

ROLLOVER OF DESIGNATIONS WITH MODIFICATIONS

March 2022

Waka Kotahi NZ Transport Agency
Rollover of existing state highway designations,
with modifications, in the Proposed Far North
District Plan

Notice of Rollover of Designations with modification Under Schedule 1, Part 1, Clause 4(3) of the Resource Management Act 1991

To: District Plan Review
Far North District Council
Private Bag 752
Kaikohe
Via email: letsplantogether@fndc.govt.nz

Request: Rollover of existing Waka Kotahi NZ Transport Agency state highway designations, with modifications, in the Proposed District Plan

From: Waka Kotahi NZ Transport Agency (Waka Kotahi)
Private Bag 106602
Auckland 1143

Attn: Sarah Ho
Principal Planner – Poutiaki Taiao / Environmental Planning Team

1.0 INTRODUCTION

On 17 January 2022 Waka Kotahi NZ Transport Agency (NZTA) received a request from Far North District Council (Council) under Schedule 1, Part 1, Clause 4, of the Resource Management Act 1991 (RMA) to confirm the rollover of the existing NZTA designation(s), and to advise of any new Notices of Requirement NZTA intends to include in the Proposed District Plan (the 'Proposed Plan').

NZTA advises that in accordance with Schedule 1, Part 1, Clause 4(3) of the RMA, the existing designations relating to State Highway 1F, 1N, 10, 11, 12 and 15 are still current and request that these be rolled over with modification into the Proposed Plan.

The state highway designations are discussed below, including the proposed modifications and reasons for them.

2.0 MODIFICATIONS TO NZTA DESIGNATION TEXT

The published version of the Operative Far North District Plan (the 'Operative Plan') identifies Transit New Zealand – now known as the New Zealand Transport Agency as the requiring authority and lists all of NZTA's state highway network including State Highways 1F, 1N, 10, 11 and 12 as being designated, as well as sections of the state highway network subject to modification and/or alteration pursuant to Section 181(3) of the Act. A copy of the NZTA designations listed in the Operative Plan are included in **Attachment A**.

2.1 Updating Requiring Authority Name

As Transit New Zealand is no longer a government entity, all reference to this organization should be removed. While our corporate name is Waka Kotahi NZ Transport Agency the legal name as a requiring authority is the New Zealand Transport Agency¹. When the designation is confirmed, the requiring authority name recorded in the Proposed Plan should be the **New Zealand Transport Agency**.

2.2 Modified Designation Purpose

Waka Kotahi wishes to ensure that its designation purposes are consistently worded, accurate and reflective of its requiring authority status. In this respect, Waka Kotahi requests that the rolled over designation purpose is simplified. Currently the Operative Plan states the following:

The purpose of the designations is to give public notice of the existence of the work and of the nature and extent of activities permitted pursuant to the designation.

The designation provides for Waka Kotahi NZ Transport Agency, either itself or through its agents, to control, manage and improve the State Highway network including planning, design, research, construction and maintenance relating to all land within the designation. Such activities may also involve, but not necessarily be limited to, realigning the road, altering its physical configuration, culverts, bridges and associated protection works. The appropriate resource consents under the RMA will be applied for where required.

It is proposed that this be modified to include “*To construct, operate, maintain, and improve a state highway, cycleway and / or shared path, and associated infrastructure*”.

The respective changes to the designation purposes are recorded in the Proposed Designation Table in **Attachment B**.

The modified purpose will reflect the existing use of the land and the work Waka Kotahi carries out to ensure the continued safe and efficient operation of the state highway network within Far North District. The proposed modifications will also ensure the designation purpose is consistent with other Waka Kotahi designations within operative and proposed district plans elsewhere across New Zealand.

2.3 Existing State Highway Network

State Highways 1 (1F, 1N), 10, 11 & 12 are operational highways whereby the network designations have been given effect to. All existing designations are to be rolled over into the Proposed District Plan with State Highway ‘1F’ and ‘1N’ to be corrected to ‘State Highway 1’.

In addition to this list, State Highway 15 is also to be included in the Proposed Plan, as it was gazetted as state highway on 28 July 2016, followed by Council transferring requiring authority status under section 180 of the RMA to NZTA on 1 September 2017. While the Council has updated their maps accordingly, this has not been identified in the text.

¹ The requiring authority name reflects Schedule 2, Clause 29 of the Land Transport Management Amendment Act 2008.

2.4 Alterations to Designations

The Operative Plan includes sections of the state highway network subject to modification and/or alteration pursuant to Section 181(3) of the Act, (State Highway 10 Bulls Gorge, State Highway 11 Puketona Quarry to Retreat Road, State Highway 10/11 Puketona intersection), see Appendix A. These sections of the state highway have since been constructed, and form part of the existing network, therefore reference to these three alterations should now be removed.

Subsequently, three recent alterations to designation have been confirmed since the last Operative Plan update. These being:

- Council Reference **2170464-RMADES** for the realignment and widening of State Highway 10 to enable two lanes across Oruru River (widening of SH10 east of Taipa Bridge)
- Council Reference **22000149-RMADES** for Waipapa Roundabout (intersection of State Highway 10 and Waipapa Road); and
- Council Reference **22000423-RMADES** for the realignment of Kaeo Bridge (Intersection of State highway 10 and Whangaroa Road, Kaeo).

Both the alterations at Taipa Bridge and Waipapa Roundabout have since been constructed and are now operational. Conditions relating to these alterations are therefore not considered necessary to be included in the modifications. As Kaeo Bridge is yet to be constructed, it is proposed that the relevant conditions are included in the modification.

2.5 Schedule of NZTA Designations

In accordance with the National Planning Standards 2019, NZTA has prepared a new Schedule of Designations to be included in the Proposed Plan. The unique identifiers used for Waka Kotahi designations will be 'NZTA-1' through to 'NZTA-5' and includes the conditions relating to State Highway 10 for the Kaeo intersection. Refer to **Attachment B** Proposed New Zealand Transport Agency Designations Table.

2.6 Limited access road (LAR)

Sections of State Highways 1, 10, 11 and 12 have been declared as limited access roads (LAR). An LAR is declared as such under Section 88 of the Government Roding Powers Act 1989 (GRPA 1989). Whilst this is not a matter considered under the RMA, an LAR can affect access to land. It is therefore considered important to add a note regarding the LAR to the proposed designations table under 'additional information'. Refer to **Attachment B** Proposed New Zealand Transport Agency Designations Table for more information.

3.0 MODIFICATIONS NZTA DESIGNATION BOUNDARIES

The modifications to the designation boundaries are:

- To align the designation boundary with the surveyed legal road corridor boundary; and
- To extend the designation boundary in discrete locations to reflect the existing formed and operational road corridor.

3.1 Aligning with legal road corridor boundary

It is proposed to modify the existing state highway designation boundaries. These modifications are minor in nature and will correct the Waka Kotahi designation boundaries to align with the surveyed legal road corridor boundaries.

3.2 Extending designation

It is proposed to modify the designation boundary in discrete locations to incorporate the existing formed and operational road corridor. This will provide for the on-going operation, maintenance and mitigation of effects of the state highway.

While this land is not currently legal road, it does form part of the constructed and fully operational state highway network. The proposed modifications are designating existing state highway infrastructure that is already formed and operational and is not in private use.

3.3 Reason for spatial modifications

The proposed modifications to the existing designation boundaries will more accurately reflect the legal road boundary and/or will identify where the road will be required to be legalised to correct any discrepancies with the existing road parcel boundaries. In most cases, these discrepancies are historical in nature and modifying the designation boundary through the district plan process allows an opportunity to rectify those.

3.4 Improving the spatial accuracy of the state highway corridor

Waka Kotahi, in collaboration with Land Information New Zealand (LINZ), have an ongoing programme to improve the spatial accuracy of the state highways. To date, the Digital Parcel Improvement (DPI) project has corrected the spatial position of 18,000 parcels in Landonline. Further DPI work is programmed, which will further improve many of the state highway road parcel cadastral inconsistencies.

The DPI work is currently being undertaken in the Far North District, however will not be completed in time to meet the 7 March response date. While further time has been allowed by FNDC to submit these GIS shape files (11 April 2022), these are still likely to have anomalies and the designation may not match the existing land parcel boundaries along the full length of the state highway corridors.

Waka Kotahi requests that the proposed district planning maps are updated to accurately reflect the modified designation boundaries once the DPI work has been complete, which may need to be as part of the submission process.

4.0 EFFECTS OF PROPOSED MODIFICATIONS TO EXISTING DESIGNATIONS

The proposed modifications will simply formalise the designations over existing formed and operational state highway corridors and reflect their current operational use.

The effects of the existing state highway roading network are known, form part of the existing environment and will not change as a result of retaining and modifying the existing designations.

Any potential effects of the proposed modifications to the state highway designation boundaries are no more than minor in nature. This is because the proposed modifications will more accurately reflect the legal and formed road boundaries and will allow the Proposed District Plan to show the status and purpose of the state highways in a clear and consistent manner.

The designations allow for the existing state highways to be managed consistently with the balance of the national state highway network, as well as managing any potential effects of third-party activities on operation of the state highways.

5.0 CONCLUSION

This notice sets out the rollover requirements of the Waka Kotahi designations for State Highways 1, 10, 11, 12 and 15, with modification into the Proposed Plan.

The proposed modifications are minor in nature and are intended to simplify and clarify the Waka Kotahi state highway designations. These modifications will also allow the Proposed District Plan to show the status and purpose of the existing state highway corridors in a clear and consistent manner. The modifications to the designation boundaries will enable Waka Kotahi to continue to manage and maintain a safe and efficient state highway network in Far North District.

Signed by:



Sarah Ho

Principal Planner – Poutiaki Taiao / Environmental Planning
Transport Services

Pursuant to authority delegated by Waka Kotahi NZ Transport Agency

Date: 7 March 2022

Address for Service:

Waka Kotahi NZ Transport Agency

Private Bag Bag 106602

Auckland 1143

Attention: Sarah Ho

Ph: (09) 969 9912

E-mail: sarah.ho@nzta.govt.nz

Attachment A – Operative Far North District Plan – Schedule of Designations

Attachment B – Proposed New Zealand Transport Agency Designations Table

Attachment A – Operative Far North District Plan – Schedule of Designations

TRANSIT NEW ZEALAND – now known as NEW ZEALAND TRANSPORT AGENCY

All the New Zealand Transport Agency (NZTA) road network is designated. For the purposes of this Plan, this includes all of State Highways 1F, 10 and 11; and sections of State Highways 1N and 12 that are contained within the boundaries of the District.

The designated State Highway network is shown on the Planning Maps as “SH”. The purpose of the designations is to give public notice of the existence of the work and of the nature and extent of activities permitted pursuant to the designation.

The designation provides for NZTA, either itself or through its agents, to control, manage and improve the State Highway network including planning, design, research, construction and maintenance relating to all land within the designation. Such activities may also involve, but not necessarily be limited to, realigning the road, altering its physical configuration, culverts, bridges and associated protection works. The appropriate resource consents under the Act will be applied for where required.

Existing (or modified) Designations included in the Far North District Plan under Clause 4 of the First Schedule of the Resource Management Act 1991

Desig #	Site Notation/Purpose	Admin Auth	Site Location	Legal Description	Map #	Underlying Zone
	All of NZTA's State Highway network, including State Highways 1F, 1N, 10, 11 & 12	Transit New Zealand (now known as NZTA)			ALL	Refer definition of Road (Ch3)

Sections of the above mentioned State Highway Network subject to modification and/or alteration pursuant to Section 181(3) of the Act: (added to District Plan 22 August 2011)

Desig #	Site Notation/Purpose	Admin Auth	Site Location	Legal Description	Map #	Underlying Zone
	State Highway 10, declared Limited Access Road at Bulls Gorge Purpose: construction of a realignment and widening, and ongoing operation and maintenance Confirmed pursuant to RC's 2080511 & 2110024, issued November 2009 and August 2010 respectively	NZTA	Bulls Gorge located 5km south of Kerikeri		35	Refer definition of Road (Ch3)
	State Highway 11 declared Limited Access Road, near Puketona, 8km west of Paihia; Purpose: The widening, and the ongoing operation and maintenance. Confirmed pursuant to RC 2100488, issued August 2010.	NZTA	State Highway 11 near Puketona, 8km west of Paihia – approximate extent – between Puketona quarry in the west and intersection with Retreat Rd in the east		35 & 36	Refer definition of Road (Ch3)

Desig #	Site Notation/Purpose	Admin Auth	Site Location	Legal Description	Map #	Underlying Zone
	State Highway 10 and State Highway 11 declared Limited Access Road at Puketona, 12 km west of Paihia Purpose: Improvement and the ongoing operation and maintenance Confirmed pursuant to RC 2110195, June 2011	NZTA	Intersection of State Highway 10 and 11 at Puketona		35	Refer definition of Road (Ch3)

Attachment B – Proposed New Zealand Transport Agency Designations Table

New Zealand Transport Agency	
Designation unique identifier	NZTA-1
Designation purpose	To construct, operate, maintain, and improve a state highway, cycleway and/or shared path and associated infrastructure.
Site identifier	State Highway 1 from Cape Reinga in the north to the Whāngarei District boundary at Hūkerenui in the south.
Lapse date	Designation has been given effect to (ie. no lapse date).
Designation hierarchy under section 177 of the Resource Management Act	Primary
Conditions	None
Additional information	<p><u>Notes:</u></p> <p>The following sections of State Highway 1 are Limited Access Road, as declared under Section 88 of the Government Rounding Powers Act 1989:</p> <ul style="list-style-type: none"> • Henderson Bay Road (RP 54/6.17) to SH 10 (RP 54/6.06). Gaz 2000 p 1021 • Gill Road at Awanui to Wireless Road. Gaz 1977 p 2552. • Wireless Road to Kaitaia Borough boundary. Gaz 1974 p 631. • Southern boundary of Kaitaia Borough to Victoria River Bridge. Gaz 1979 p 465. • Victoria River Bridge to Boundary between Blk XII Takahue SD. Gaz 1979 p 464. • Old Valley Road at ōkaihau to SH 12 at Ohaeawai. Gaz 1980 p 26. • SH 12 at Ohaeawai to SH 10 at Pakaraka. Gaz 1980 p 26. • SH 10 at Pakaraka to Town of Kawakawa. Gaz 1979 p 2585. • MacFarlane Street at Kawakawa to Maromaku Road at Towai. Gaz 1980 p 4066. • Maromaku Road at Towai to Whakapara Stream. Gaz 1980 p 4065.

New Zealand Transport Agency	
Designation unique identifier	NZTA-2
Designation purpose	To construct, operate, maintain, and improve a state highway, cycleway and/or shared path and associated infrastructure.
Site identifier	State Highway 10 from Awanui in the north to the intersection with State Highway 1 at Pakaraka in the south.
Lapse date	Designation has been given effect to (ie. no lapse date)
Designation hierarchy under section 177 of the Resource Management Act	Primary
Conditions	Yes - Applicable to Council Reference 22000423 RMADES (Intersection of State highway 10 and Whangaroa Road, Kaeo) . The affected land is identified as existing State Highway 10, Pt Lot 6 DP32504, Lot 1 DP 119867, and Lot 2 DP119867 (esplanade reserve).
Additional information	<p><u>Notes:</u></p> <p>The following sections of State Highway 10 are Limited Access Road, as declared under Section 88 of the Government Roding Powers Act 1989:</p> <ul style="list-style-type: none"> • Duncan Road at Kaingaroa to Eastern boundary of Old Land. Gaz 1978 p 3422. • Taipa Heights Drive (RP 79/3.49) to North abutment of Kaingaroa Bridge. Gaz 2000 p 1021 • Grey Street at Mangonui to Taipa River. Gaz 1980 p 2567 • 36m south of the northern boundary of Pt Allotment 107 Parish. Gaz 1991 p 3007. • Waipapa Road to Whangaroa County boundary. Gaz 1982 p 2786. • Waitangi River Bridge to Waipapa Road. Gaz 1978 p3211. • State Highway 1 to Waitangi River. Gaz 1978 p 3422.

**Conditions applying to NZTA – 2 : Council Reference 22000423 RMADES
(Intersection of State Highway 10 and Whangaroa Road, Kaeo)**

Lapse date: 5 years after the date on which it is included in the Far North District Plan.

General Conditions

1. Works authorised by the designation shall be in general accordance with the Notice of Requirement lodged by Waka Kotahi NZ Transport Agency dated January 2020, and more particularly the plans entitled ‘Northland Bridges Kaeo’ dated 17 December 2019 contained in Appendix B of the application, subject to the conditions herein.
2. As soon as reasonably practicable following completion of the Construction Works, notice from the Requiring Authority shall be given to the Council in accordance with section 182 of the Resource Management Act 1991 (the Act) for the removal of those parts of the designation that are not required for the long-term operation, maintenance or mitigation effects of the Project.

Construction Noise and Vibration

3. Construction noise shall as far as practicable comply with the following criteria when assessed in accordance with New Zealand Standard NZS 6803: 1999 “Acoustics - Construction Noise”:

Dwellings at 1m from the most exposed façade

Time of week	Time period	Duration of work		
		Long-term duration (dBA)		
		L _{eq}	L _{max}	
Weekdays	0630 – 0730	55	75	
	0730 – 1800	70	85	
	1800 – 2000	65	80	
	2000 – 0630	45	75	
Saturdays	0630 – 0730	45	75	
	0730 – 1800	70	85	
	1800 – 2000	45	75	
	2000 – 0630	45	75	
Sundays and public holidays	0630 – 0730	45	75	
	0730 – 1800	55	85	
	1800 – 2000	45	75	
	2000 – 0630	45	75	

Where the above noise criteria cannot be met, a Construction Noise and Vibration Management Plan shall be prepared and implemented as set out in Condition 7 below.

4. Construction vibration shall comply with the following criteria when measured and assessed in accordance with DIN 4150-3:1999 “Structural Vibration - Effects of Vibration on Structures.

Receiver	Location	Details	Category A	Category B
Dwellings	Inside the building	Night-time (2000 to 0630 hours)	0.3mm/s PPV	1 mm/s PPV
		Daytime (0630 to 2000 hours)	1mm/s PPV	5mm/s PPV

If a suitably qualified expert advises that the measured or predicted vibration levels could exceed the Category A criteria then the noise management plan in Construction Noise and Vibration Management Plan as per Condition 8 below shall be used to manage construction vibration to comply with the Category A criteria as far as practicable.

Where there is any risk that construction vibration could exceed the Category B daytime criteria, construction activity shall only proceed after a building condition survey has been undertaken and if effects on those buildings have been assessed by suitably qualified experts and found to be avoidable.

Management Plans

5. A minimum of 10 working days prior to the commencement of any construction works (including any site preparation and earthworks), the Requiring Authority shall submit to the Council plans covering Landscape and Cultural Design (required by Condition 7), Construction Traffic (required by Condition 9) and Ecological Mitigation (required by Condition 10). A Construction Noise and Vibration (required by Condition 8) will only be necessary if required under Conditions 3 and/or 4 above.

On receipt of the plans, the Council shall certify (or otherwise) that the Plans are in accordance with the conditions below in respect of each Plan. The Council shall do so within 10 working days of the Plans being submitted. If formal advice confirming certification (or otherwise) is not received from the Council within 10 working days, the Requiring Authority may proceed on the basis that certification has been given.

6. On certification of these plans, the Requiring Authority shall comply with and implement the Plans in all respects.

Landscape and Cultural Design Framework

7. A Landscape and Cultural Design Framework document shall be submitted in accordance with Condition 5. This document shall include information about the landscape decisions made in collaboration with mana whenua and will include a detailed concept plan and planting specifications in accordance with the Waka Kotahi NZ Transport Agency P39 – Standard Specification for Highway Landscape Treatments.

Construction Noise and Vibration Management Plan (CNVMP)

8. Where deemed necessary under Conditions 3 and/or 4 above, a Construction Noise and Vibration Management Plan (CNVMP) shall be prepared by a suitably qualified and experienced person and submitted to Council in accordance with Condition 5. The purpose of the CNVMP shall be to identify the best practicable option for

management and mitigation of all construction noise and vibration, including where full compliance with the criteria in Conditions 3 and/or 4 cannot be achieved. Where the compliance cannot be achieved for specific activities, the noise management plan shall set out the required noise mitigation measures that are specific to those activities in order to reduce noise levels and effects as far as practicable.

The CNVMP shall include the information required by NZS 6803:1999 'Acoustics – Construction Noise', Annex E2 and the Waka Kotahi NZ Transport Agency's State Highway Construction and Maintenance Noise and Vibration Guide (August 2019). The term 'noise' in that document shall be interpreted as 'noise and vibration'.

Construction Traffic Management Plan (CTMP)

9. A CTMP shall be prepared by a suitably qualified and experienced person and submitted to the Council in accordance with Condition 5. The purpose of the CTMP is to avoid or mitigate adverse effects on traffic safety and efficiency resulting from the construction works, in order to:
- (a) Protect public safety, including the safe passage of pedestrians and cyclists;
 - (b) Minimise delays to road users, pedestrians and cyclists, and
 - (c) Inform the public about any potential impacts on the road network.

The CTMP shall describe the methods for avoiding, remedying or mitigating the local and network wide transportation effects resulting from the Project works, and shall address the following matters:

- (a) Methods to avoid, remedy or mitigate the local and network wide effects of the construction of individual elements of the Project and the use of staging to allow sections of the Project to be opened to traffic while other sections are still under construction;
- (b) Methods to manage the effects of the delivery of construction material, plant and machinery (including oversized trucks);
- (c) The numbers, frequencies, routes and timing of construction traffic movements;
- (d) Traffic management measures to address and maintain traffic capacity and minimise adverse effects;
- (e) The methodology for ensuring the continued access to all properties affected by the construction process for both vehicles and pedestrians.

Ecological Management Plan (EMP)

10. An EMP shall be prepared by a suitably qualified and experienced person and submitted to Council in accordance with Condition 5. The EMP is to be prepared in general accordance with the Assessment of Ecological Values report prepared by Bioresearches Limited dated December 2019 and shall include specific details addressing the main aspects of the avoidance and mitigation package defined in the Bioresearches report as follow:
- a. Timing of access and clearance of riparian areas to avoid effects on nesting habitat for fernbirds
 - b. Details (including plans) detailing the re-instatement, enhancement and expansion of riparian vegetation for fernbird habitat
 - c. Specific measures to identify the existence of bittern and banded rail in the vicinity of the site, and any mitigation or avoidance measures required should it be confirmed they inhabit the area.
 - d. Provision of a Native Lizard Management Plan
 - e. Location, species, and number of ecosourced native coastal planting in areas between the State Highway 10 formation and Kaeo River.

- f. A plan clearly identifying those existing vegetated areas and /or individual trees that are to be avoided and the means of physically delineating these areas on the site
- g. Means of controlling weed and pests during and on completion of construction works.

Note:

- *The technical review of the ecological report provided in support of the application indicates that bittern and banded rail are known to inhabit the area and therefore should part of the EMP.*
- *It is noted that several plant species identified in the ecological report may not be appropriate and local eco-sourced alternatives are available.*

Completion of Works

11. For the purposes of confirming that works have been carried out in accordance with Condition 10 above, the Requiring Authority shall provide to Council's Team Leader (Compliance) within 3 months of the completion date of the works ('completion date' being the date at which all physical works required for the commissioning of the State Highway within the designation is completed), a written statement or statements from a suitably qualified and experience person/s that confirm that the requirements contained in the Ecological Management Plan has been completed in accordance with the referenced document and plans.

New Zealand Transport Agency	
Designation unique identifier	NZTA-3
Designation purpose	To construct, operate, maintain, and improve a state highway, cycleway and/or shared path and associated infrastructure.
Site identifier	State Highway 11 From Puketona to Kawakawa via Paihia.
Lapse date	Designation has been given effect to (ie. no lapse date)
Designation hierarchy under section 177 of the Resource Management Act	Primary
Conditions	None
Additional information	<p><u>Notes:</u></p> <p>The following sections of State Highway are Limited Access Road, as declared under Section 88 of the Government Rounding Powers Act 1989:</p> <ul style="list-style-type: none"> • South-western boundary of Te Ti block ML 14554 (RP 14/3.33). Gaz 2004 p 4415. • SH 1 at Kawakawa (RP 0/0) to Southern boundary of Paihia. Gaz 2000 p 1021

New Zealand Transport Agency	
Designation unique identifier	NZTA-4
Designation purpose	To construct, operate, maintain, and improve a state highway, cycleway and/or shared path and associated infrastructure.
Site identifier	State Highway 12 From the intersection with State Highway 1 at ōhaeawai in the north to the Kaipara District boundary at Waipoua River in the south.
Lapse date	Designation has been given effect to (ie. no lapse date)
Designation hierarchy under section 177 of the Resource Management Act	Primary
Conditions	None
Additional information	<p><u>Notes:</u></p> <p>The following sections of State Highway 12 are Limited Access Road, as declared under Section 88 of the Government Rounding Powers Act 1989:</p> <ul style="list-style-type: none"> • SH 1 to Kaikohe Borough boundary. Gaz 1979 p 1980. • Waiotemarama Gorge Road at Pakanae (RP 61/0) to Waiotemarama. Gaz 2000 p3942.

New Zealand Transport Agency	
Designation unique identifier	NZTA-5
Designation purpose	To construct, operate, maintain, and improve a state highway, cycleway and/or shared path and associated infrastructure.
Site identifier	State Highway 15 From the intersection with State Highway 1 at ōkaihau in the north to the Whāngarei District boundary at Twin Bridges in the south.
Lapse date	Designation has been given effect to (ie. no lapse date)
Designation hierarchy under section 177 of the Resource Management Act	Primary
Conditions	None
Additional information	<u>Notes:</u> Requiring Authority transferred from FNDC under section 180 on 1 September 2017