 2021 in relation to the replacement of a hardwood pole on Blackhead Road in April 2019.

I confirm that the DCC did receive a Corridor Access Request (CAR) – reference 1384185 and the conditions for the CAR are attached for your information. A Traffic Management Plan was also received and a copy is also attached.

Council did issue a Works Access Permit (copy of permit #1384185 is attached) on 18 February 2019 which was valid for the period 19 February to 31 May 2019. The Works Completion Notification is received at Council as an electronic note to the Corridor Access Request (CAR) and this is displayed below for your information.

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### Note (RCA & Applicant)

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Admin Clearwaters (08/08/2019): I hereby confirm that the completed Works fully comply with the WAP conditions of the CAR and meet the required standards.

I advise that after checking our records, that to the best of our knowledge there has been no other internal and external communications in relation to the replacement of these poles or setback on poles on Blackhead Road over the last five years (2016-2021).

I hope this information answers your request.

Yours sincerely

**Lauren McDonald**

**Governance Support Officer  
CORPORATE SERVICES GROUP**

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# CONDITIONS

## Special Conditions

Conditions for Pole replacements:

Poles may be placed in existing pole locations where there is no loss of footpath or there is at least 2m of footpath remaining except for known safety problem areas:

- Pole replacements in areas where there are possible safety improvements required
- Pole replacement in the same location as existing pole, however pole is larger than existing and the footpath width is reduced to less than the 2m (as per the DCC Code of Subdivision)
- Pole replacements 25m from an intersection – measured from the start of the kerb curve at an intersection in a direction away from the intersection.
- Pole replacements within 50m from a signalised intersection.
- Pole replacements in amenity areas, i.e. Baldwin Street
- Pole replacements in any forward works sites, i.e. newly completed, or proposed kerb and channel or footpath renewal/resurfacing sites
- Areas where property access may be affected, or where pole location may cause a nuisance in terms of access.

If any of these are triggered a site-specific plan is required to be submitted to DCC ASAP but no later than required by statutory timeframes. A CAR will still be required.

Emergency work shall be done according to the provisions in the Electrical Act and the NCoP.

In cases where the above cannot be met, DCC reserves the right to require additional works or moving of items.

Pole removals:

Poles will be removed to a depth of 500mm below ground level.

Temporary Seal Requirements:

All temporary seals must be maintained and of a suitable standard for the conditions. The following conditions do not replace the requirements laid out in NZUAG utility code 5.6.3

Temporary Surface Reinstatement. It is designed to clarify an acceptable approach within the National code of practice framework.

Pole Replacements:

If remaining footpath width is at least 1.2m (2m in city centre):

Choice of:

- a) traffic management barriers placed around the work site or
- b) a well maintained compacted quarry dust and cement mix binder. Note the contractor must check and top up any dust to ensure no trip/slip hazards. The Contractor shall monitor the site at appropriate intervals to ensure that the dust does not cause a hazard or nuisance. This approach is approved as a trial only and DCC may discontinue the trial and require full reinstatement should it prove not to work in practice.

If remaining footpath is less than 1.2m:

- A well maintained compacted quarry dust and cement mix may be used, as above on a trial basis.

Standard acceptable temporary surface:

48 Hours or less:

- Well compacted quarry dust, maintained at all times to a safe finish.

Less than 7 days:

- Cold mix or a thin layer of hot asphalt level with the existing surface.
- Note in the associated CAR the date that cold mix was placed as well as the date that a permanent seal will be placed by.
- Email the transport asset officer (Dave Moffat) with this information.
- Place a permanent seal by the date indicated.

Longer than 7 days:

- Prior approval should be sought to extend the use of a temporary seal. Approval will be granted on a case by case basis.

Fees:

Any work site found not meeting the above conditions after the work completion date in the CAR will receive a re-inspection fee, regardless of whether the site has been notified as complete or not, as a follow up visit will be required to confirm that the site now meets requirements.

**\*\*PLEASE NOTE THAT CARS FOR POLE REPLACEMENTS WILL BE CHARGED FROM 1 APRIL 2018**

## General Conditions

1. The Utility Operator must:

- (a) carry out all Work in Transport Corridors in accordance with the Code and KiwiRail's Specifications for Working in Railway Corridors;
- (b) undertake all Works in compliance with the Acts of Parliament and mandated codes of practice that relate to their industry and the type of Work described within the plans and methodology submitted;
- (c) install assets more or less in the location shown on the attached plans, and agree the exact location and position with the Road Corridor Manager before Work commences;
- (d) locate any Utility Structures in the Road Corridor in the agreed position shown on the drawings and clear of the Carriageway, Road Corridor furniture and kerbs, drains, manholes, etc. Utility Structures agreed to be within the trafficable part of the Road are to be flush with the surface and designed to withstand full heavy Traffic loading (NZTA's HN-HO-72 Traffic Loading);
- (e) provide a full description of the construction methodology, reinstatement, resurfacing and compaction and agree this with the Road Corridor Manager prior to Work commencing;
- (f) make the Works available at all times for inspection by any person representing the Road Corridor Manager;
- (g) if requested, pay the reasonable costs of the Road Corridor Manager in connection with the processing of this notice and for the monitoring and auditing of the Works; (See NZ Transport Agency Cost Structure under Clause 23)
- (h) keep a full copy of the Works Access Permit/ Permit to Enter and Reasonable Conditions on the Work Site at all times during the Works;
- (i) undertake remedial action on non-conforming Work within the timeframe set by the Road Corridor Manager, where reasonable and practicable;
- (j) gain all the necessary consents, approvals and permits from the relevant statutory and regulatory authorities at its own cost;
- (k) keep plans of the installed Work and make them available to the Railway Corridor Manager (in all cases) and Road Corridor Manager (on request);
- (l) compensate the Road Corridor Manager for any damage or costs incurred to the Road Corridor due to the Work or for costs resulting from the removal of abandoned installations, Utility Structures, components and equipment that belong to the Utility Operator;
- (m) repair all Road Corridor assets damaged as a result of the Works, should the Road Corridor Manager determine these are necessary prior to the end of the Warranty period;
- (n) restore to their original condition any surface or Utility Structure that was damaged or removed as a result of the Works;
- (o) control the surface water channels so as to cause minimal interference to existing flows;
- (p) fully restore the surface water channels at the completion of the Works;
- (q) notify the Road Corridor Manager of any maintenance Work it proposes to undertake within the two-year Warranty period;

(r) have in place an approved TMP for Roads and Motorways at least two days prior to Work commencing on the Work Site;

(s) provide the Road Corridor Manager with two Working Days' notice before commencement of Work on the Work Site;

(t) ensure that the Work is carried out under the control of a warranted supervisor as required by the Code of Practice for Temporary Traffic Management and ensure that there are sufficient people on site specifically to control the flow of Traffic through the site in accordance with the TMP;

(u) comply with instructions from an officer of the NZ Police Traffic Safety Branch or a duly authorised agent of the Road Corridor Manager in respect of Traffic management and safety;

(v) complete Works in the Road Corridor in one continuous operation (suspension of Works over five continuous days requires the prior written permission of the Road Corridor Manager);

(w) protect and maintain all Road Corridor signs, markers, signals, barriers and associated marking and replace them to the appropriate industry standard where they have been damaged by the Works;

(x) complete and submit a Works Completion Notice form when the Works are complete; and

(y) stop Work as necessary to meet the requirements of section 42 of the Heritage New Zealand Pouhere Taonga Act 2014.

2. Work must not take place on or near a State highway during and one day either side of a public holiday or public holiday weekend.
3. Where otherwise required due to Traffic volumes or specific residential or Central Business District requirements, the hours of Work must be as specified in the Local Conditions and Special Conditions.
4. The Warranty period starts from the date the Road Corridor Manager has given signed acceptance that the Work is complete or otherwise as provided in Section 4.7.1.7 of the Code.
5. Unless the Works stated in the WAP have started on the Work Site, the agreement relating to the Works will only remain valid for six months from the date of approval on the Works Access Permit.
6. The Road Corridor Manager must manage all applications relating to Road Corridor access in accordance with the timeframes and processes in the Code.
7. The Corridor Manager may:
  - (a) assess the suitability of any action proposed by the Utility Operator during the Warranty period and impose Reasonable Conditions that will maintain the integrity of the Road assets;
  - (b) arrange for remedial Work to be done and recover the costs incurred from the Utility Operator, if the Utility Operator fails to take action within the agreed timeframe; and
  - (c) instruct the Utility Operator to stop Work and leave the Work Site (having made the site safe) if the Works are not complying with the relevant Reasonable Conditions including any plans, relevant conditions or specifications contained in the Code, or permission

requirements.

8. In granting this WAP, no vested right is created.
9. This WAP is not transferable without the written permission of the Road Corridor Manager.

### **Local Conditions**

10. That all trenches shall be reinstated with asphalt unless the Corridor Access Request (CAR) manager has approved an alternative.
11. The minimum depth of asphalt reinstatement shall be as follows. (a) For footpaths the depth of new surfacing shall be 30mm. (b) For chip sealed and non structural asphalt carriageways the depth of new surfacing shall be 50mm. (c) For other types of carriageway surfacing the depth and type of surfacing shall be as directed by the Corridor Manager.
12. The edge of all joints shall be sealed with an approved hot poured rubber bitumen; in accordance with NZTA: HM/11 and which meets the skid resistance requirements outlined in AS/NZS 4586:2004, Slip resistance classification of new pedestrian surface materials.

Joints in the footpath may instead be sealed with a 100mm wide banding of emulsion and grit as long as it meets the same requirements.

All joints must be clean and dry and the sealant must be applied and levelled in a 100 mm band across the joint, with an overlap of 50mm on either side of the joint.

13. The edge of the trench shall be a minimum distance of 200mm from the back of the kerb or the lip of the channel, whichever is nearer.
14. In the following retail areas the hours of work must have the specific approval of the CAR Manager: (a) Central City: Princes Street (Rattray - Octagon), Octagon, George Street (Octagon - Albany), St Andrew Street (Filleul - Great King), Hanover Street (Filleul - Great King), Filleul Street (St Andrew - Hanover), Great King Street (St Andrew - Hanover) and Stuart Street (Cumberland - Octagon). (b) South Dunedin: King Edward Street (Wain - Macandrew) and Hillside Road (Waverley - Fox Street). (c) Mosgiel: Gordon Road (Ayr Street - Tyne Street) and Bush Road/Factory Road (Forth Street - Reid Avenue).
15. Completion of work shall be as follows: (a) Retail Areas. The surfacing shall be reinstated prior to 10.00 am on the morning following the opening being made. (b) Major Routes. Work, including pavement reinstatement, shall be completed between morning and evening peak traffic flow hours unless the work is carried out on a Sunday in which case the time available for surfacing reinstatement is extended to 10.00 am the Monday following. (c) Other Routes. Work, including pavement reinstatement, shall be completed as soon as is practicable, and the period between the backfill and the pavement being fully reinstated should not exceed two days.
16. Brick and concrete pavers shall be re-laid to the requirement of NZS 3116:2002 Concrete Segmental Paving. The level and grade of the reinstated surface shall match the adjacent pavement and no point in it shall hold water. Tolerances are: (a) Gradual deviations measured from a 3 metre straight-edge - 5mm. (b) Abrupt deviations - 2mm.
17. An access cover not in the trafficable part of the road, but is still accessible to vehicles driving over it shall comply with Class C of Table 3.1 of AS 3996:2006.
18. TMPs shall comply with Dunedin City Council requirements for Temporary Traffic Management, under the Code of Practice for Temporary Traffic Management 4th Edition (CoPTTM). Attention is drawn to situations where TMPs require Traffic Management Co-ordinator approval as detailed in A7.2.1 of CoPTTM.

19. Those engaged in work in the road should be aware that there may be contaminated sites both known and unknown within road reserve. If a site is suspected to be contaminated then the contractor may have obligations regarding the disposal of excavated material, and also for the health and safety of workers and the general public.

For a list of known sites please contact either the Otago Regional Council or the Dunedin City Council.

It is useful when assessing whether ground may be contaminated to look at the past or current use of the site and neighbouring sites, physical features (including but not limited to) it's colour, smell and composition.

20. Additional Inspection Fee:

The base CAR fee of \$308.00 GST incl, covers two inspections, one at works completion and another prior to warranty finishing, ie two years after works completion. Additional inspection fees, currently set at \$123.00 GST incl per inspection (as per Council Fees and Charges) will be charged if we have to re-inspect any work which does not meet the standards set out in the Code of Practice and DCCs Local Conditions.

Additional inspections for non-compliant sites may be carried out monthly until such time that the site is made compliant or an updated work period is submitted by the contractor. Additional inspections may also occur in response to inquiries (e.g. complaints) received in relation to non-compliant sites.

21. Works Completion Notices:

When the Council has not been notified that work is completed, Council may choose to inspect the road opening not less than four weeks after the initially notified time of completion. Failure at this stage would trigger an additional inspection fee. Contractors are encouraged to update completion dates to avoid any unnecessary inspections.

**Suzanne Arthur**

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**From:** Operations (TMC Ltd) <ops@trafficmanagementltd.co.nz>  
**Sent:** Friday, 15 February 2019 08:36 a.m.  
**To:** Traffic Management Plan  
**Cc:** Operations (TMC Ltd)  
**Subject:** TMP2018-631 - Power pole replacement x 2 - Blackhead Road - Unison  
**Attachments:** TMP2018-631 Delta - NO DIAGRAMS.pdf; F2.14 Manual Traffic Control StopGo.pdf

Good Morning Suzanne,

Unison have two power poles that requiring replaced on Blackhead Road on Thursday 21<sup>st</sup> Feb.  
The two poles are outside the numbers 194 and 220 Blackhead Road.

The MTC site will enclose both of these poles.  
The site will go from 08.00am until 05.00pm.

Cheers,

Nick Goodwin

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## Static operations

### TWO-WAY TWO-LANE ROAD

#### Single-lane alternating flow

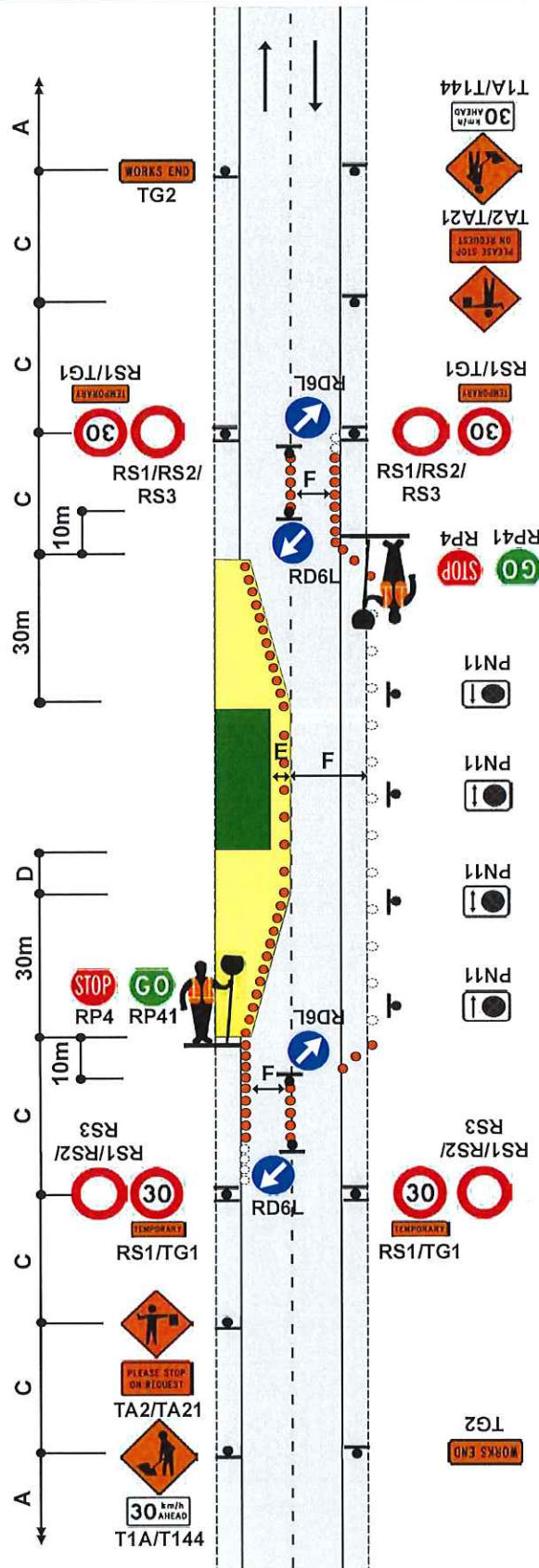
#### Manual traffic control (STOP/GO or STOP/SLOW)

**F2.14**

**Level 1**

#### Notes

1. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues
2. A 30m return taper at the end of the closure is mandatory
3. Cones are required on edge of the temporary lane opposite closure if road is not well defined
4. To allow heavy vehicles to manoeuvre, cones in the channel must be offset by at least 10m where the direction changes. Refer C8.2.12
5. Use PN11 no stopping signs, if necessary
6. MTC with RP4/RP41 STOP/GO or RP4/RP42 STOP/SLOW paddle on road shoulder located between 1st and 2nd cone in the cone threshold closest to the working space
7. Minimum 5 cones in cone threshold at:
  - 2.5m centres - less than 65km/h
  - 5m centres - more than 65km/h
8. Refer to C10.2.3 MTC essentials for further information
9. Delays cannot exceed the time approved by the RCA (normally 5 to 10 minutes)
10. The T144 30km/h AHEAD sign is optional



## Works Access Permit

Registration Number: **1384185**

Utility Reference: **N/A**



### 1. Details of Proposed Work

Activity: Pole Replacement

Address: 194 Blackhead Road, Blackhead, Dunedin City

Location in road: Footpath, Berm

WAP valid period: 19 February 2019 to 31 May 2019

### 2. The Parties

Dunedin City Council being a body corporate in accordance with the Local Government Act 2002 ('the Corridor Manager');

PRIVATE being an approved Utility Operator in accordance with the Electricity Act 1992 submitting a request for access in accordance with that Act;

Clearwater Civil Limited being the agent of the Utility Operator submitting this request on behalf of the Utility Operator and in accordance with the Utility Operator's statutory rights ('the Applicant').

### 3. Attachments

Attachment 1 being the Schedule of Reasonable Conditions.

### 4. Background

(a) The Utility Operator wishes to carry out the works stated on CAR Number 1384185 and thereafter maintain the utility services established in the corridor;

(b) The Corridor Manager is required to provide a written consent in accordance with its governing legislation and to provide a schedule of reasonable conditions, if required, by the utility legislation under which the request for access has been made; and

(c) In accordance with the Code: Utilities' Access to the Transport Corridors and on behalf of the Corridor Manager, I give my written consent for access to the corridor at the agreed location and attach my schedule of reasonable conditions:

Signed

Date 18/02/2019

Suzanne Arthur acting pursuant to delegated authority.

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FOR Corridor Manager APPROVAL USE ONLY

Time Spent Processing:

☐

Approved  
Contractor

☐

Route Plan  
Submitted

☐

TMP Submitted

☐

Stockpiling  
arrangements